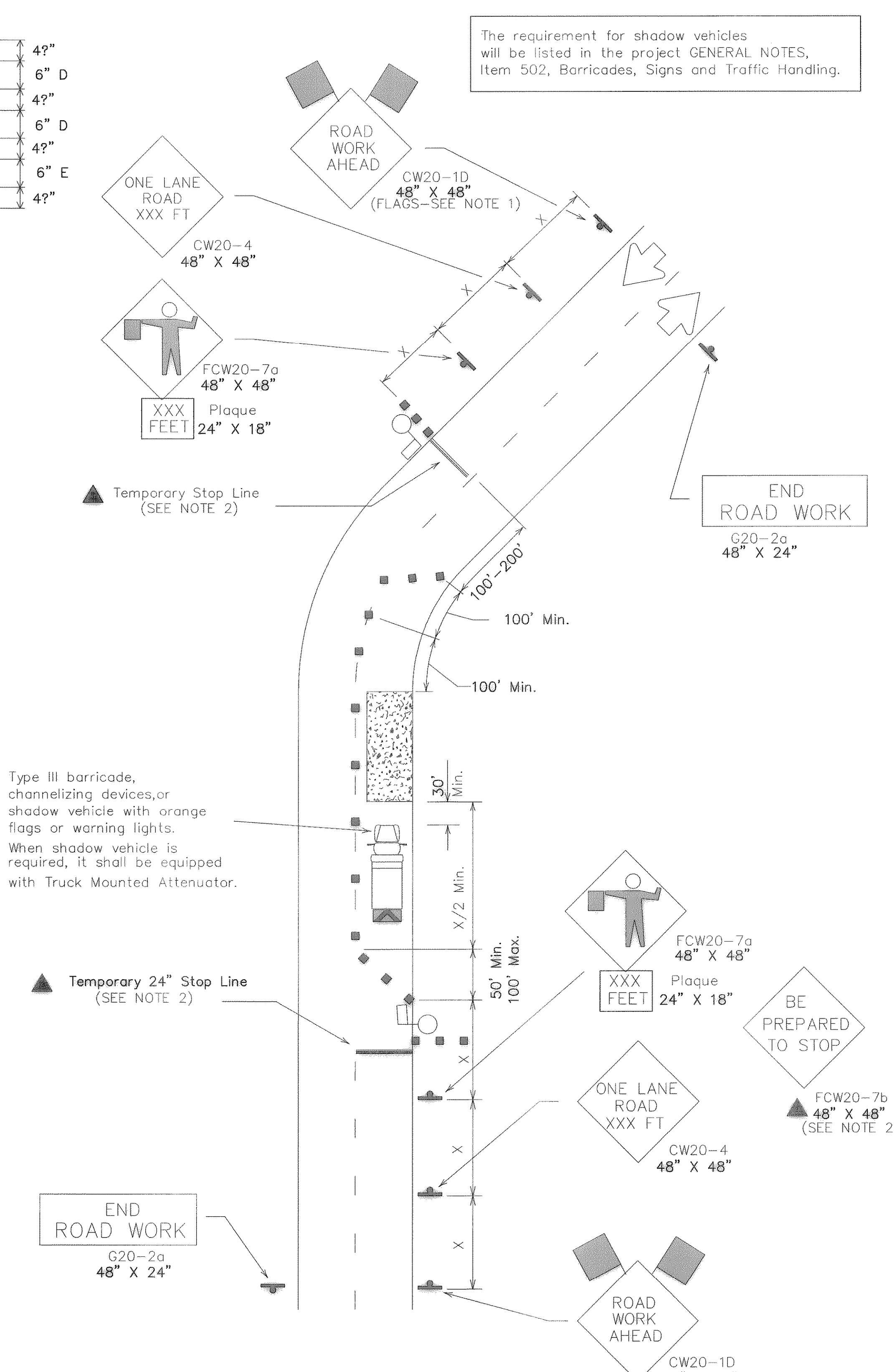


TCP (2-2a)

2-Lane Roadway Without Paved Shoulders
One Lane Closed
Adequate Field of View



TCP (2-2b)

2-Lane Roadway Without Paved Shoulders
One Lane Closed
Inadequate Field of View

LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Device		Minimum Sign Spacing X Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	* 600'
65		650'	715'	780'	65'	130'-165'	* 700'
70	700'	770'	840'	70'	140'-175'	* 800'	

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

- GENERAL NOTES:
- Flags attached to signs are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
 - The BE PREPARED TO STOP sign may be installed after the ONE LANE ROAD XXX FT sign, but proper sign spacing shall be maintained.
 - YIELD sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work zones should be no longer than one half city block. In rural areas on roadways with less than 4000 ADT and work areas should be no longer than 400'.
 - YIELD TO ONCOMING TRAFFIC sign shall be placed on a support at a 7' minimum mounting height.
 - Flaggers should use two-way radios or other methods of communication to control traffic.
 - Length of work area should be based on the ability of flaggers to communicate.
 - For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
TCP(2-2)-03

© TxDOT December 1988

DESIGNED BY: L-R	OK-MT	DW-DN	OK-MT	NEG NO.
REVISIONS	DATE	BY	REASON	
3-95			FEDERAL AID PROJECT	SHEET
1-97				
4-98			COUNTY	CONTROL SECTION
3-03				JOB HIGHWAY

Kimley-Horn and Associates, Inc.
43700 Park Central Drive, Suite 1800
Houston, Texas 77057
Tel. No. (832) 775-1350
Fax. No. (832) 225-1820

RECORD DRAWING
THIS DRAWING IS THE PROPERTY OF KIMLEY-HORN AND ASSOCIATES, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND LOCATION SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF KIMLEY-HORN AND ASSOCIATES, INC. IS PROHIBITED.

NICHOLAS S. KIMLEY
Professional Engineer
No. 88851
State of Texas

ALLIANCE
ROCKWALL COUNTY
CITY OF ROCKWALL, TEXAS

TRAFFIC CONTROL PLAN

Scale: N/A
Designed by: KHA
Drawn by: KHA
Checked by: NES
Date: SEPTEMBER 2005
Project No. 064015000

SHEET
C-28