**DISCLAIMER:** The use of this standard is governed by the "Texas Engineering Practice Act." No warranty of any kind is made.

### Starting Position

1. Traffic control devices should be positioned at or beyond their final position prior to beginning temporary roadway closure sequence.
2. All equipment, materials, personnel, and other items necessary to complete the temporary roadway closure sequence should be gathered near the work area. Shoulder ramps included in the area where a queue is expected to build should be closed.
3. There should be one LED for every lane to be controlled, plus a minimum of one to warn traffic approaching a queue. An additional lead law enforcement officer (LEO) is desirable to remain with the Engineer or Contractor's point of contact (POC) during the operation in order to improve communication with all LEOVs involved.
4. One barrier vehicle with a Truck Mounted Attenuator and either blue or red and either high intensity flashing/strobe/oscillating lights should be used for each lane to be closed.

### Reducing Speed Operation

5. The LEDS should be in sequence in advance of the rear changeover warning signs.
6. Once the LEDS are activated, drivers should slow gradually to reduce the speed to the slow down zone.
7. LEDS should indicate a final zone.
8. LEOs should indicate a final zone before merging.
9. LEDS and barrier vehicles should appropriately clear the respective starting positions if necessary.

### ALL TRAFFIC STOPPED AT CP

10. Once traffic is stopped, the LEDS should turn on the shoulders and on emergency lights should be turned on.
11. LEDS should indicate the LEOs should be activated; all vehicles should be brought to a complete stop
12. Shoulder lights and headlight should be turned "on".
13. LEDS should be activated; the barrier vehicles should be activated; the LEDS should turn on the shoulders and on emergency lights should be turned on.
14. Shoulder lights and headlight should be turned "on".

### WARNING THE TRAFFIC QUEUE

15. The WARNING LED should proceed to the right shoulder of the roadway, with emergency lights on approximately 1000'. In advance of the traffic queue (stopped traffic) on the queue devices, there should be 1000' + 1000' until flashing.
16. Shoulder lights and headlight should be turned "on".
17. Shoulder lights and headlight should be turned "on".

### Releasing Stopped Traffic

18. All equipment, materials, and personnel, and other items should be removed from the roadway and repositioned to a traffic control zone.
19. When the roadway clears for traffic, the LEDS should proceed forward from the left shoulder followed by the barrier vehicles, from left to right, as shown sequentially in the plan view.
20. Shoulder lights and headlight should be turned "on".
21. Shoulder lights and headlight should be turned "on".

General Notes:
- All traffic control devices shall conform to the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD). Additional guidelines for traffic control devices may be found in the NTEC. Signs conflicting with the roadway closure sequence should be completely removed.
- Pre-work meetings may be held for this purpose. Local emergency services and media should receive notification of roadway closure, expected dates and approximate times of closures.
- Law enforcement officers shall be in uniform and have jurisdiction in the locale of the work area. An additional WARNING law enforcement officer (LEO) may be used on the median side of the roadway where median width permits. Shoulder lights on approximately 1000' in advance of the traffic queue (stopped traffic) as the warning LED proceeds to the right shoulder of the roadway.
- Shoulder lights should be activated; the LEOs should be activated; and the LEDS should be activated.
- Shoulder lights should be activated; the LEOs should be activated; and the LEDS should be activated.

**LEGEND**

- **TxDOT:** Texas Department of Transportation
- **Traffic Operations Division Standard**
- **Traffic Control Position (TCP):**
- **Channelizing Devices:**
- **Officer's Vehicle (LEOV):**
- **Barrier Vehicle with Truck Mounted Attenuator:**
- **Traffic Flow:**

**TYPICAL USAGE**

- **SHORT DURATION FREEWAY CLOSURE SEQUENCE**
- **TYPICAL EXPECTED QUEUE LENGTH: 1 MILE**
- **SHEET NO.: TCP(6-7)-12**
- **GENERAL NOTES:**
- **TERM STATIONARY:**
- **INTERMEDIATE:**
- **LONG TERM:**
- **REVISIONS:**
- **TxDOT:** Texas Department of Transportation Traffic Operations Division Standard

This plan is intended to be used at locations/times where traffic volumes are less than 1000 passenger cars per hour per lane.