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 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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
<th>&quot;X&quot; Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L=WS (\frac{S^2}{60})</td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
<td>On a Taper (Feet)</td>
</tr>
<tr>
<td>30</td>
<td>L=WS (\frac{S^2}{60})</td>
<td>150</td>
<td>165</td>
<td>180</td>
<td>30</td>
</tr>
<tr>
<td>35</td>
<td>L=WS (\frac{S^2}{60})</td>
<td>205</td>
<td>225</td>
<td>245</td>
<td>35</td>
</tr>
<tr>
<td>40</td>
<td>L=WS (\frac{S^2}{60})</td>
<td>265</td>
<td>295</td>
<td>320</td>
<td>40</td>
</tr>
<tr>
<td>45</td>
<td>L=WS (\frac{S^2}{60})</td>
<td>450</td>
<td>495</td>
<td>540</td>
<td>45</td>
</tr>
<tr>
<td>50</td>
<td>L=WS (\frac{S^2}{60})</td>
<td>500</td>
<td>550</td>
<td>600</td>
<td>50</td>
</tr>
</tbody>
</table>

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

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

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
"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

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<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>205</td>
<td>225</td>
<td>245</td>
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<td>40</td>
<td>265</td>
<td>295</td>
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<tr>
<td>50</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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

Note: Buffer Zone will be 25 feet (maximum).
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 '13IL'
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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>$L=WS^2$</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td></td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>$L=WS^2$</td>
<td>205</td>
<td>225</td>
<td>245</td>
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<td>60</td>
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<tr>
<td>40</td>
<td>$L=WS$</td>
<td>265</td>
<td>295</td>
<td>320</td>
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<tr>
<td>45</td>
<td>$L=WS$</td>
<td>450</td>
<td>495</td>
<td>540</td>
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<td></td>
</tr>
<tr>
<td>50</td>
<td>$L=WS$</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

*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

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

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<tr>
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<th>Minimum Desirable Taper Lengths (L) Feet</th>
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<th>&quot;X&quot; Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
<td>On a Taper (Feet)</td>
</tr>
<tr>
<td>30</td>
<td>L=WS^2</td>
<td>150</td>
<td>165</td>
<td>180</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>60</td>
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<td></td>
</tr>
<tr>
<td>35</td>
<td>L=WS^2</td>
<td>205</td>
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<td>245</td>
<td>35</td>
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<td>40</td>
</tr>
<tr>
<td>45</td>
<td>L=WS</td>
<td>450</td>
<td>495</td>
<td>540</td>
<td>45</td>
</tr>
<tr>
<td>50</td>
<td>L=WS</td>
<td>500</td>
<td>550</td>
<td>600</td>
<td>50</td>
</tr>
</tbody>
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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).
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  TYPICAL ONE WAY MULTIPLE LANE STREET
TRANSPORTATION  ONE LEFT LANE CLOSURE
AND  
PUBLIC WORKS

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.

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<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L=WS^2</td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>60</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>L=WS</td>
<td>205</td>
<td>225</td>
<td>245</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>265</td>
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<td>320</td>
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<tr>
<td>45</td>
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<td>450</td>
<td>485</td>
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</tr>
<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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Note: Buffer Zone will be 25 feet (maximum).
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 '14IR'
"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.

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<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L=WS²/60</td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td></td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>205</td>
<td>225</td>
<td>245</td>
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<tr>
<td>40</td>
<td></td>
<td>265</td>
<td>295</td>
<td>320</td>
</tr>
<tr>
<td>45</td>
<td>L=WS</td>
<td>450</td>
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<td>540</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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

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

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<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Lane Offset</strong></td>
<td><strong>On a Taper (Feet)</strong></td>
<td><strong>On a Tangent (Feet)</strong></td>
</tr>
<tr>
<td>30</td>
<td>L = WS²/60</td>
<td>150</td>
<td>165</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>205</td>
<td>225</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>265</td>
<td>295</td>
</tr>
<tr>
<td>45</td>
<td>L = WS</td>
<td>450</td>
<td>495</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
</tr>
</tbody>
</table>

*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

TYPICAL ONE WAY MULTIPLE LANE STREET
TWO RIGHT LANES CLOSURE

Note:
See reverse side for General Notes and Device Spacing

PLAN "142R"
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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<tr>
<td></td>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>$L = \frac{WS^2}{60}$</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>$L = WS$</td>
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**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

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"

TMUTCD Figure TA-3, 4 & 6
"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.

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>L=WS²/60</td>
<td>150</td>
<td>165</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>205</td>
<td>225</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>265</td>
<td>295</td>
</tr>
<tr>
<td>45</td>
<td>L=WS</td>
<td>450</td>
<td>495</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
</tr>
</tbody>
</table>

*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  TYPICAL TWO WAY STREET - SPEED LIMIT 30 MPH OR LESS
TRANSPORTATION  SHORT TERM STATIONARY - 12 HRS OR LESS - DAYTIME ONLY
AND
PUBLIC WORKS

TMUTCD Figure TA-3,4 & 6
"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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>10' Lane Offset</th>
<th>11' Lane Offset</th>
<th>12' Lane Offset</th>
<th>On a Taper (Feet)</th>
<th>On a Tangent (Feet)</th>
<th>&quot;X&quot; Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>L = WS² / 60</td>
<td>150</td>
<td>165</td>
<td>180</td>
<td>30</td>
<td>60-75</td>
<td>120</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>205</td>
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<td>35</td>
<td>70-90</td>
<td>160</td>
</tr>
<tr>
<td>40</td>
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<td>265</td>
<td>295</td>
<td>320</td>
<td>40</td>
<td>80-100</td>
<td>240</td>
</tr>
<tr>
<td>45</td>
<td>L = WS</td>
<td>450</td>
<td>495</td>
<td>540</td>
<td>45</td>
<td>90-110</td>
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<tr>
<td>50</td>
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<td>500</td>
<td>550</td>
<td>600</td>
<td>50</td>
<td>100-125</td>
<td>400</td>
</tr>
</tbody>
</table>

*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

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.

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.

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L=WS</td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>L=WS^2/60</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>L=WS^2/60</td>
<td>205</td>
<td>225</td>
<td>245</td>
</tr>
<tr>
<td>40</td>
<td>L=WS^2/60</td>
<td>265</td>
<td>295</td>
<td>320</td>
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<td>45</td>
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<td>450</td>
<td>495</td>
<td>540</td>
</tr>
<tr>
<td>50</td>
<td>L=WS^2/60</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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

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

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**

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
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<td>L=WS²/60</td>
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</tr>
<tr>
<td>35</td>
<td>L=WS²/60</td>
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<tr>
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<td>L=WS</td>
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<td>45</td>
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</tr>
<tr>
<td>50</td>
<td>L=WS</td>
<td>500</td>
<td>550</td>
</tr>
</tbody>
</table>

*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  
TYPICAL TWO WAY STREET ONE LANE CLOSURE  
Plan "241L"  

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

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<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
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<tr>
<td></td>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
</tr>
<tr>
<td>30</td>
<td>$L = \frac{WS^2}{60}$</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>$L = WS$</td>
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<td>245</td>
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<td>40</td>
<td>$L = WS$</td>
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<tr>
<td>45</td>
<td>$L = WS$</td>
<td>450</td>
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</tr>
<tr>
<td>50</td>
<td>$L = WS$</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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

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

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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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
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</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>10' Lane Offset</td>
<td>11' Lane Offset</td>
<td>12' Lane Offset</td>
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<tr>
<td>30</td>
<td>L=WS²/60</td>
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<tr>
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</tr>
<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

*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

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.

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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>L=WS²/60</td>
<td>150 165 180 30 60-75 120</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
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<td>205 225 245 35 70-90 160</td>
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<tr>
<td>40</td>
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<td>265 295 320 40 80-100 240</td>
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<td></td>
</tr>
<tr>
<td>45</td>
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<td>450 495 540 45 90-110 320</td>
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<td></td>
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<tr>
<td>50</td>
<td></td>
<td>500 550 600 50 100-125 400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Note: Buffer Zone will be **25 feet** (maximum).
This plan is submitted for TCP. I certify this plan will be used for the following location(s):

[Diagram details]

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.

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<tr>
<td>30</td>
<td>L = WS²/60</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>205</td>
<td>225</td>
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<tr>
<td>40</td>
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</tr>
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<td>450</td>
<td>495</td>
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<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

*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

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.

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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

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<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
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<tr>
<td></td>
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<td>10' Lane Offset</td>
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<td>12' Lane Offset</td>
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<td>L=WS²/60</td>
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<td>180</td>
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<td>35</td>
<td>L=WS²/60</td>
<td>205</td>
<td>225</td>
<td>245</td>
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<td>40</td>
<td>L=WS²/60</td>
<td>265</td>
<td>295</td>
<td>320</td>
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<td>45</td>
<td>L=WS²/60</td>
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<td>50</td>
<td>L=WS²/60</td>
<td>500</td>
<td>550</td>
<td>600</td>
</tr>
</tbody>
</table>

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

Note: Buffer Zone will be 25 feet (maximum).
This plan is submitted for TCP. I certify this plan will be used for the follling 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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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

<table>
<thead>
<tr>
<th>Posted Speed MPH</th>
<th>Formula*</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
<th>Suggested Maximum Device Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<tr>
<td>50</td>
<td></td>
<td>500</td>
<td>550</td>
</tr>
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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

FULL STREET CLOSURE DETOUR

Note:
See reverse side for General Notes and Device Spacing

PLAN "F-1"
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

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<th>On a Tangent (Feet)</th>
<th>&quot;X&quot; Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>L=WS^2/60</td>
<td>150</td>
<td>165</td>
<td>180</td>
<td>30</td>
<td>60-75</td>
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</tr>
<tr>
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<td>70-90</td>
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<tr>
<td>40</td>
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<td>265</td>
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<td>320</td>
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<td>80-100</td>
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<td>550</td>
<td>600</td>
<td>50</td>
<td>100-125</td>
<td>400</td>
</tr>
</tbody>
</table>

*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: [Signature]
Date: [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.

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<th>Suggested Maximum Device Spacing</th>
<th>Suggested Sign Spacing (Feet)</th>
</tr>
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<tbody>
<tr>
<td>30</td>
<td>( L = \frac{WS^2}{60} )</td>
<td>150</td>
<td>165</td>
<td>180</td>
</tr>
<tr>
<td>35</td>
<td>( L = \frac{WS^2}{60} )</td>
<td>205</td>
<td>225</td>
<td>245</td>
</tr>
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<td>( L = WS )</td>
<td>265</td>
<td>295</td>
<td>320</td>
</tr>
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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).
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: __________

CITY OF FORT WORTH
TRANSPORTATION AND
PUBLIC WORKS

FUND RAISER TCP

Note: ____________________________  PLAN "FR"

“GENERAL NOTES”

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</tr>
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<tr>
<td></td>
<td>L=W\text{S}^2/60</td>
<td></td>
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<tr>
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<td>L=W\text{S}^2/60</td>
<td>160 165 180</td>
<td>30 60-75 120</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>L=W\text{S}^2/60</td>
<td>205 225 245</td>
<td>35 70-90 160</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>L=W\text{S}^2/60</td>
<td>265 295 320</td>
<td>40 80-100 240</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>L=W\text{S}</td>
<td>450 495 540</td>
<td>45 90-110 320</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>L=W\text{S}</td>
<td>500 550 600</td>
<td>50 100-125 400</td>
<td></td>
</tr>
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Note: Buffer Zone will be 25 feet (maximum).
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  MULTI-LANE STREET - SPEED LIMIT 30 MPH OR LESS
TRANSPORTATION MOBILE OR SHORT DURATION - 1 HOUR OR LESS - DAYTIME ONLY
AND
PUBLIC WORKS

Note:
See reverse side for General Notes and Device Spacing

PLAN 'M-31'

TMUTCD Figure TA-35, Sec. 66-7(d)
“GENERAL NOTES”

1. All channelizing devices shall be in accordance with the current edition of the Texas Manual on Uniform Traffic Control Devices.

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

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<tr>
<th>Posted Speed MPH</th>
<th>Minimum Desirable Taper Lengths (L) Feet</th>
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<th>&quot;X&quot; Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>10' Lane Offset</td>
<td>On a Taper (Feet)</td>
<td>On a Tangent (Feet)</td>
<td></td>
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<td></td>
<td>150</td>
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<td>60-75</td>
<td>120</td>
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<td>35</td>
<td>165</td>
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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-1"
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<tr>
<td></td>
<td>L=W*S²/60</td>
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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"
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- **Channelizing devices**
- **Trailer mounted arrow display**
- **Flagger**
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