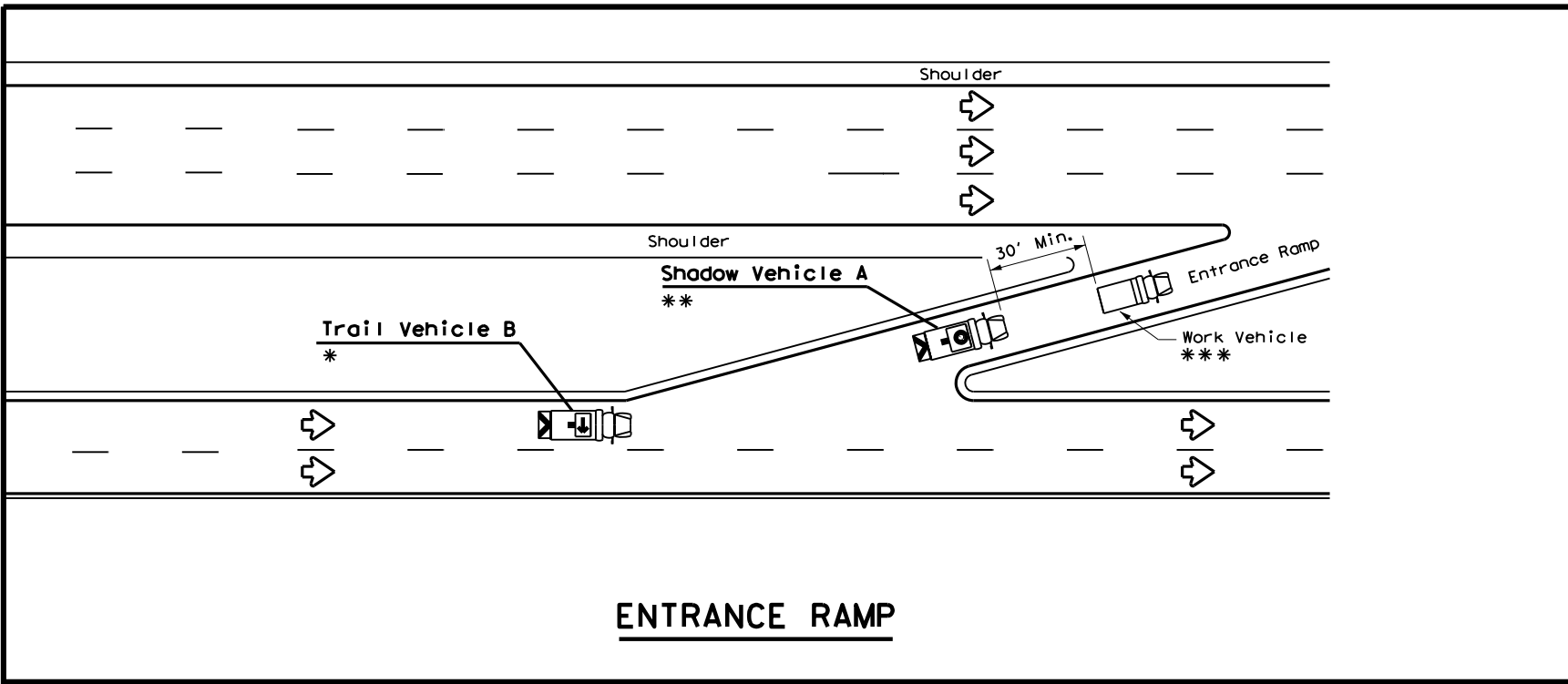
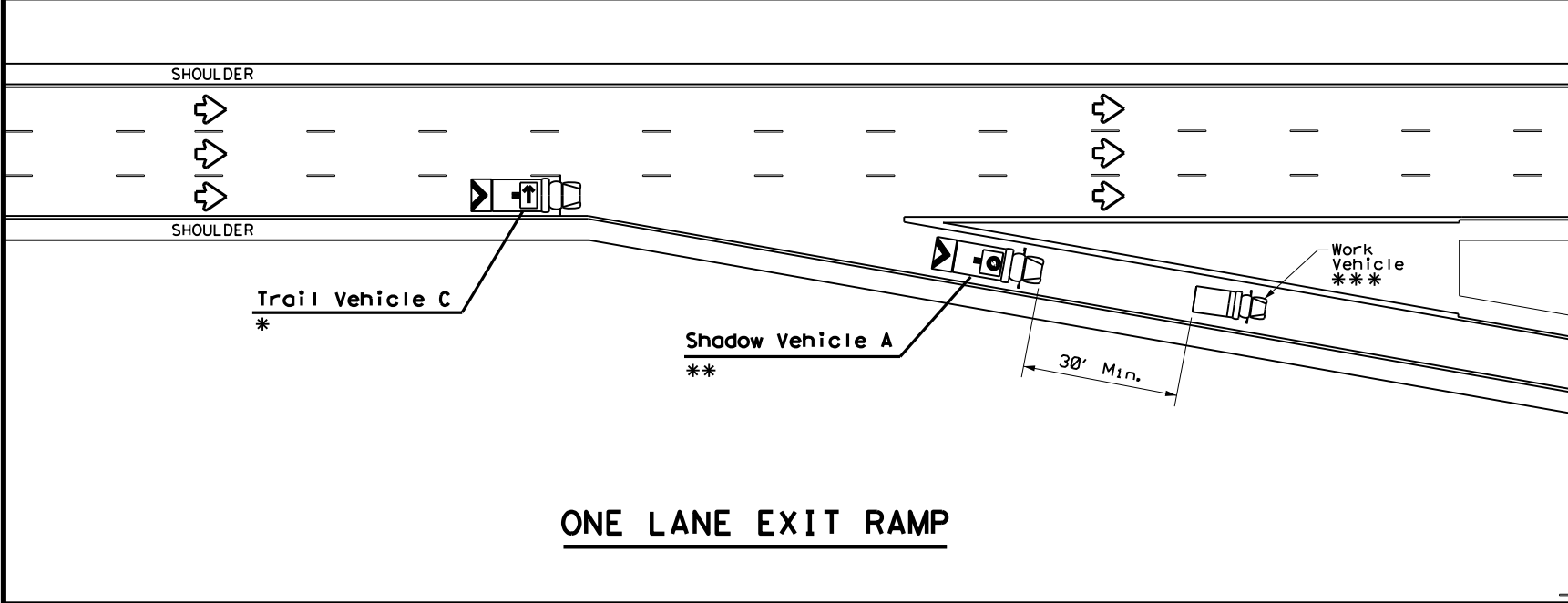


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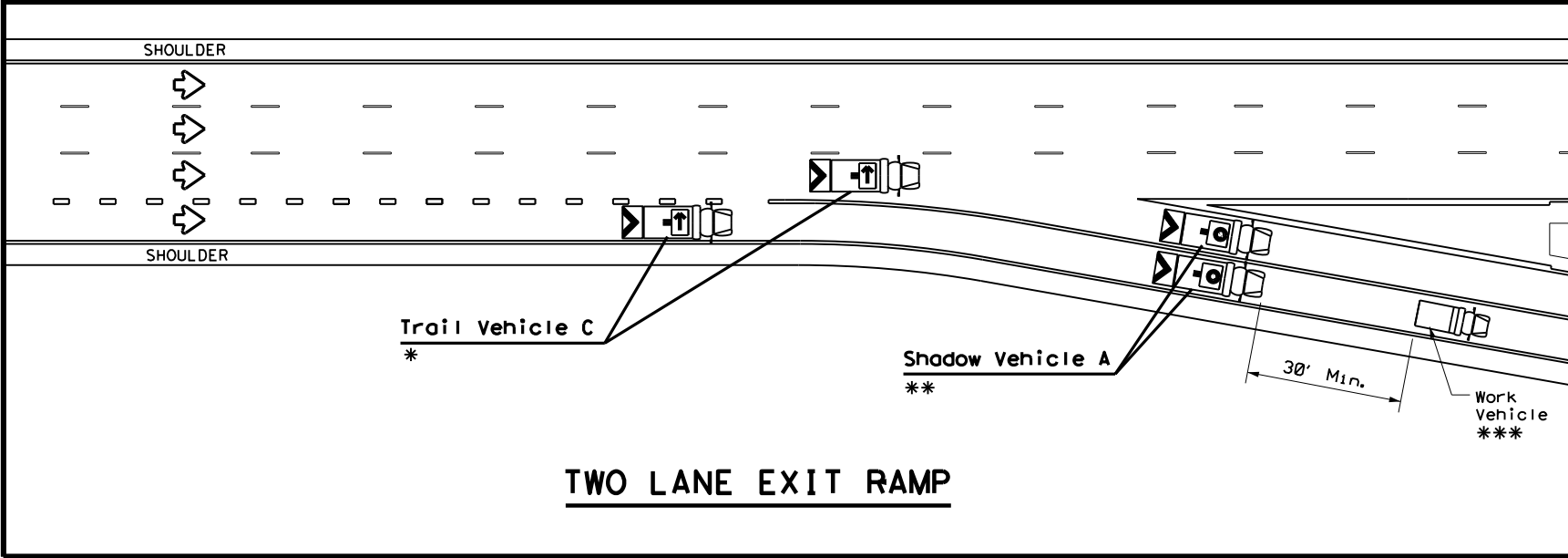
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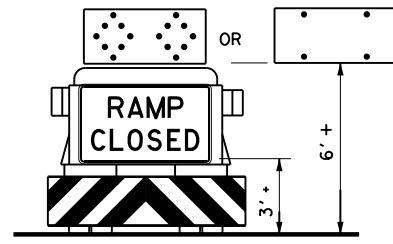
**ENTRANCE RAMP**



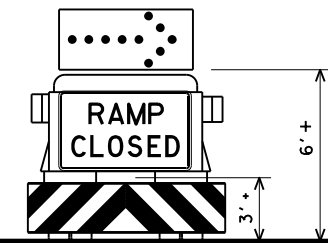
**ONE LANE EXIT RAMP**



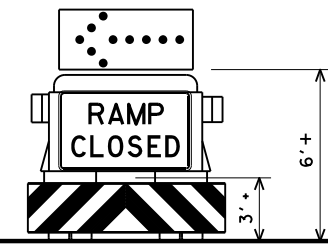
**TWO LANE EXIT RAMP**



**SHADOW VEHICLE A**  
with Flashing Arrow Board in Caution Mode



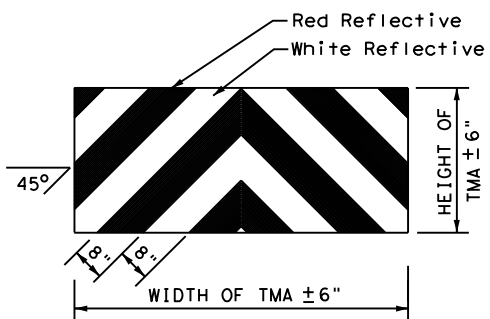
**TYPICAL TRAIL VEHICLE B**  
with RIGHT Directional display Flashing Arrow Board



**TYPICAL TRAIL VEHICLE C**  
with LEFT Directional display Flashing Arrow Board



R11-2bT  
48" X 30"



**STRIPING FOR TMA**

**LEGEND**

*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**GENERAL NOTES**

- Vehicles shall be equipped with arrow panels as illustrated.
- All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
- The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- The use of truck mounted attenuators (TMA) on the Shadow Vehicle and Trail Vehicle is required.
- Striping on the back panel of all TMAs shall be 8" red reflective sheeting with white background, placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS-8300, TYPE A.
- Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
- Each vehicle shall have two-way radio communication capability.
- When the work convoy must change lanes, the Shadow Vehicle should change lanes first to protect the Work Vehicle.
- Spacing between Shadow and Work Vehicle will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the Shadow Vehicle in time to slow down and/or change lanes as they approach the Work Convoy.
- Use of an arrow panel on the Work Vehicle is optional but may be required by the Engineer. If an arrow panel is not used, dual flashing beacons, mounted as high and as widely separated as practicable at the rear of the Work Vehicle shall be required.



**TRAFFIC CONTROL PLAN  
RAMP COUNT PROGRAM**

**TCP-RCP-15**

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REVISIONS	DIST	COUNTY	SHEET NO.	