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TCP (2-3a)
2-LANE ROADWAY WITH PAVED SHOULDERS
ONE LANE CLOSED
ADEQUATE FIELD OF VIEW

TCP (2-3d)
2-LANE ROADWAY WITH PAVED SHOULDERS
ONE LANE CLOSED
INADEQUATE FIELD OF VIEW

GENERAL NOTES

1. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.

2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.

3. When work spaces will be in excess of three days existing pavement markings may remain in place. Channelizing devices shall be used as separate traffic lanes.

4. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.

5. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.

6. Conflicting pavement markings should be removed for long term projects.

7. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

8. Conflicting pavement markings should be removed for long term projects.

9. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

10. Conflicting pavement markings should be removed for long term projects.

11. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

12. Conflicting pavement markings should be removed for long term projects.

13. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

14. Conflicting pavement markings should be removed for long term projects.

15. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

16. Conflicting pavement markings should be removed for long term projects.

17. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

18. Conflicting pavement markings should be removed for long term projects.

19. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

20. Conflicting pavement markings should be removed for long term projects.

21. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

22. Conflicting pavement markings should be removed for long term projects.

23. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

24. Conflicting pavement markings should be removed for long term projects.

25. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

26. Conflicting pavement markings should be removed for long term projects.

27. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

28. Conflicting pavement markings should be removed for long term projects.

29. A Shadow Vehicle with a TMA should be placed before traffic on the posted speed the conflict zone signs may be installed within CNW10-I "Road Work Ahead" signs. Proper spacing of a short as indicated.

30. Conflicting pavement markings should be removed for long term projects.
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DATE:

FILE:

New pavement surface should extend to surface should New pavement New pavement

extend to surface should New pavement

48" X 24"

CW1-6

48" X 24" Double

Markers on Roadway

ROADWAY DIVERSION

TCP (2-7a)

TCP (2-7b)

BRIDGE WIDENING

TCP (2-7d)

Typical Usages

TYPICAL USAGE

TAPER LENGTHS

Minimum

Desirable

Suggested Maximum

Suggested

TCP (2-7a)

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.

TCP (2-7b)

2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.

TCP (2-7c)

3. Raised pavement markers shall be placed 40 feet C-C on centerline through project do not conflict with construction area pavement widths are maintained.

TCP (2-7d)

4. Roadway diversion design requirements should be based on posted speed limit or prevailing speed.

TCP (2-7e)

5. New pavement surface should be extended across existing roadway for detailed clearance in the plans.

TCP (2-7f)

6. The CW5-2 "Narrow Bridge" sign may be omitted if lane and shoulder by the triangle symbol may be omitted when stated elsewhere in the plans.