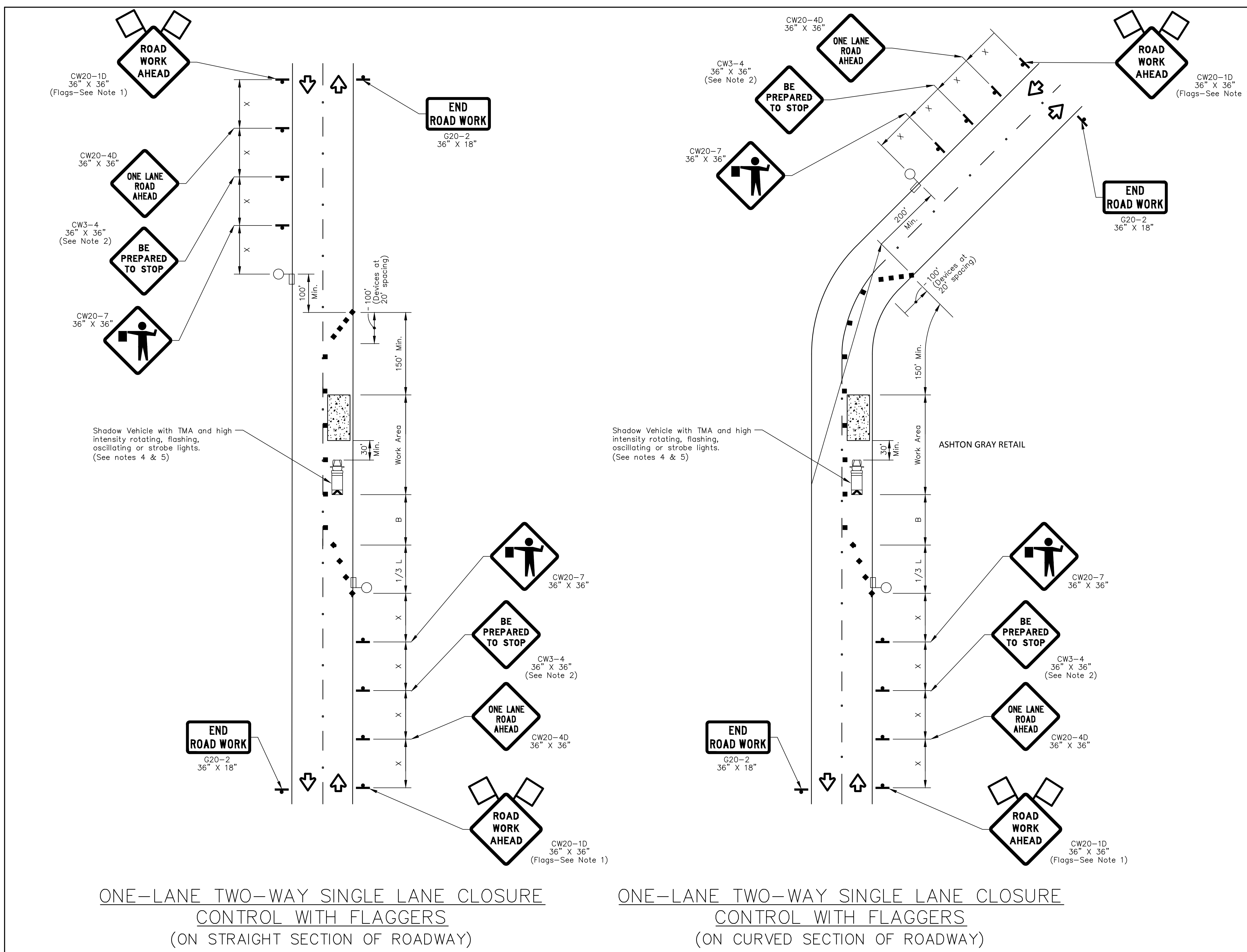


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NO.	REVISIONS	DATE	NAME
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**HARRIS COUNTY  
ENGINEERING DEPARTMENT**



**TRAFFIC CONTROL PLAN SECTION SHALL BE COMPLETED BY ENGINEER**

ROADWAY	POSTED SPEED	TAPER LENGTH	SPACING CHANNELIZING DEVICES		SIGN SPACING	BUFFER SPACE
			TAPER	TANGENT		
SPRING PLAZA	35	245'	35'	70'	160'	120'

**LEGEND**

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		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 <sup>2</sup> / 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.
  - Flaggers should use two-way radios or other methods of communication to control traffic.
  - Length of work space should be based on the ability of flaggers to communicate.
  - If the work space is located near horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distances to the flagger and a queue of stopped vehicles (see table above).
  - Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
  - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.
  - No lanes shall be blocked from 7am to 9am and 4pm to 6:30pm Monday thru Friday.
  - Off duty police officers 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.

PROJECT TITLE: <b>ASHTON GRAY RETAIL</b>		TRAFFIC STANDARD TCP-12
SHEET DESCRIPTION: TRAFFIC CONTROL PLAN (ONE-LANE, TWO-WAY OPERATION)		DATE: 8/18/17
DRAWN BY: BSH	SCALE: NONE	SHEET NO: /

**TRAFFIC CONTROL PLAN**

**Ashton Gray Retail - Kenros**  
SOUTHWEST CORNER OF SPRING STUEBNER  
AND SPRING PLAZA, HARRIS COUNTY, TEXAS

**C14.0**

SCALE: N.T.S.  
PROJECT:  
DATE:

01/13/2018  
PERMIT / BID ISSUE

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF THE ENGINEER. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

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