

PORTABLE CHANGEABLE MESSAGE SIGNS

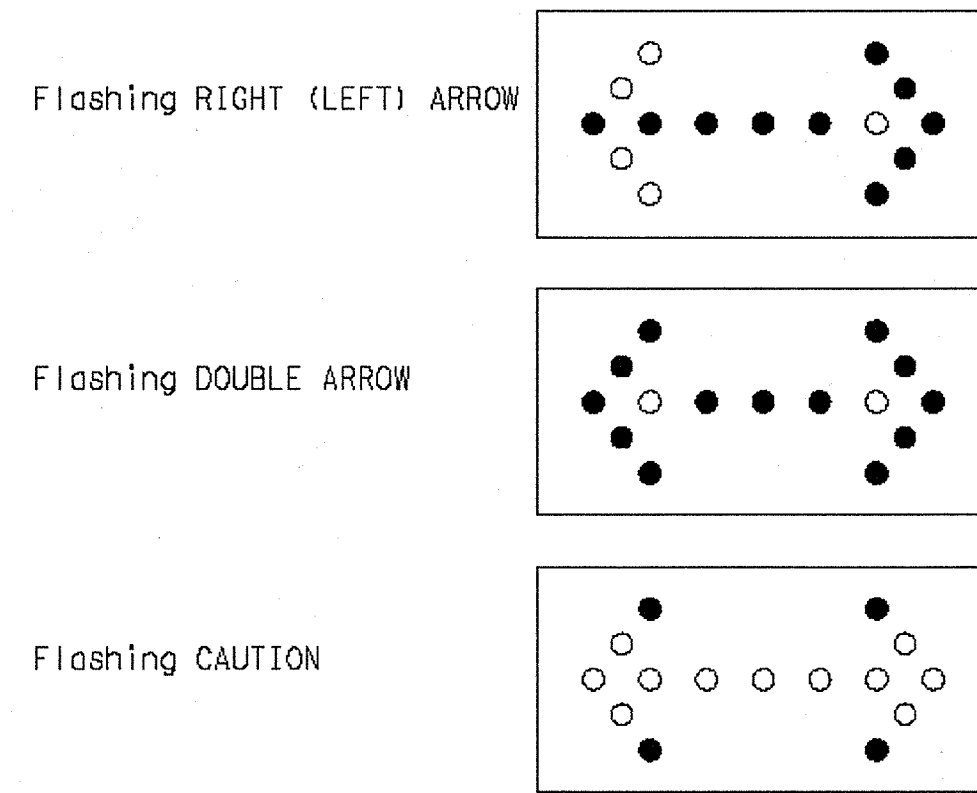
- The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
- PCMS placed on the shoulder or within the R-O-W, but are not behind a concrete traffic barrier shall have a minimum of four plastic drums placed perpendicular to traffic, on the upstream side of the PCMS.
- Messages on PCMS should contain no more than 8 words (four to eight characters per word), not including simple words such as "TO," "FOR," "AT," etc.
- Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed.
- Each phase of the message should convey a single thought.
- Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
- Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
- Specify the actual days of the week; e.g., TUES THROUGH FRI or TUES-FRI in the coming week that work activity will occur.
- The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
- The Engineer/Inspector may select one of two options which are available for displaying a two-phase message on a PCMS. Each phase may be displayed for either four seconds each or for two seconds each.
- Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
- Do not present redundant information on a two-phase message; i.e., keeping two lines of the message the same and changing the third line.
- Do not use the words "Danger" or "Caution" in message.
- Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
- Do not display messages that scroll horizontally or vertically across the face of the sign.
- The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated.

Word or Phrase	Abbreviation	Word or Phrase	Abbreviation
Access Road	ACCES RD	Miles	MI
Air Quality	AIR QLTY	Miles Per Hour	MPH
Avenue	AVE	Time Minutes	TIME MIN
Best Route	BEST RTE	Monday	MON
Boulevard	BLVD	Normal	NORM
Bridge	BRDG	North	N
Cannot	CANT	Parking	PKING
Center	CNTR	Parking Lot	PRK LOT
Construction Ahead	CONST AHEAD	Road	RD
Detour Route	DETOUR RTE	Right Lane	RGT LN
East	E	Saturday	SAT
Emergency	EMER	Service Road	SERV RD
Emergency Vehicle	EMER VEH	Shoulder	SHLDR
Entrance, Enter	ENT	Slippery	SLIP
Express Lanes	EXP LANE	South	S
Expressway	EXPWY	Speed	SPD
Distance Feet	DISTANCE FT	Street	ST
Fog Ahead	FOG AHD	Sunday	SUN
Freeway	FRWY, FWY	Telephone	PHONE
Freeway Blocked	FWY BLKD	Thursday	THURS
Friday	FRI	To Downtown	TO DWNTR
Hazardous Driving	HAZ DRIVING	Traffic	TRAF
Highway	Hwy	Travelers	TRVLRS
Hours	HR	Tuesday	TUES
Information	INFO	Turnpike	Name TRNPK
Left	LFT	Upper Level	UPPR LVL
Left Lane	LFT LN	Warning	WARN
Lane Closed	LN CLSD	Wednesday	WED
Lower Level	LOWR LVL	Weight Limit	WT LIMIT
Maintenance	MAINT	Wet Pavement	WET PVMT
Roadway designation #	IH-number, US-number, SH-number, FM-number	West	W

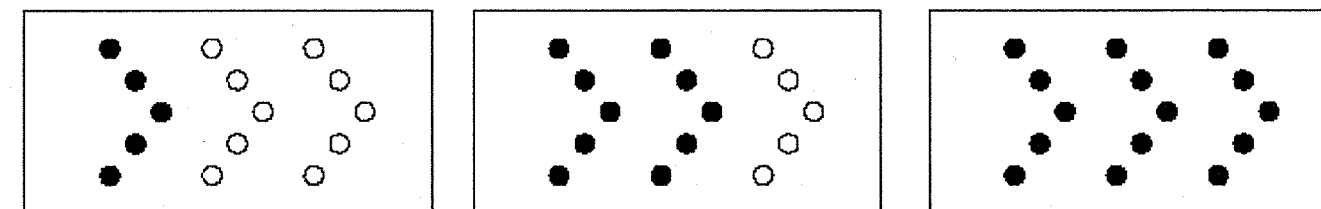
WHEN NOT IN USE, REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND CONCRETE TRAFFIC BARRIER.

TYPICAL FLASHING ARROW PANEL

- The Flashing Arrow Panel should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
- Flashing Arrow Panels should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
- The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Panel.
- The Flashing Arrow Panel should be able to display the following symbols:



- The "CAUTION" display consists of four corner lamps flashing simultaneously.
- The straight line caution display is NOT ALLOWED.
- The Flashing Arrow Panel shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
- Minimum lamp "on time" shall be approximately 50 percent for each sequential phase of the flashing chevron.
- The sequential arrow display is NOT ALLOWED.
- The flashing arrow display is the TxDOT standard; however, the sequential Chevron display may be used during daylight operations.



- The Flashing Arrow Panel shall be mounted on a vehicle, trailer or other suitable support.
- A Flashing Arrow Panel SHOULD NOT BE USED to laterally shift all lanes of traffic on a multi-lane roadway at once.

REQUIREMENTS

TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

ATTENTION: Flashing Arrow Panels shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW PANEL FROM THE RIGHT-OF-WAY OR PLACE THE ARROW PANEL BEHIND CONCRETE TRAFFIC BARRIER.

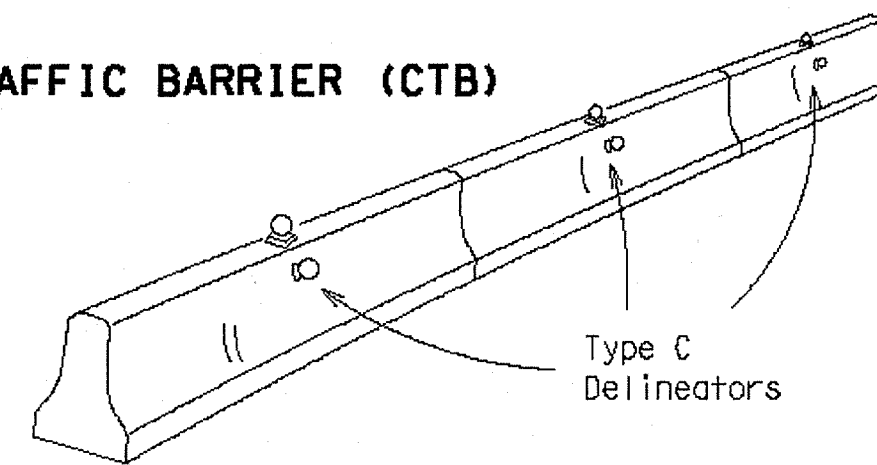
TRUCK-MOUNTED ATTENUATORS

- Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the National Cooperative Highway Research Report No. 350 (NCHRP 350).
- Refer to the CWZTC for the requirements of Level 2 or Level 3 TMAs.
- Refer to the dates shown in the CWZTC to ensure that the TMA meets the age requirements and the crashworthiness criteria established by the Federal Highway Administration (FHWA) for TMAs.
- Refer to the CWZTC for a list of approved TMAs.
- TMAs are required on freeways unless otherwise noted in the plans.
- A TMA should be used anytime that it can be positioned approximately 100 feet or less in advance of the area of crew exposure without adversely affecting the work performance.
- The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

TYPE C DELINEATORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

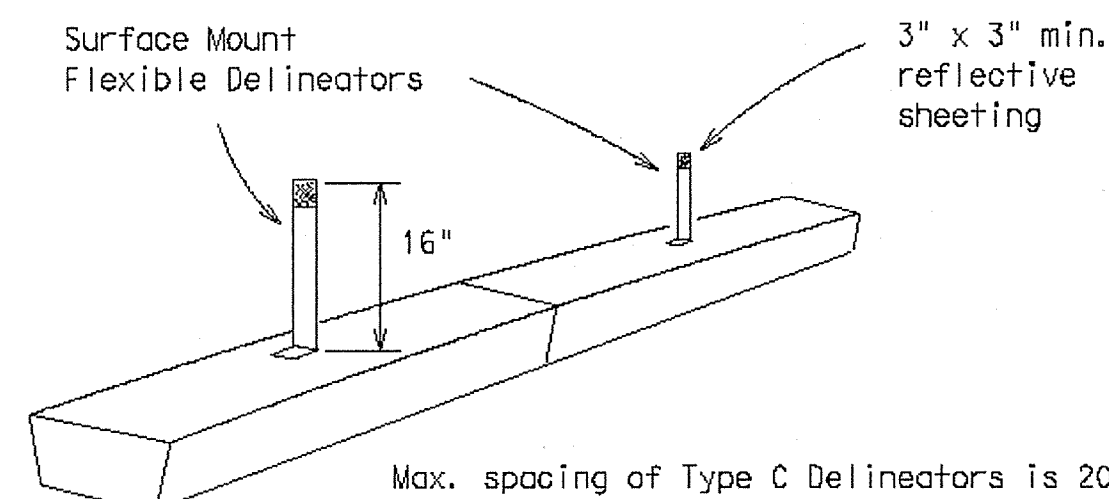
- Type C Delineators shall be prequalified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Type C Delineators can be found at the following Web site: <http://ftp.dot.state.tx.us/pub/txdot-info/gsd/pdf/dms8600preq.pdf>.
- Color of delineators shall be as specified in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD). The cost of the Type C Delineators shall be considered subsidiary to Item 502.

CONCRETE TRAFFIC BARRIER (CTB)



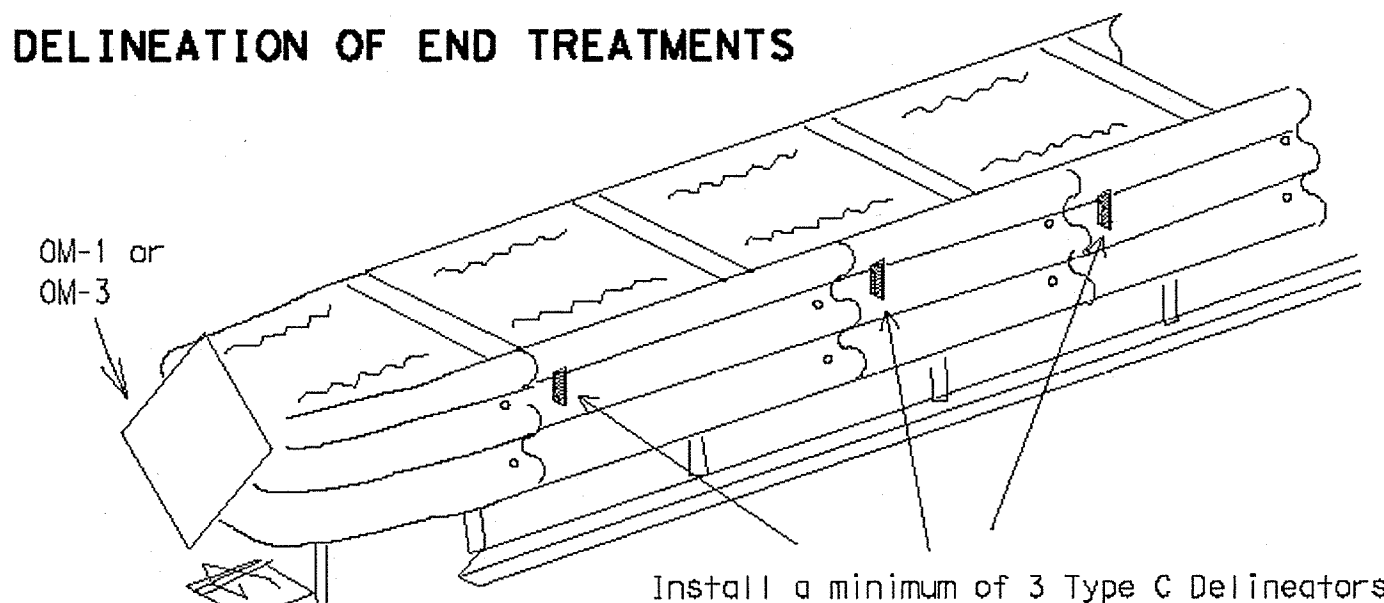
- Two (2) Type C Delineators should be mounted on each section of CTB in approximately the midsection of the CTB. The Type C Delineator on the side of the CTB shall be installed directly below the Type C Delineator mounted on top of the CTB.
- Maximum spacing of Type C Delineators is 40 feet.
- Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
- Attach Type C Delineators on CTB as per manufacturer's recommendations.
- Missing or damaged Type C Delineators shall be replaced as directed by the Engineer.

LOW PROFILE CONCRETE BARRIER (LPCB)



Max. spacing of Type C Delineators is 20 feet. Attach the Type C Delineators as per manufacturer's recommendations.

DELINEATION OF END TREATMENTS



Install a minimum of 3 Type C Delineators.

DELINEATION	APPROACHING TRAFFIC	
	BOTH SIDES	ONE SIDE
OM-1	OM-3 or Vertical Panel	

Attach the Type C Delineators as per manufacturer's recommendations.

WARNING LIGHTS

- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with signs. They are intended to warn of an approaching potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type E Sheeting (Fluorescent Prismatic) meeting the requirements of Departmental Material Specification DMS-8300.
- Type-C Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
- The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
- When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.

END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet crashworthy standards as defined in the National Cooperative Highway Research Report 350. Refer to the CWZTC List for approved end treatments and manufacturers.

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTC) describes pre-qualified products and their sources and may be obtained by contacting:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3120
Fax (512) 416-3299

Instructions to locate the "CWZTC" on TxDOT website are:

Start at website - www.dot.state.tx.us
Click on "About TxDOT",
Click on "Organizational Chart",
Click on Traffic Operations Box,
Click on "Compliant Work Zone Traffic Control Devices",
Click on "View PDF".
This site is printable.

STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

BARRICADE AND CONSTRUCTION ARROW & MESSAGE SIGNS, REFLECTORS & WARNING LIGHT STANDARD

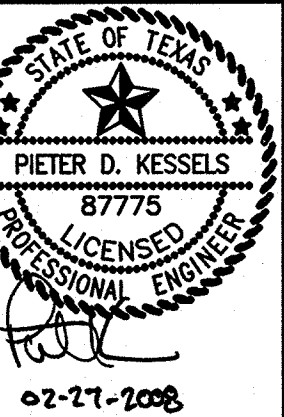
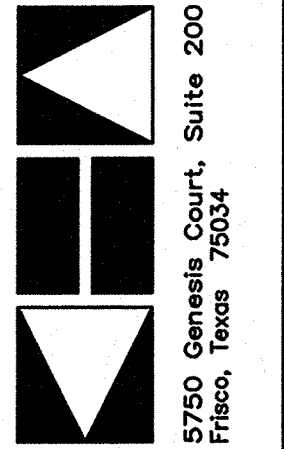
6 of 12 BC(6)-03

TxDOT 11-4-02	DIR - BAS	CA - GRB	DM - FDN	CA - CAL
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
	6			
	COUNTY	CONTRACT	SECTION	JOB HIGHWAY

RECORD DRAWING

THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE DESIGN ENGINEERS KNOWLEDGE, THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK, USING INFORMATION AS PROVIDED BY THE CONTRACTORS AND SURVEYED GRADES.

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Pecan Valley Drive and Quail Run Road
City of Rockwall, Texas

TxDOT BARRICADE AND CONSTRUCTION ARROW & MESSAGE SIGNS, REFLECTORS & WARNING LIGHT STANDARD BC(6)-03

Scale: Not To Scale
Designed by: TxDOT
Drawn by: TxDOT
Checked by: P.D.K.
Date: Feb. 27, 2008
Project No. 068237002

SHEET C-38 OF 47

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LEVELS DISPLAYED
ACC:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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