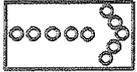


END ROAD WORK

END ROAD WORK

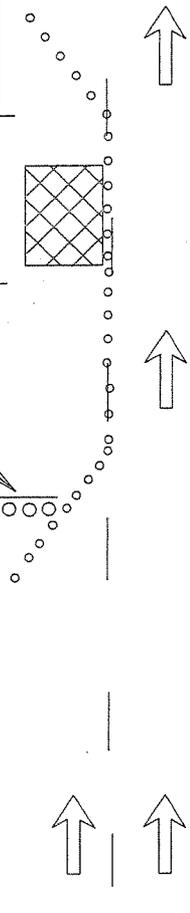


ARROW BOARD IF SPEED LIMIT IS 40 MPH OR GREATER



WORK AREA
BUFFER ZONE

Advance Warning



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

DATE: 5/11/01

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY STREET ONE LEFT LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN 121L

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
4. For Long Term Stationary work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

END ROAD WORK

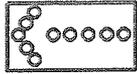
END ROAD WORK

RIGHT LANE CLOSED

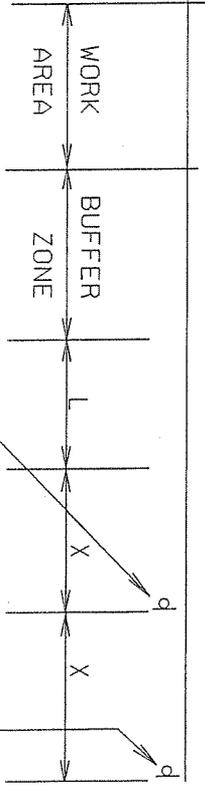
RIGHT LANE CLOSED

ROAD WORK AHEAD

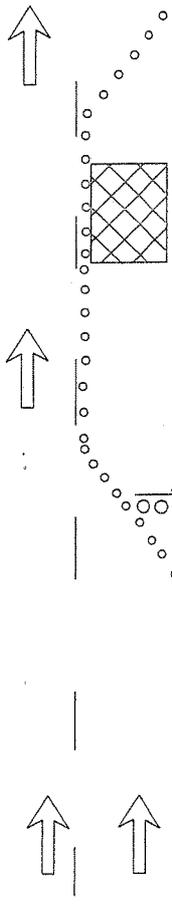
ROAD WORK AHEAD



ARROW BOARD IF SPEED LIMIT IS 40 MPH OR GREATER



Advance Warning



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

DATE: 6/4/01

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY STREET ONE RIGHT LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN 121R

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

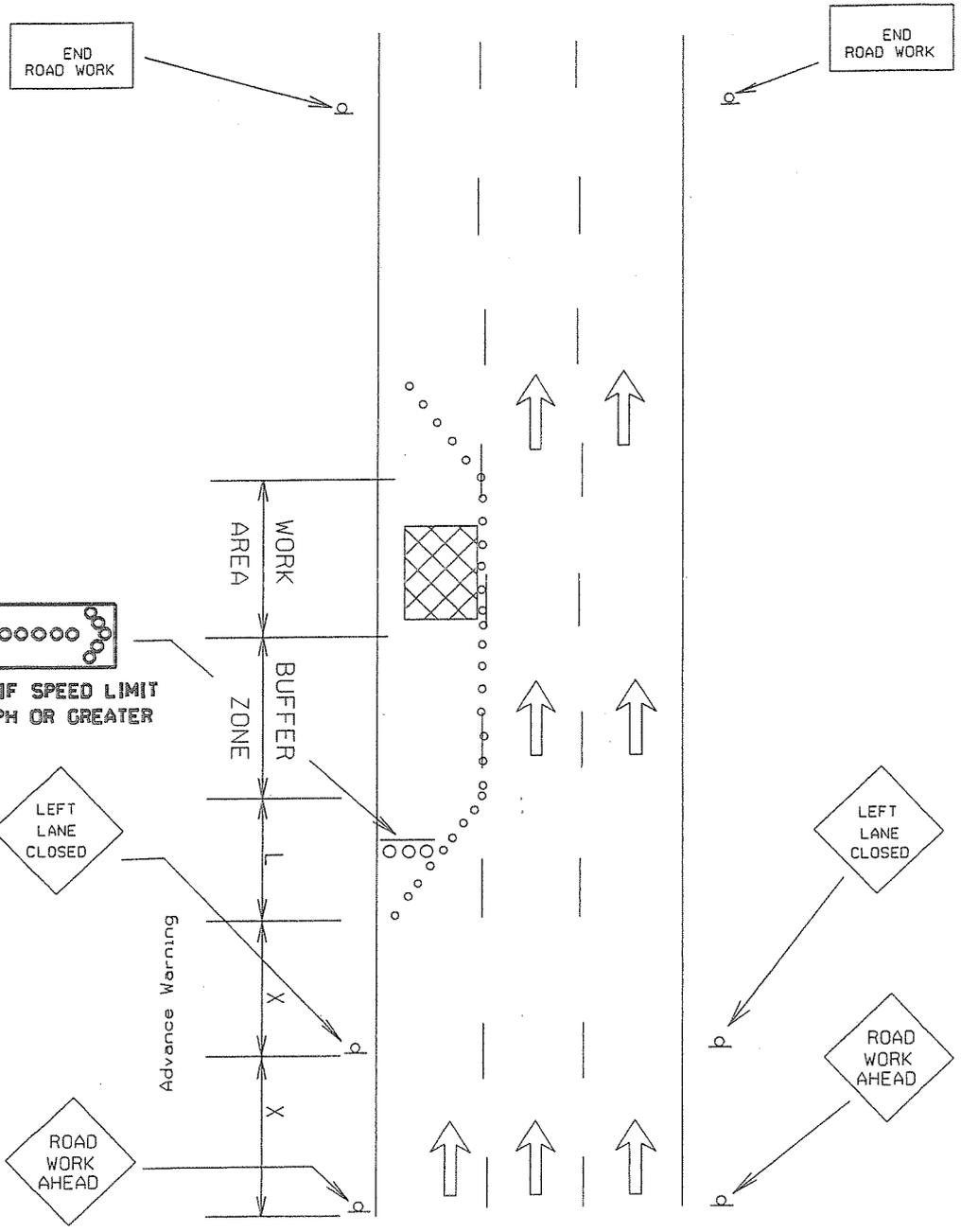
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "131L"

DATE: 2/21/2002



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
ONE LEFT LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "131L"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

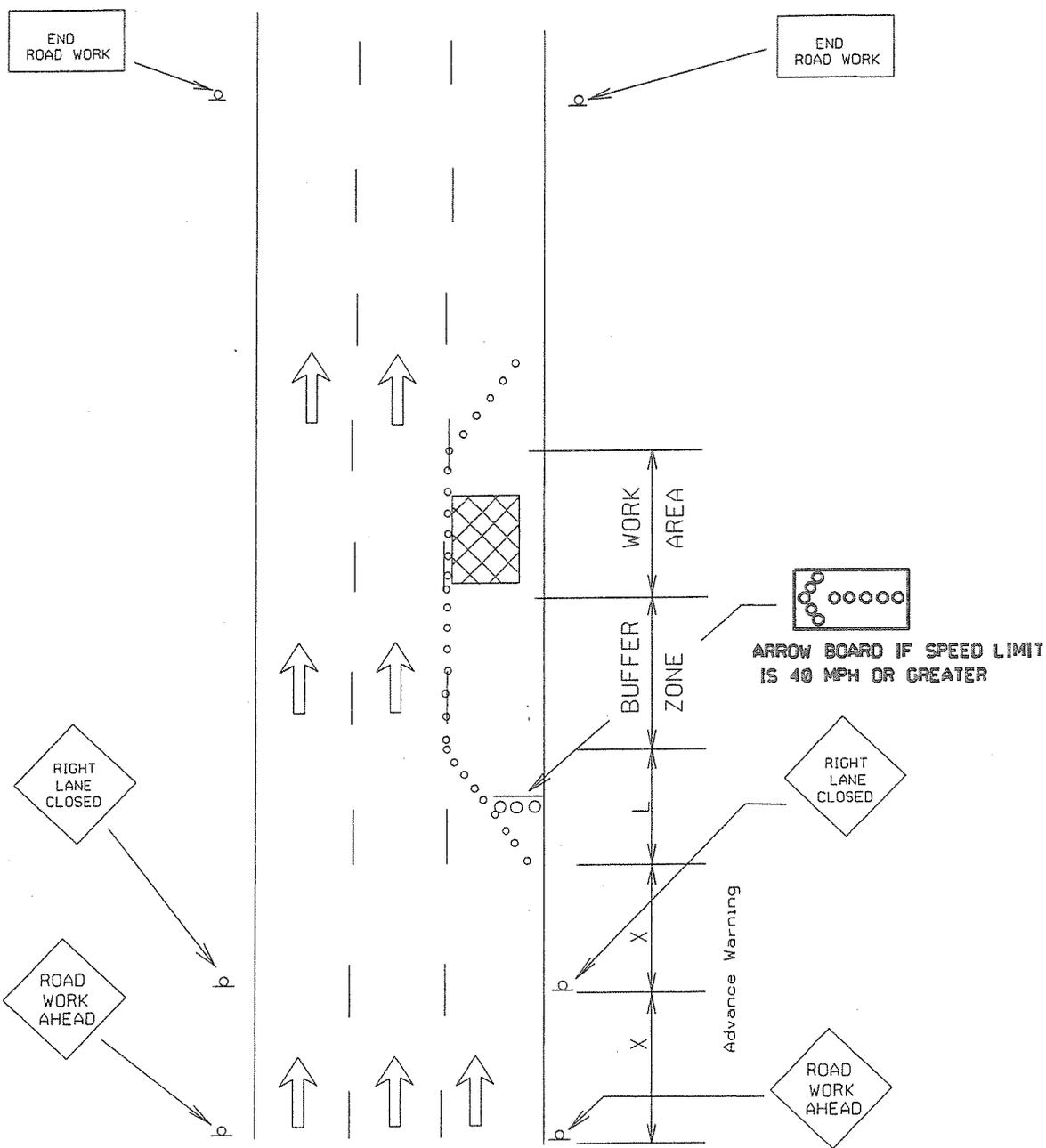
Note: Buffer Zone will be 25 feet (maximum).

LEGEND

-  Channelizing devices
-  Trailer mounted arrow display
-  Flagger
-  Barricade

PLAN "131R"

DATE: 2/21/2002



This plan is submitted for TCP. I certify this plan will be used for the folling location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
ONE RIGHT LANE CLOSURE

Note:

See reverse side for General Notes and Device Spacing

PLAN "131R"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "141L"

DATE: 6/4/2001

END ROAD WORK

END ROAD WORK

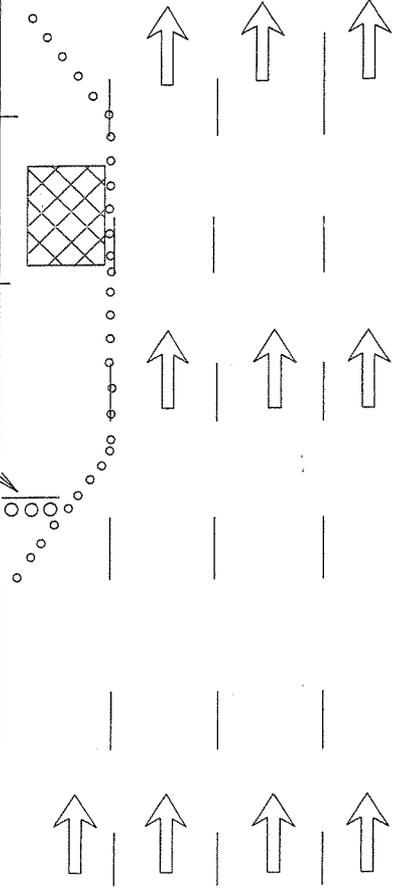
ARROW BOARD IF SPEED LIMIT IS 40 MPH OR GREATER

LEFT LANE CLOSED

ROAD WORK AHEAD

Advance Warning

WORK AREA
BUFFER ZONE



LEFT LANE CLOSED

ROAD WORK AHEAD

This plan is submitted for TCP. I certify this plan will be used for the following location(s):

and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
ONE LEFT LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "141L"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

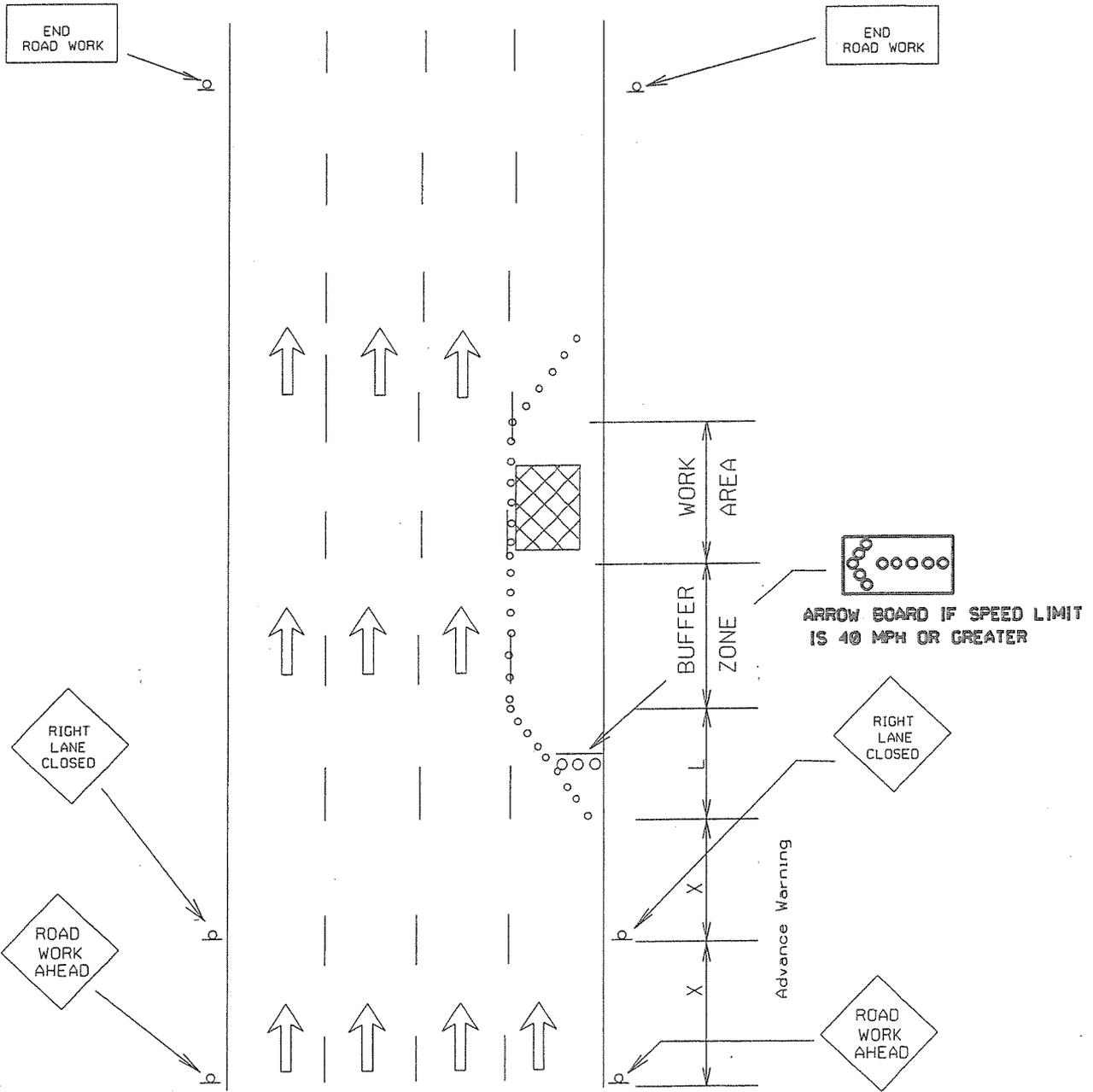
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "141R"

DATE: 6/4/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature: _____

Date _____

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
ONE RIGHT LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "141R"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

**TYPICAL TRANSITION LENGTHS AND
SUGGESTED MAXIMUM SPACING OF DEVICES**

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND

 Channelizing devices

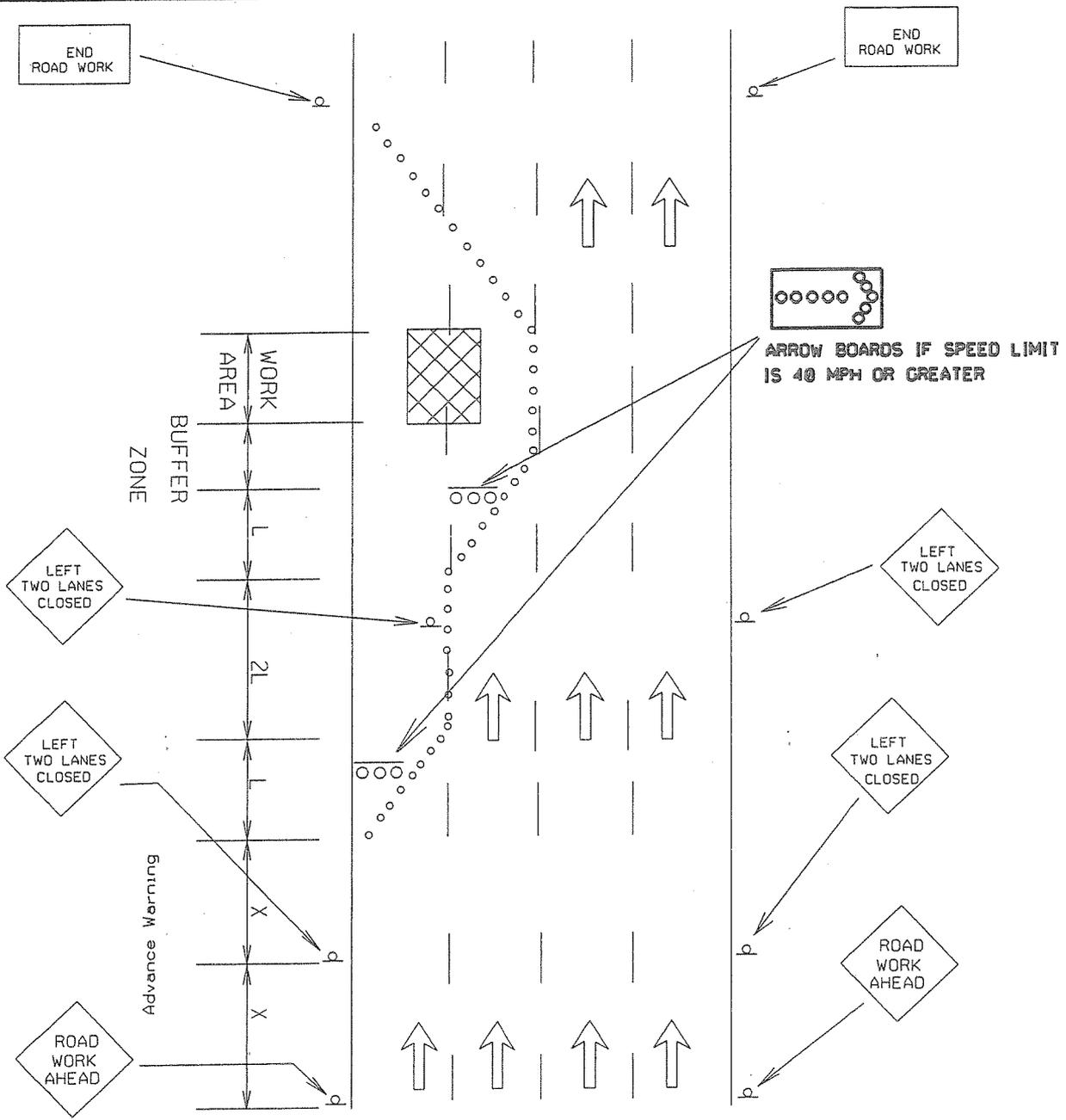
 Trailer mounted arrow display

 Flagger

 Barricade

PLAN "142L"

DATE: 3/7/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____

and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
TWO LEFT LANES CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "142L"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

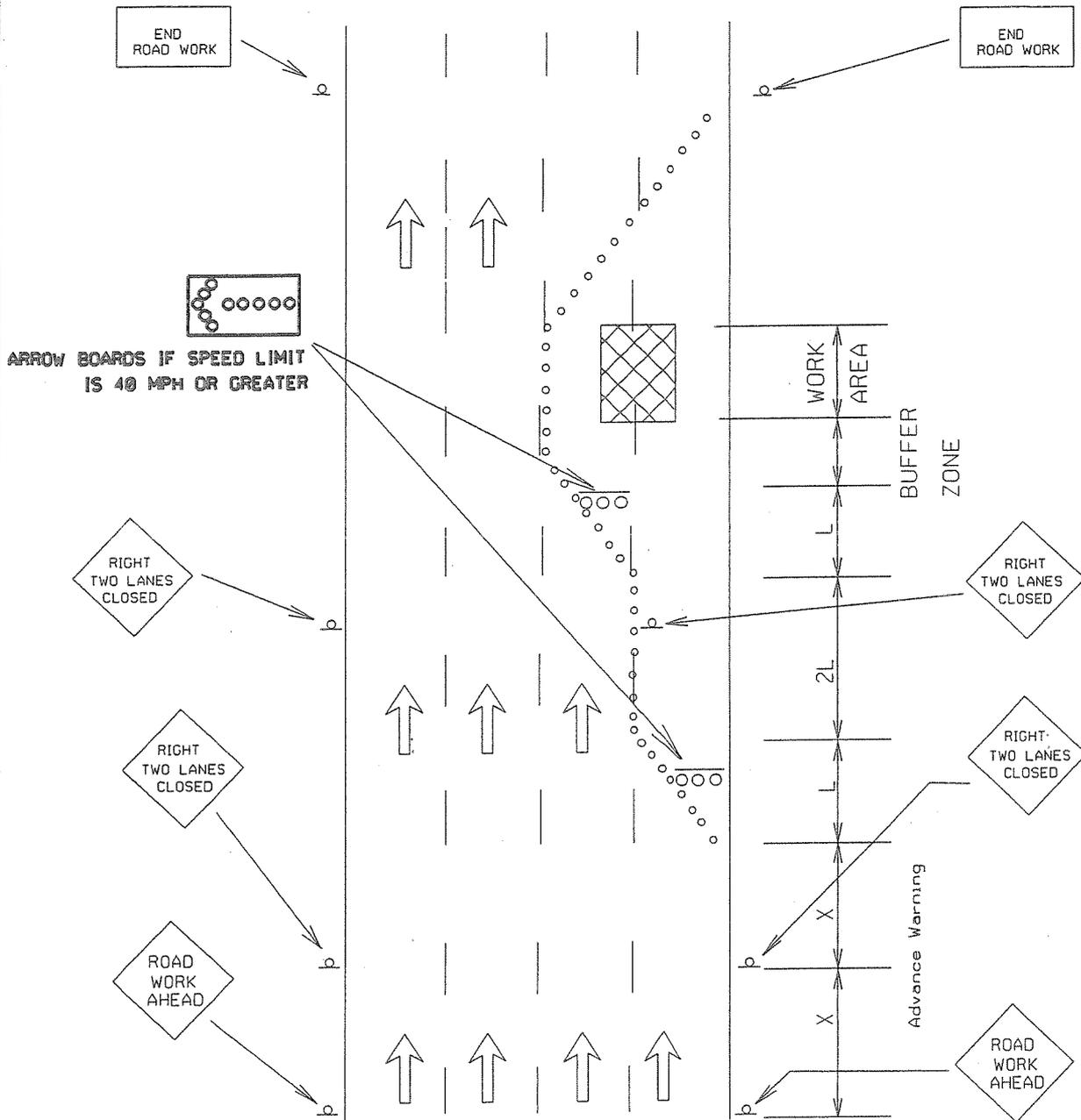
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "142R"

DATE: 3/7/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature: _____

Date _____

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL ONE WAY MULTIPLE LANE STREET
TWO RIGHT LANES CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "142R"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	"X" Dimension
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet

W= Width of offset in feet

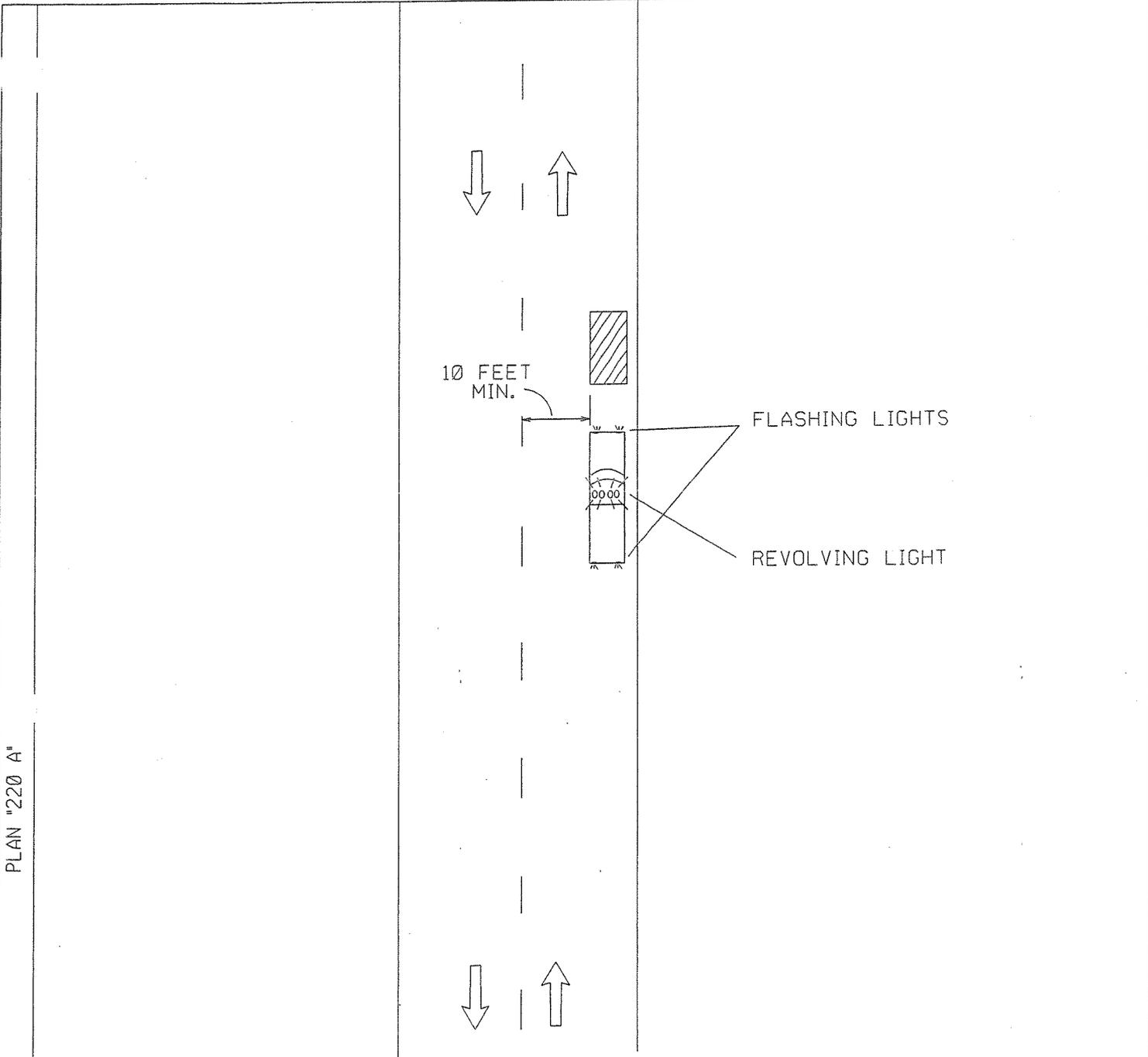
S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "220 A"

DATE: 3/1/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET - SPEED LIMIT 30 MPH OR LESS
SHORT DURATION - 1 HOUR OR LESS - DAYTIME ONLY

Note:
See reverse side for General Notes and Device Spacing

PLAN "220 A"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
4. For Long Term Stationary work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
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6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet

W= Width of offset in feet

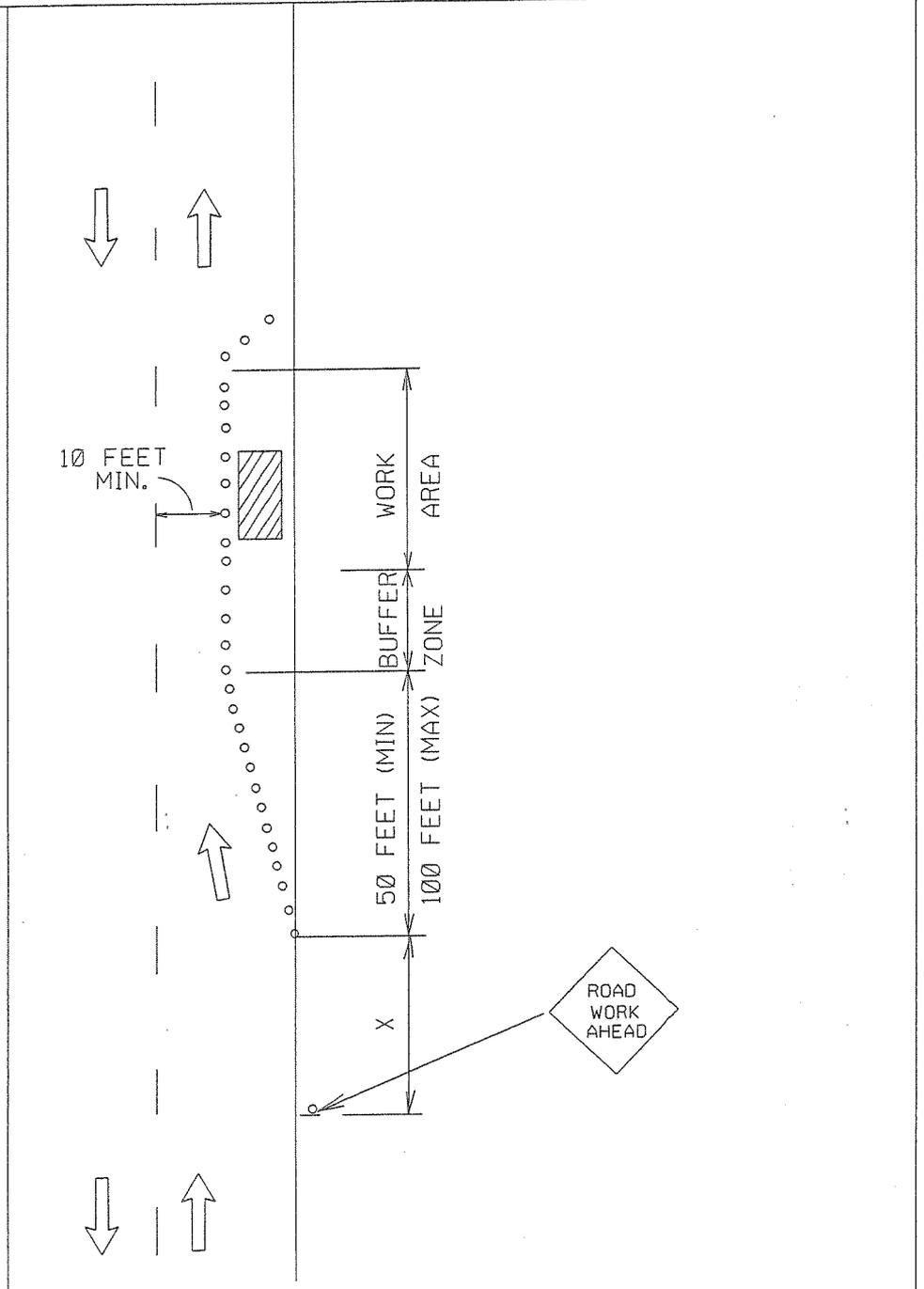
S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "220 B"

DATE: 5/31/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET - SPEED LIMIT 30 MPH OR LESS
SHORT TERM STATIONARY - 12 HRS OR LESS - DAYTIME ONLY

Note:
See reverse side for General Notes and Device Spacing

PLAN "220 B"

“GENERAL NOTES”

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
4. For Long Term Stationary work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

**TYPICAL TRANSITION LENGTHS AND
SUGGESTED MAXIMUM SPACING OF DEVICES**

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND

 Channelizing devices

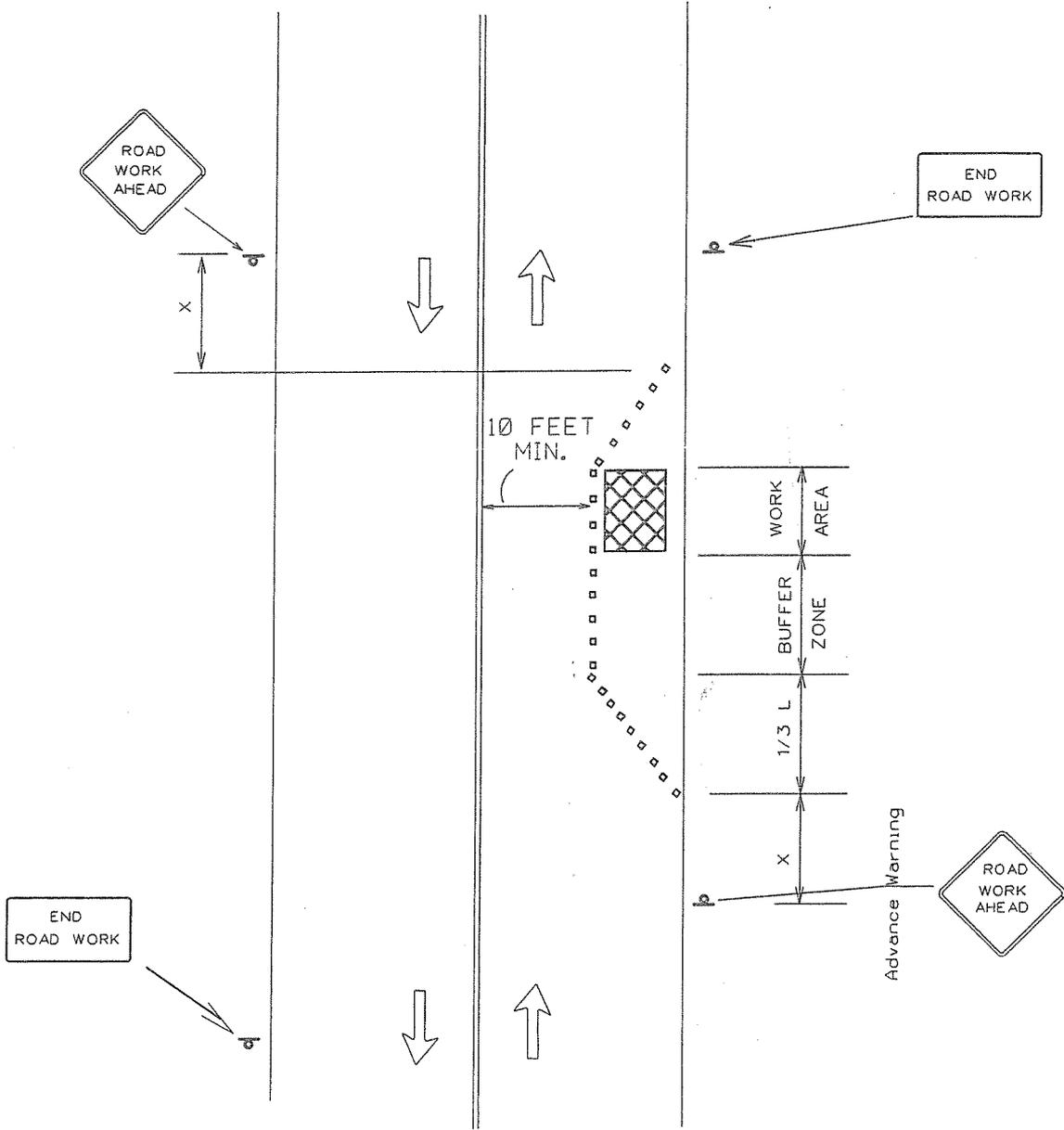
 Trailer mounted arrow display

 Flagger

 Barricade

PLAN "220 C"

DATE: 5/31/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET - SPEED LIMIT 30 MPH OR LESS
INTERMEDIATE TERM - OVERNIGHT TO 3 DAYS

Note:
See reverse side for General Notes and Device Spacing.

PLAN "220 C"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

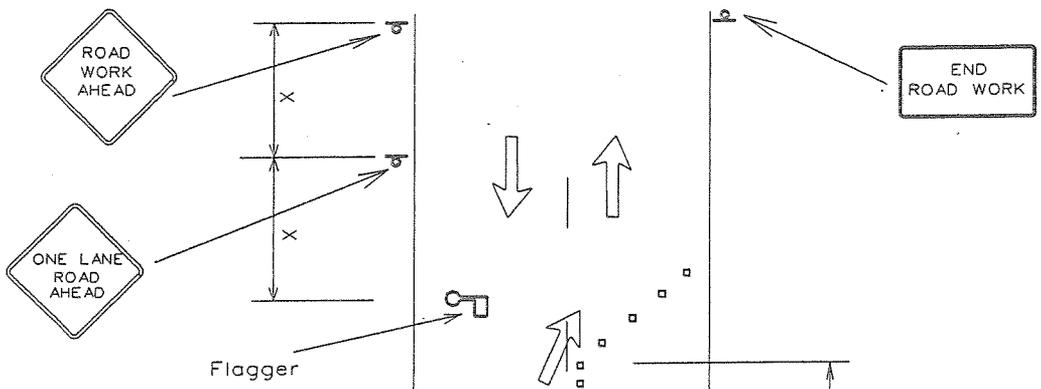
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

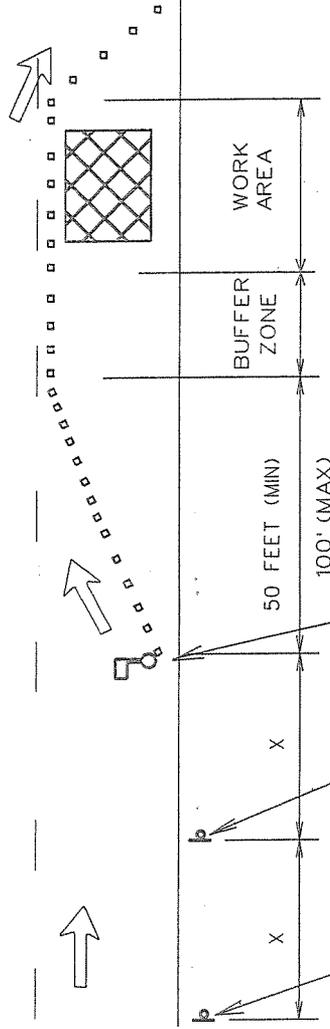
<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "221"

DATE: 5/31/2001



END ROAD WORK



Flagger Required On Collector/Residential Streets. Additional Flaggers May Be Required Depending On Field Conditions.



2 Flaggers required whenever opposing traffic required to use same lane.

Flaggers shall be in constant radio contact.
No congregating around flagger stations.
Flagger stations must be lighted at night.

END ROAD WORK

This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "221"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
4. For Long Term Stationary work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

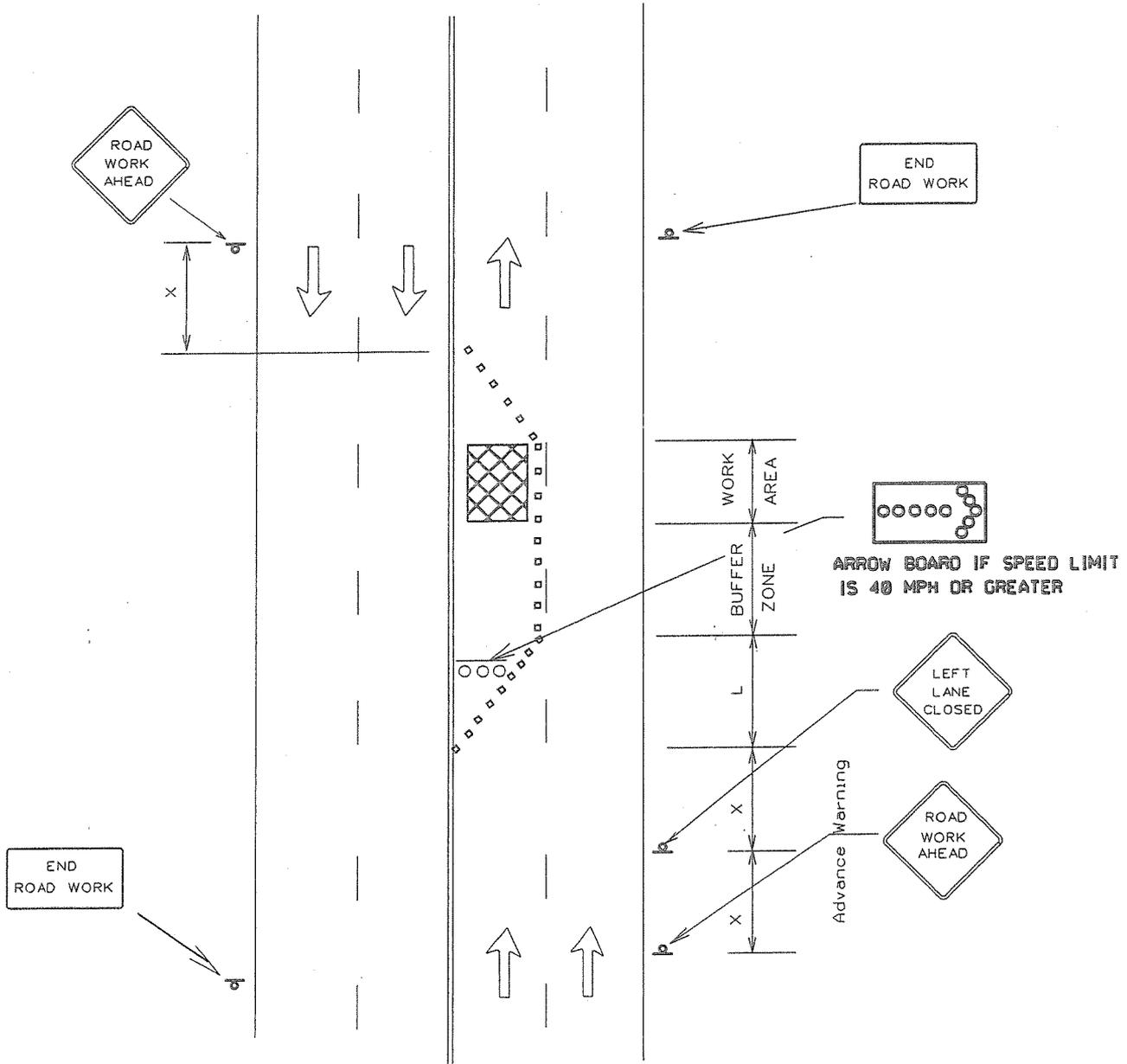
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "241L"

DATE: 6/4/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET
ONE LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing.

PLAN "241L"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	$L = WS$	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet

W= Width of offset in feet

S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

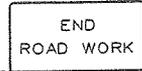
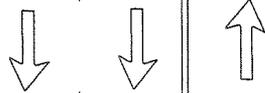
LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "241R"

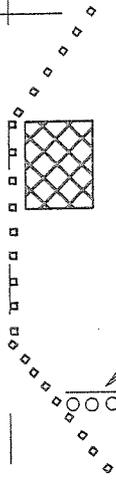
DATE: 6/4/2001



X



b



WORK AREA

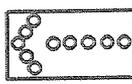
BUFFER ZONE

L

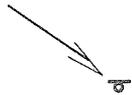
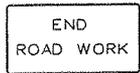
X

X

ARROW BOARD IF SPEED LIMIT IS 40 MPH OR GREATER



Advance Warning



This plan is submitted for TCP. I certify this plan will be used for the following location(s):
_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL TWO WAY STREET
ONE LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing.

PLAN "241R"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
4. For Long Term Stationary work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
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6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

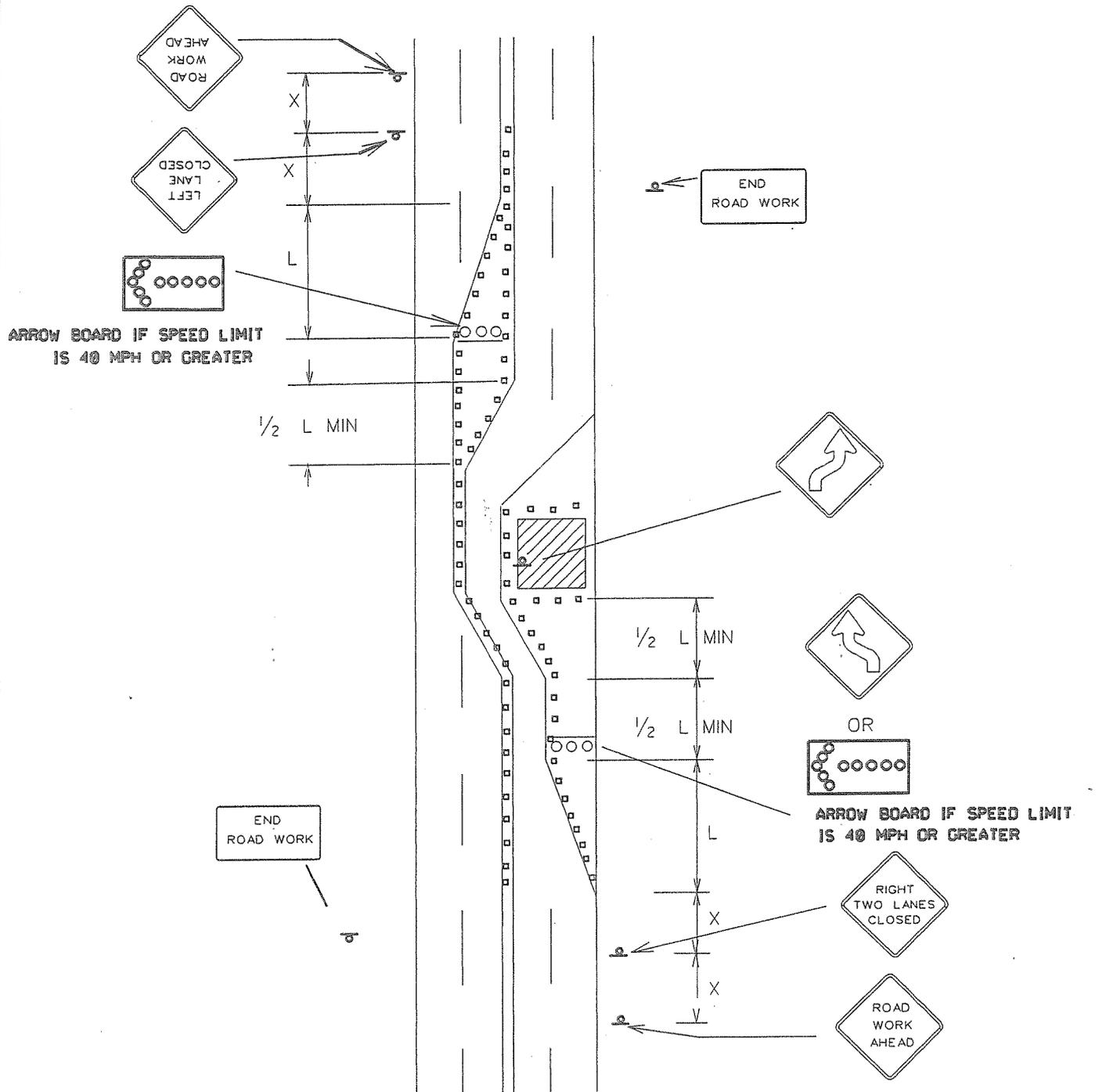
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "242"

DATE: 03/07/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

MULTILANE STREET - TWO LANE CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "242"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

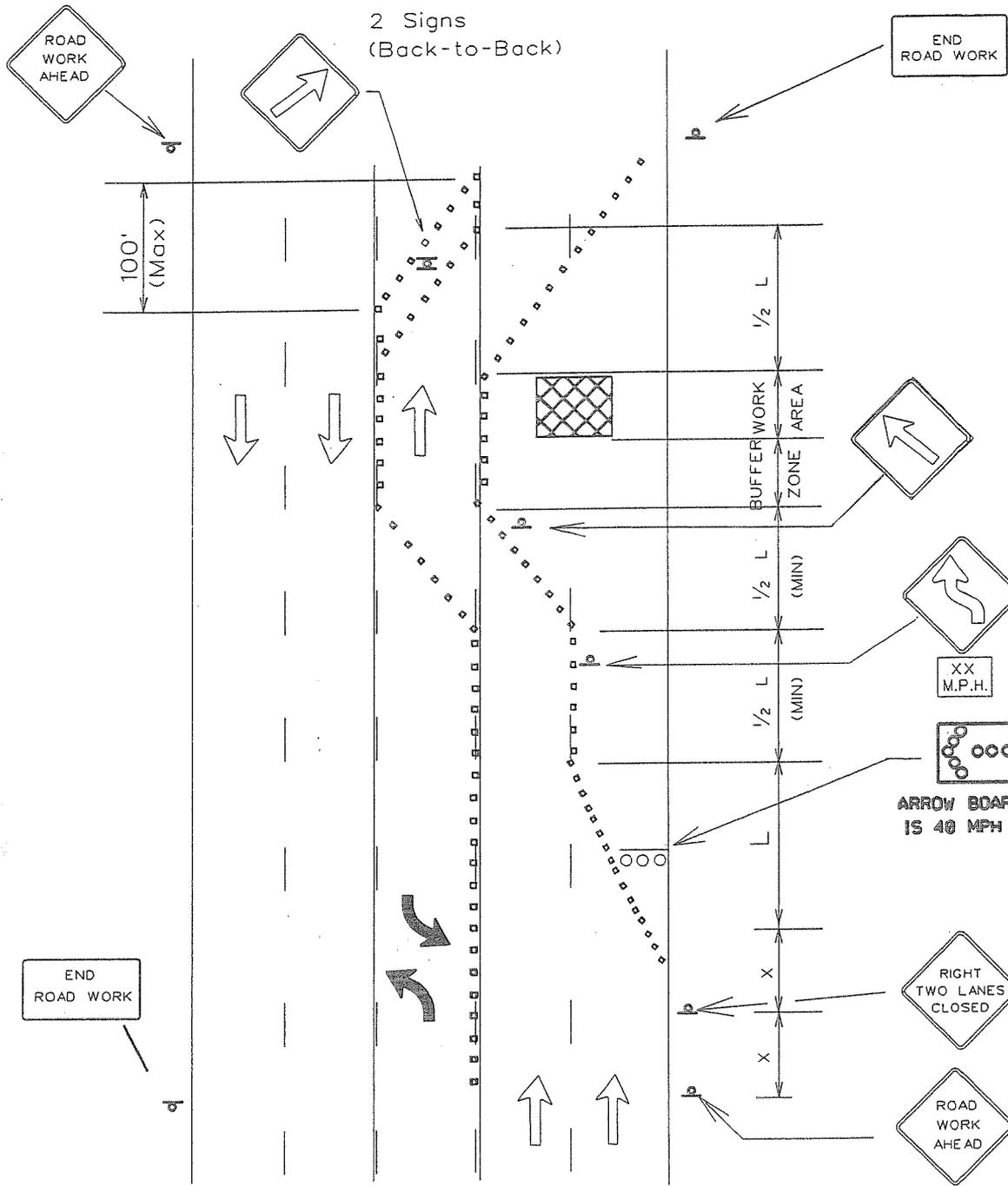
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "252"

DATE: 6/4/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

CONTINUOUS
LEFT TURN LANE - DETOUR

Note:
See reverse side for General Notes and Device Spacing.

PLAN "252"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	"X" Dimension
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

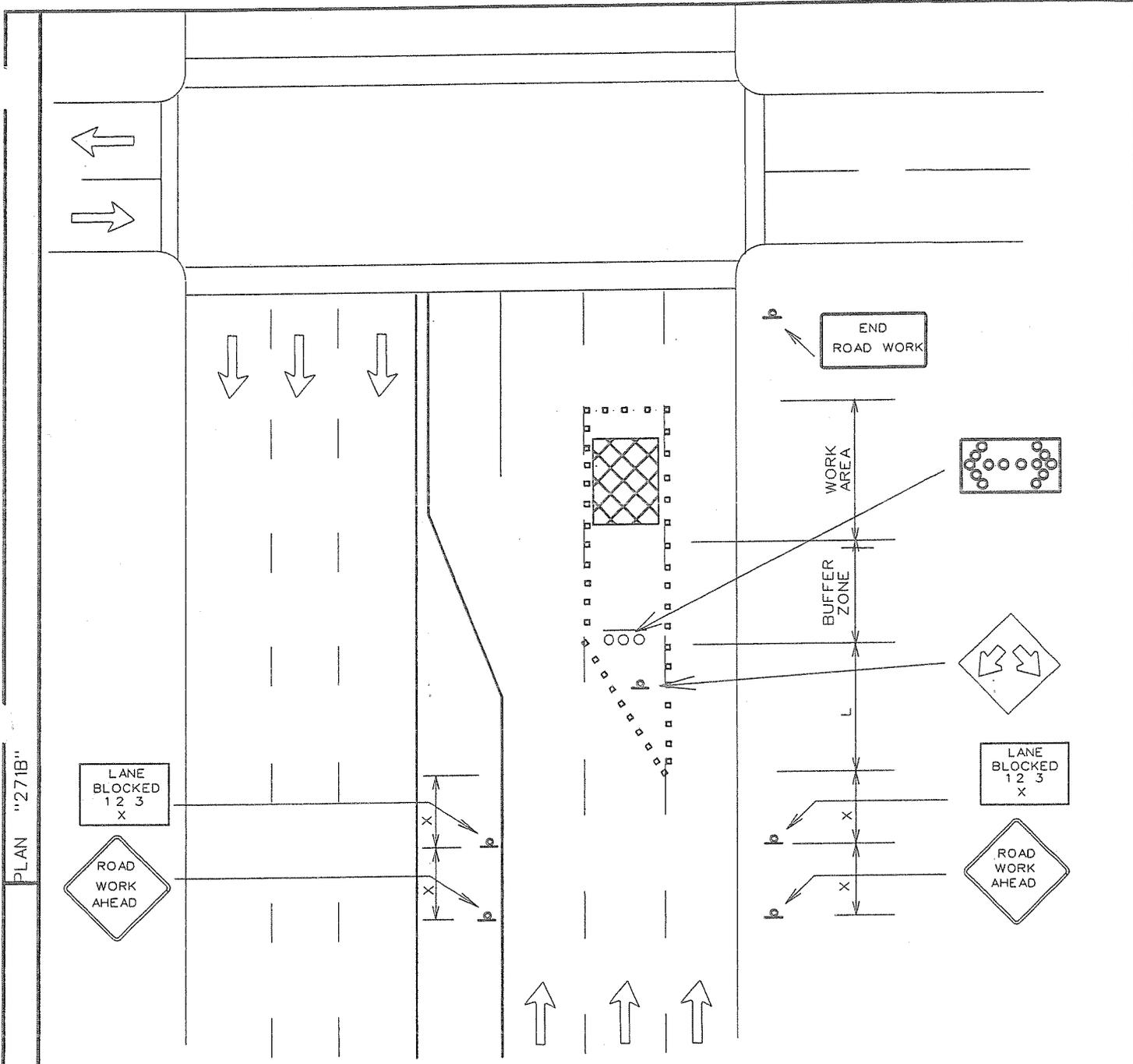
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "271B"

DATE: 6/4/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):
 _____,
 and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
 TRANSPORTATION
 AND
 PUBLIC WORKS

TYPICAL TWO WAY DIVIDED ARTERIAL
 ONE - LANE CLOSURE

Note:
 See reverse side for General Notes and Device Spacing

PLAN "271B"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
5. Contractor shall provide sidewalk closure, crosswalk closure and/or walkway bypass wherever pedestrian movements are affected by construction activities. All sidewalks and crosswalks shall be accessible when contractor is not working unless otherwise approved by the City Traffic Engineer.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

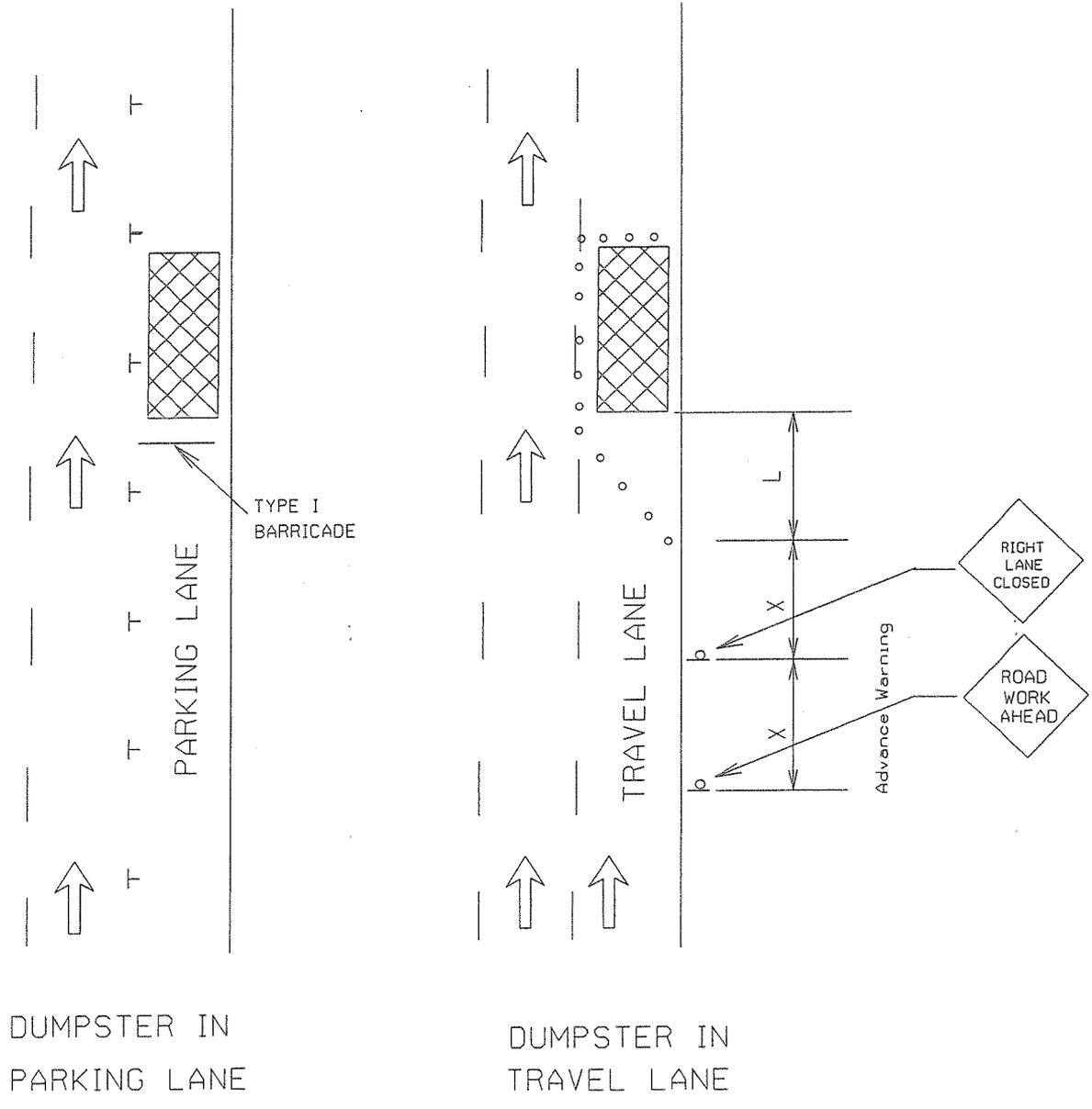
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "310"

DATE: 3/29/2001



DUMPSTER IN
PARKING LANE

DUMPSTER IN
TRAVEL LANE

This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

TYPICAL LAYOUT FOR DUMPSTER

Note:
See reverse side for General Notes and Device Spacing

PLAN "310"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

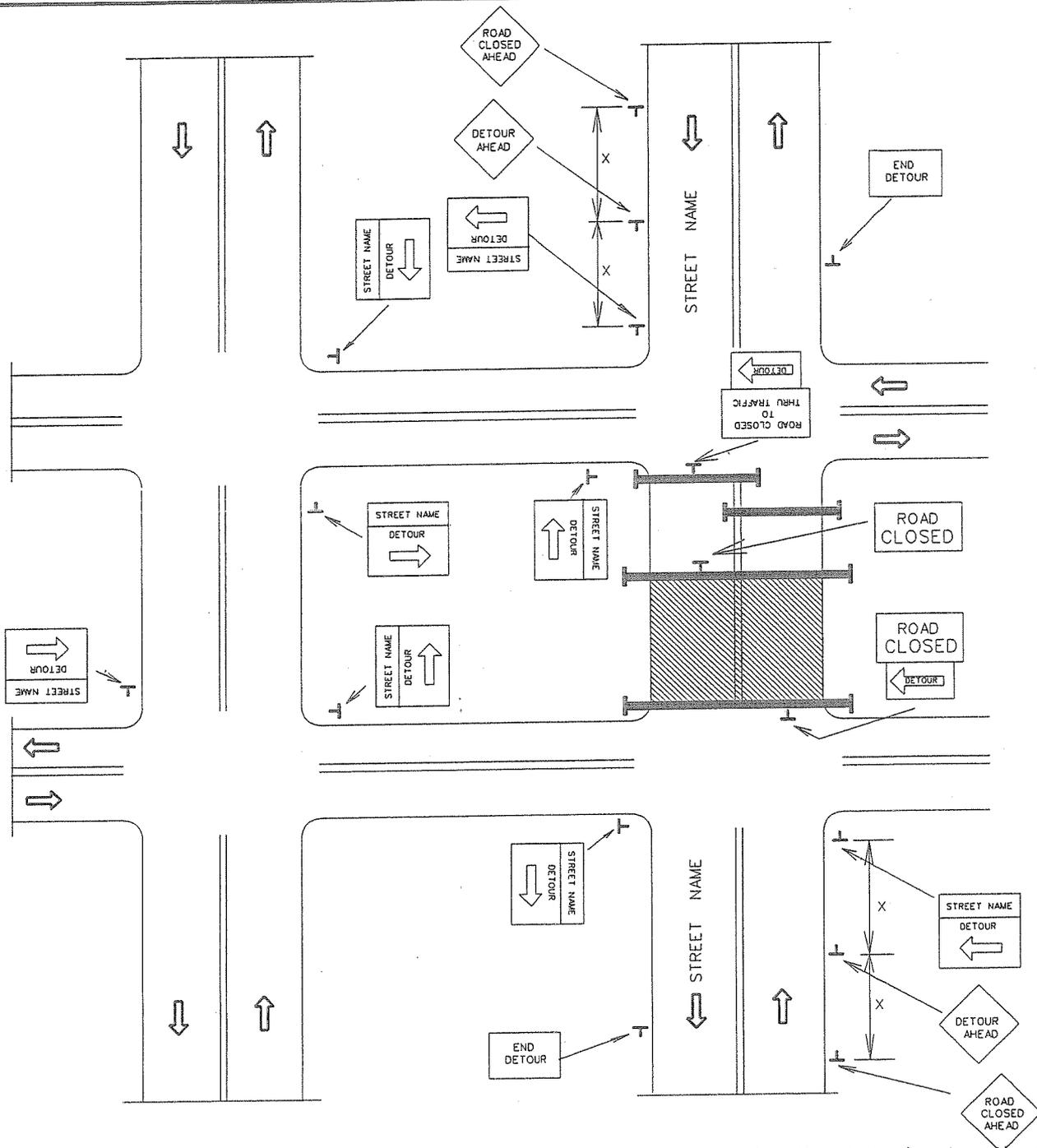
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

<u>LEGEND</u>	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "F-1"

DATE: 11/30/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

FULL STREET CLOSURE DETOUR

Note:
See reverse side for General Notes and Device Spacing

PLAN "F-1"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For Temporary Situations, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of 10 feet is required.
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6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
30	$L = \frac{WS^2}{60}$	150	165	180	30	60-75	120
35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

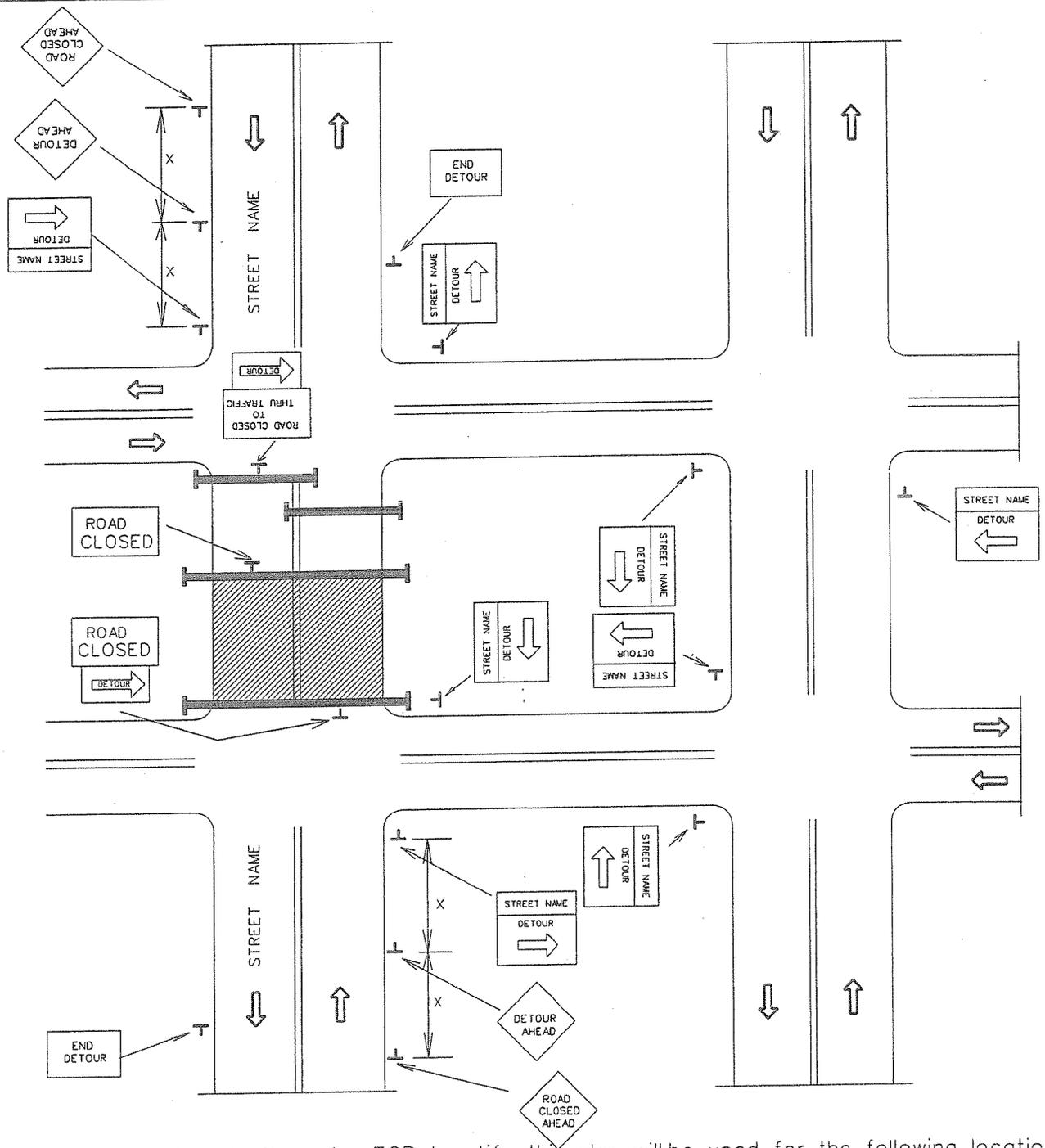
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "F-2"

DATE: 11/30/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ , _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature: _____

Date: _____

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

FULL STREET CLOSURE DETOUR

Note:
See reverse side for General Notes and Device Spacing

PLAN "F-2"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
4. For **Long Term Stationary** work, all conflicting pavement markings must be removed and centerline striping provided where two way traffic is in adjacent lanes.
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**TYPICAL TRANSITION LENGTHS AND
SUGGESTED MAXIMUM SPACING OF DEVICES**

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
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35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
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50		500	550	600	50	100-125	400

*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

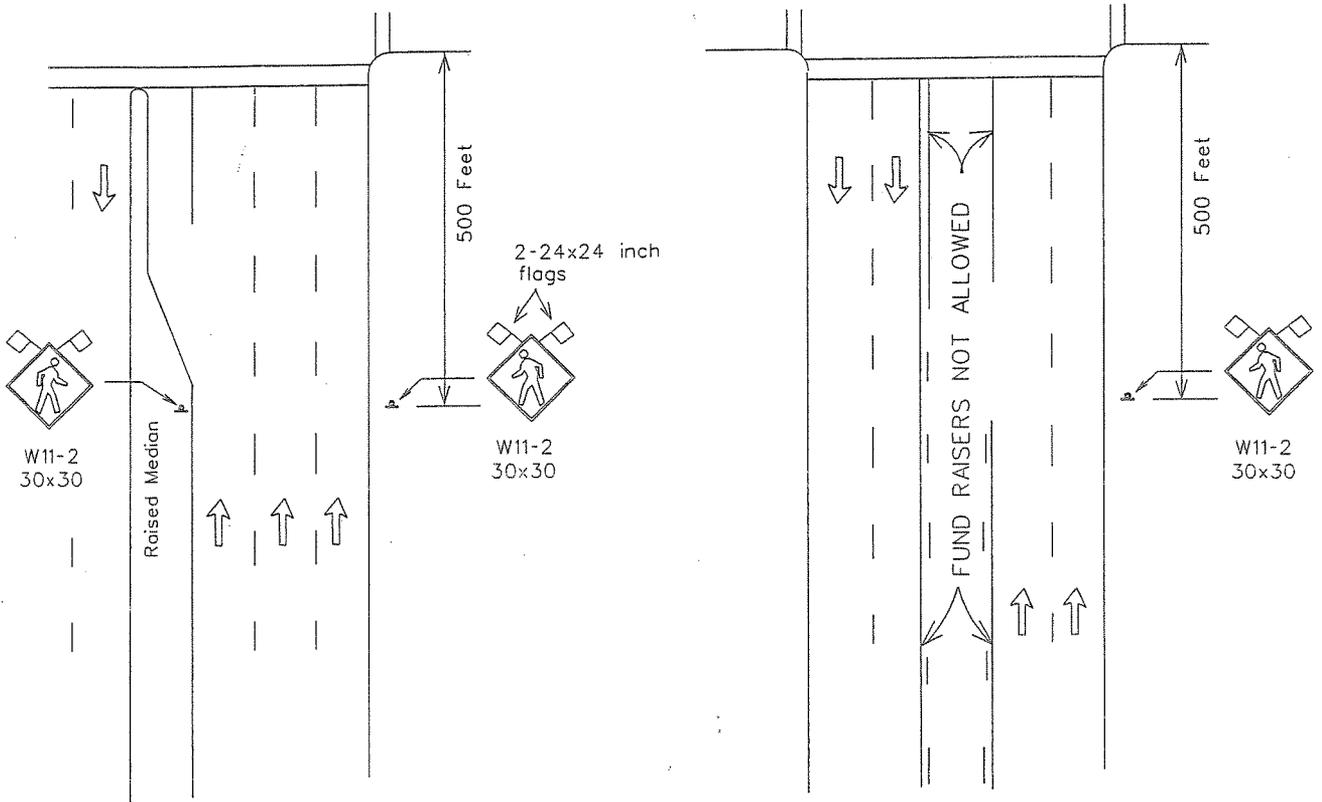
LEGEND

 Channelizing devices

 Trailer mounted arrow display

 Flagger

 Barricade



MEDIAN OR ONEWAY STREET

STRIPED LEFT TURN LANE

REQUIREMENTS

1. All fund raisers must be eighteen (18) years of age or older.
2. No fund raiser may impede traffic at any time.
3. Fund raiser may enter or remain in roadway only while the controlling traffic signal is red.
4. All fund raisers must remain within 100 feet or less from the intersection approved under the permit.
5. Construction vests conforming to current TMUTCD are required for each fund raiser person.
6. Time restrictions: 9AM to one (1) hour before sunset.

This plan is submitted for TCP. I certify this plan will be used for the following intersection:

_____ and _____

Signature:

Date:

DATE: 12/05/2001

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

FUND RAISER TCP

Note:

PLAN "FR"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
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6. The use of trailer mounted **ARROW DISPLAYS** may be required on all lane closures. The contractor shall provide one (1) stand-by unit in good working condition at the job site, ready for use, if his operation requires 24-hour a day closure set-ups and if required.
7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
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50		500	550	600	50	100-125	400

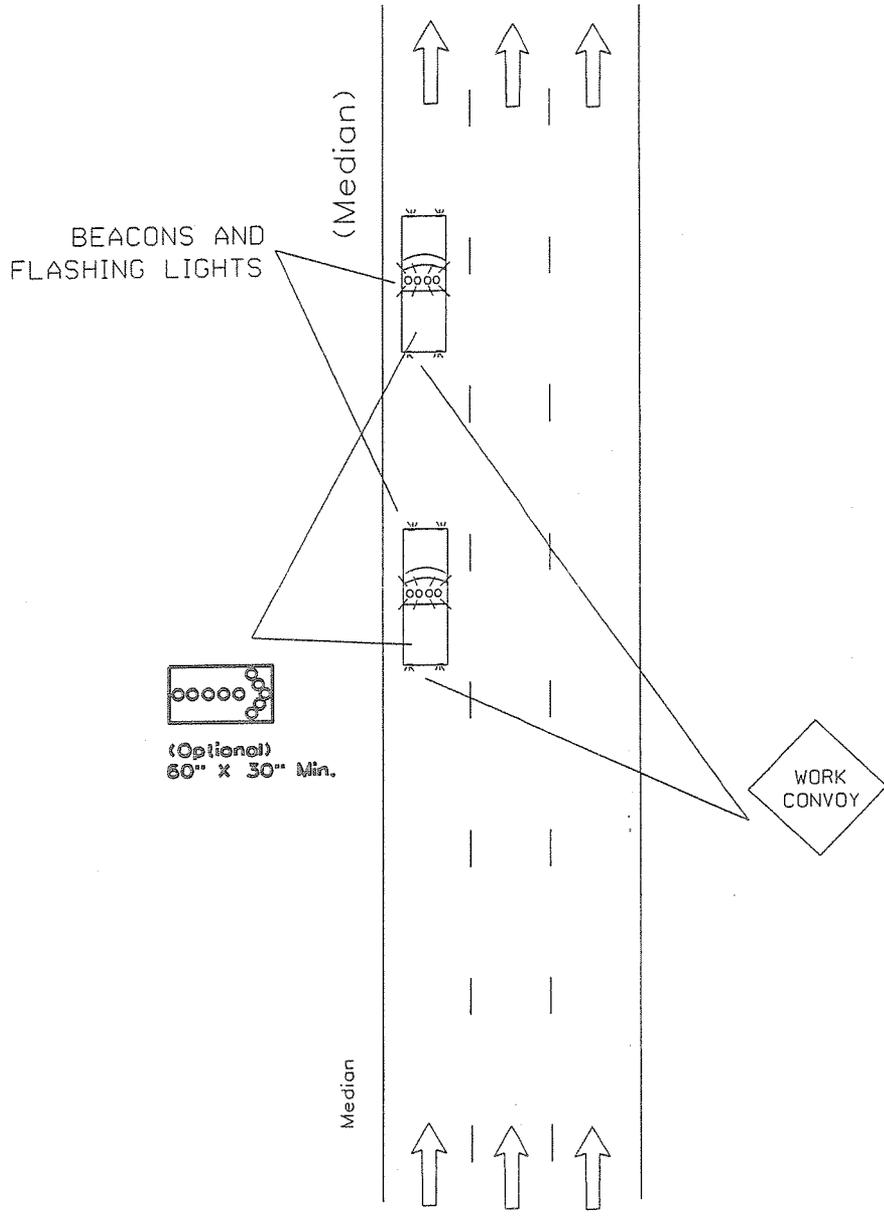
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "M-31"

DATE: 11/01/01



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ / _____ / _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature: _____ Date _____

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

MULTILANE STREET - SPEED LIMIT 30 MPH OR LESS
MOBILE OR SHORT DURATION - 1 HOUR OR LESS - DAYTIME ONLY

Note:
See reverse side for General Notes and Device Spacing

PLAN "M-31"

"GENERAL NOTES"

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.
2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
3. For **Temporary Situations**, when it is not feasible to remove and restore pavement markings, channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations, channelizing device spacing of **10 feet** is required.
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7. City Traffic Engineer and/or Inspectors may require additional traffic control devices.

TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
		10' Lane Offset	11' Lane Offset	12' Lane Offset	On a Taper (Feet)	On a Tangent (Feet)	
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35		205	225	245	35	70-90	160
40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

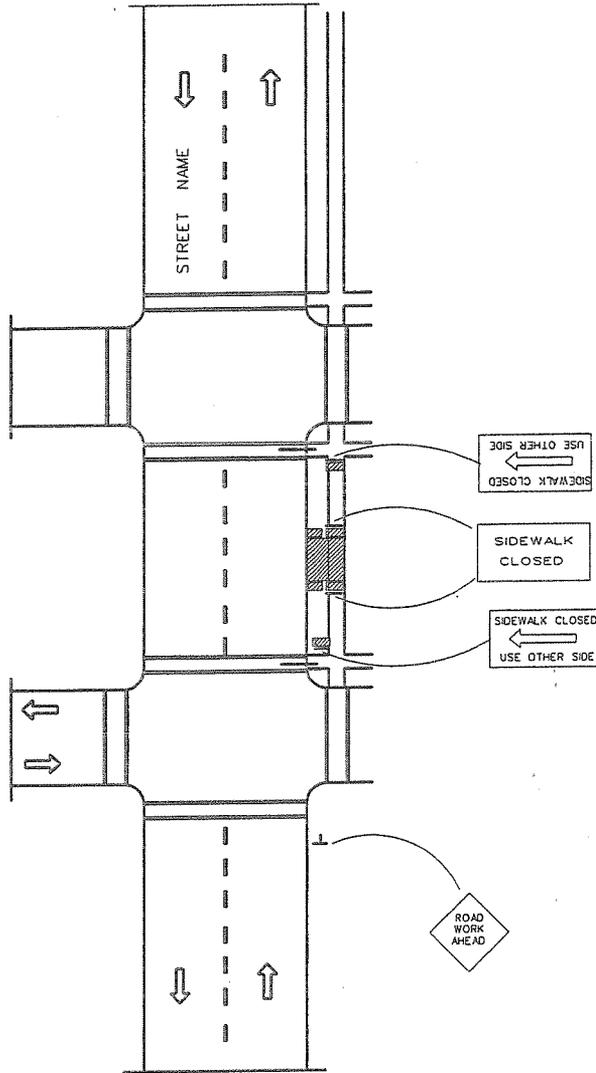
*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade

PLAN "G-1"

DATE: 10/16/2001



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

SIDEWALK CLOSURE DETOUR

Note:
See reverse side for General Notes and Device Spacing.

PLAN "P-1"

"GENERAL NOTES"

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2. All Traffic Control Devices shall have working visible warning lights as required in accordance with the current edition of TMUTCD.
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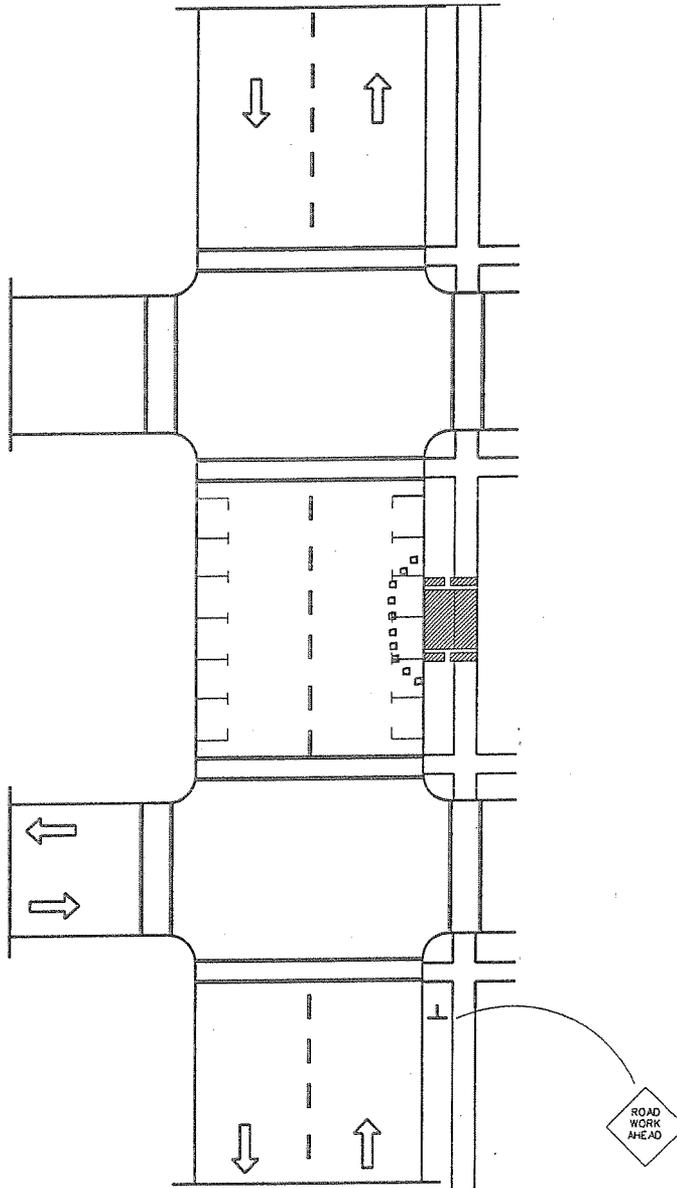
TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
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*L= Taper length in feet W= Width of offset in feet S= Posted speed

Note: Buffer Zone will be 25 feet (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade



This plan is submitted for TCP. I certify this plan will be used for the following location(s):

_____ , _____ , _____
and that all channelizing devices will conform to "General Notes" as shown on the back.

Signature:

Date:

CITY OF FORT WORTH
TRANSPORTATION
AND
PUBLIC WORKS

SIDEWALK CLOSURE DETOUR

Note:
See reverse side for General Notes and Device Spacing.

PLAN "P-2"

"GENERAL NOTES"

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TYPICAL TRANSITION LENGTHS AND SUGGESTED MAXIMUM SPACING OF DEVICES

Posted Speed MPH	Formula*	Minimum Desirable Taper Lengths (L) Feet			Suggested Maximum Device Spacing		Suggested Sign Spacing (Feet)
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40		265	295	320	40	80-100	240
45	L=WS	450	495	540	45	90-110	320
50		500	550	600	50	100-125	400

*L= Taper length in feet

W= Width of offset in feet

S= Posted speed

Note: Buffer Zone will be **25 feet** (maximum).

LEGEND	
	Channelizing devices
	Trailer mounted arrow display
	Flagger
	Barricade