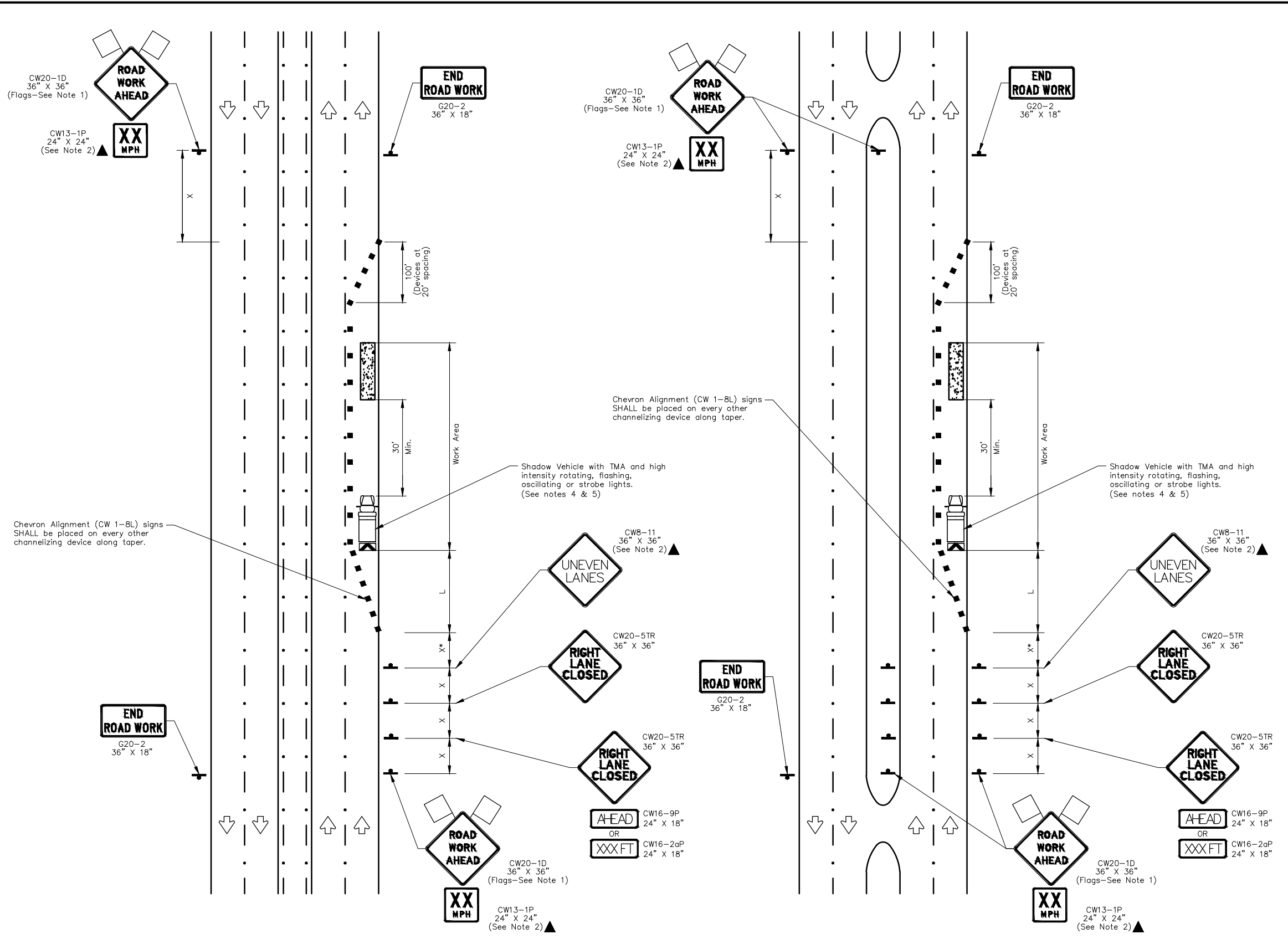


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TRAFFIC CONTROL PLAN SECTION SHALL BE COMPLETED BY ENGINEER

| ROADWAY | POSTED SPEED | TAPER LENGTH | SPACING CHANNELIZING DEVICES | | SIGN SPACING | BUFFER SPACE |
|---------|--------------|--------------|------------------------------|---------|--------------|--------------|
| | | | TAPER | TANGENT | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

| LEGEND | |
|--------|---|
| | Type 3 Barricade |
| | Heavy Work Vehicle |
| | Trailer Mounted Flashing Arrow Board |
| | Sign |
| | Flag |
| | Channelizing Devices |
| | Truck Mounted Attenuator (TMA) |
| | Portable Changeable Message Sign (PCMS) |
| | Traffic Flow |
| | Flagger |

| Posted Speed * | Formula | Minimum Desirable Taper Lengths "L" | | | Suggested Maximum Spacing of Channelizing Devices | | Minimum Sign Spacing "X" Distance | Suggested Longitudinal Buffer Space "B" |
|----------------|--------------------------|-------------------------------------|------------|------------|---|--------------|-----------------------------------|---|
| | | 10' Offset | 11' Offset | 12' Offset | On a Taper | On a Tangent | | |
| 30 | L = WS ² / 60 | 150' | 165' | 180' | 30' | 60' | 120' | 90' |
| 35 | | 205' | 225' | 245' | 35' | 70' | 160' | 120' |
| 40 | L = WS | 265' | 295' | 320' | 40' | 80' | 240' | 155' |
| 45 | | 450' | 495' | 540' | 45' | 90' | 320' | 195' |
| 50 | L = WS | 500' | 550' | 600' | 50' | 100' | 400' | 240' |
| 55 | | 550' | 605' | 660' | 55' | 110' | 500' | 295' |
| 60 | L = WS | 600' | 660' | 720' | 60' | 120' | 600' | 350' |
| 65 | | 650' | 715' | 780' | 65' | 130' | 700' | 410' |
| 70 | L = WS | 700' | 770' | 840' | 70' | 140' | 800' | 475' |
| 75 | | 750' | 825' | 900' | 75' | 150' | 900' | 540' |

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

GENERAL NOTES

- Flags attached to signs where shown are OPTIONAL.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol are OPTIONAL.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
- Contractor shall provide and install traffic control devices in conformance with part VI of Texas Manual on Uniform Traffic Control Devices (TMUTCD - Latest edition with revisions) during construction.
- No lanes shall be blocked from 7am to 9am and 4pm to 6:30pm Monday thru Friday.
- Off duty police officers/flaggers are required to direct traffic when applicable. If project is within 400 feet from a signalized intersection, the Contractor shall contact Harris County Engineering Department, Traffic Signal Maintenance at (713) 881-3210 five (5) days prior to the start of construction.

| NO. | REVISIONS | DATE | NAME |
|-----|-----------|------|------|
| | | | |
| | | | |
| | | | |
| | | | |

HARRIS COUNTY ENGINEERING DEPARTMENT



FOR INTERIM REVIEW ONLY

DOCUMENT INCOMPLETE:
 NOT INTENDED FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES

ENGINEER: NAME
 P.E. SERIAL No. NUMBER
 DATE: / /

| | | |
|--------------------|-----------------------------|------------------|
| PROJECT TITLE: | | TRAFFIC STANDARD |
| SHEET DESCRIPTION: | | TCP-RL |
| DRAWN BY: | TRAFFIC CONTROL PLAN | DATE: |
| BSH | (RIGHT LANE CLOSURE) | 8/18/17 |
| CK'D BY: | SCALE: | SHEET NO: |
| BSH | NONE | / |