



**ATTACHMENT C - ALTERNATE TRAFFIC PLAN**

**WARNING TO CONTRACTOR:**

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**CRITICAL:**

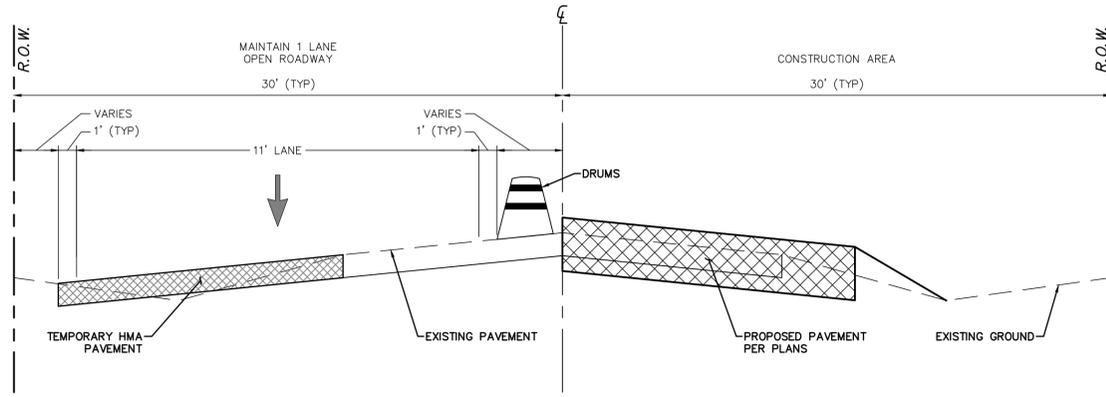
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**UTILITY RELOCATION NOTE:**

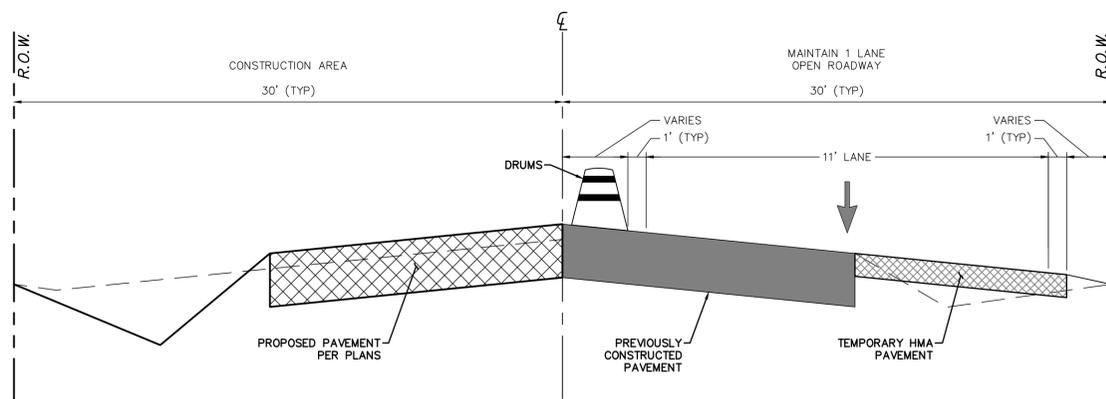
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**STATE PLANE COORDINATE NOTE:**

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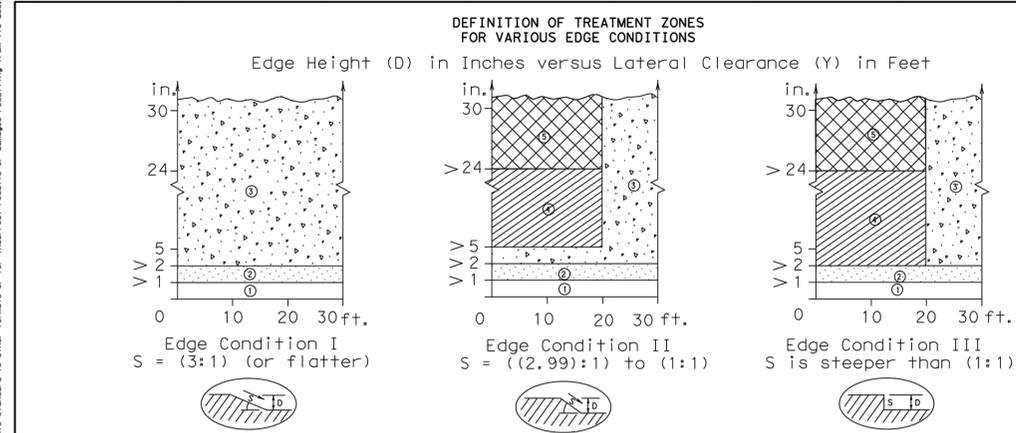


**TCP PHASE 1**  
NOT TO SCALE



**TCP PHASE 2**  
NOT TO SCALE

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by the Board of Professional Engineers or for the contractor resulting from the use of this standard.



Zone	Treatment Types	Guidelines:
1	No treatment.	
2	CW 8-11 "Uneven Lanes" signs.	
3	CW 8-9a "Shoulder Drop-off" or CW 8-11 signs plus vertical panels.	
4	CW 8-9a or CW 8-11, signs plus drums.	Where restricted space precludes the use of drums, use vertical panels. An edge fill may be provided to change the edge slope to that of the preferable Edge Condition I.
5	Check indications (Figure-1) for positive barrier.	Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

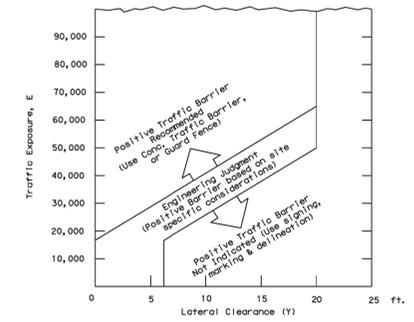
**FACTORS CONSIDERED IN THE GUIDELINES:**

- The "Edge Condition" is the slope (S) of the drop-off (H/V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zones-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition 1.

**Edge Condition Notes:**

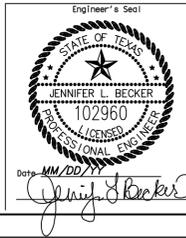
- Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.
- Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exceeds 24 inches, the possibility for rollover is greater in most vehicles.
- Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles. If not properly treated, for example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control or different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.
- Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

**FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5**



- $E = ADT \times T$  where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition, and, T is the duration time in years of the dropoff condition.
- Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.
- An approved and treatment should be provided for any positive barrier and located within a lateral offset of 20 feet from the edge of the travel lane.

These guidelines apply to temporary traffic control areas and work zones where continuous pavement edges or drop-offs exist parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.



**Texas Department of Transportation**  
Traffic Operations Division

**WORKSHEET FOR EDGE CONDITION TREATMENT TYPES**

REVISED	NO. TYPED	DATE TYPED	BY TYPED	CHK TYPED
03-01				
08-01 correct types				

**SUGGESTED SEQUENCE OF WORK**

- TCP PHASE 1 TRAFFIC:**
- REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
  - INSTALL ONE LANE, ONE-WAY EASTBOUND TRAFFIC CONTROL. SHIFT TRAFFIC LANES TO NORTH HALF OF THE ROAD TO ALLOW FOR CONSTRUCTION OPERATIONS ON SOUTH HALF.
  - MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.
- TCP PHASE 2 TRAFFIC:**
- REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
  - INSTALL ONE LANE, ONE-WAY EASTBOUND TRAFFIC CONTROL. SHIFT TRAFFIC LANES TO SOUTH HALF OF THE ROAD TO ALLOW FOR CONSTRUCTION OPERATIONS ON NORTH HALF.
  - MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

- CONSTRUCTION:**
- INSTALL TEMPORARY HMA PAVEMENT AS REQUIRED.
  - REMOVE EXISTING HMA PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED ON SOUTH HALF OF THE ROAD.
  - BEGIN CONSTRUCTION OF PROPOSED PAVEMENT ON SOUTH SIDE.
  - INSTALL TEMPORARY SIGNS AND PAVEMENT MARKINGS.
- CONSTRUCTION:**
- INSTALL TEMPORARY HMA PAVEMENT AS REQUIRED.
  - REMOVE EXISTING HMA PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED ON NORTH HALF OF THE ROAD.
  - BEGIN CONSTRUCTION OF PROPOSED PAVEMENT ON NORTH SIDE.
  - INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
  - COMPLETE CLEAN UP.

**LEGEND**

	PROPOSED PAVEMENT CURRENT PHASE
	TEMPORARY HMA
	PREVIOUSLY CONSTRUCTED PAVEMENT

NO.	REVISION	BY	DATE	CHECKED

JAS	DESIGNED	
AJA	DRAWN	
JLB	CHECKED	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

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JENNIFER L. BECKER  
P.E. # 102960  
DATE: 6/14/2021

MIDLAND COUNTY PRECINCT 2	DA PROJECT B006225.001
INDUSTRIAL AVENUE MIDLAND COUNTY, TEXAS	SHEET
<b>TRAFFIC CONTROL PLAN SEQUENCE OF WORK</b>	<b>18</b>

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PLOT DATE: 11/18/2021



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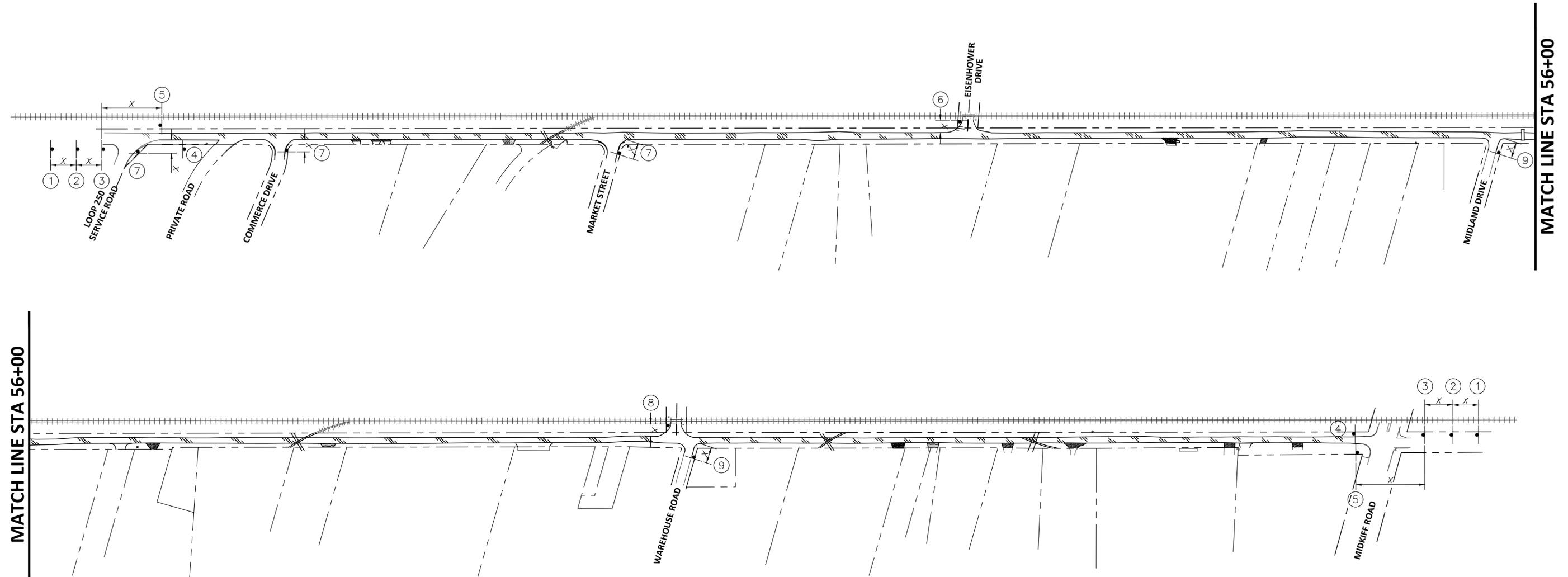
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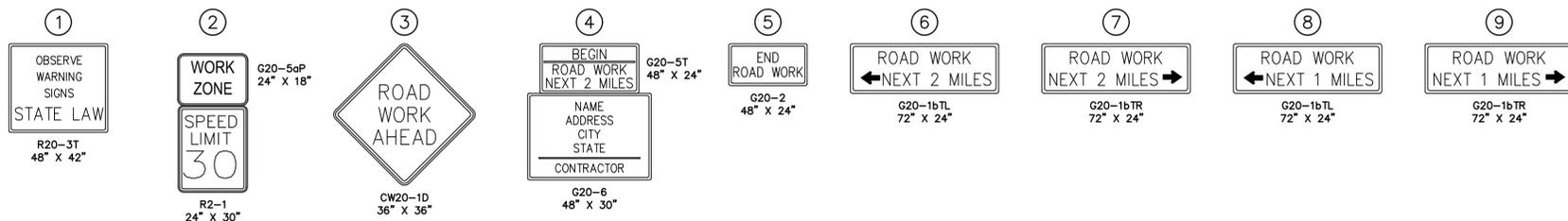
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# INDUSTRIAL AVENUE



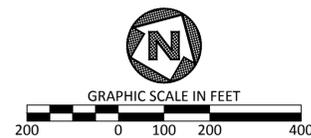
MATCH LINE STA 56+00

MATCH LINE STA 56+00



**GENERAL TRAFFIC CONTROL NOTES:**

1. THE ADVANCE WARNING SIGNS ARE DISPLAYED FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT REFLECT ACTUAL SIGN PLACEMENT LOCATIONS. FIELD CONDITIONS, STANDARDS, AND TEXAS MUTCD SHALL GOVERN ACTUAL SIGN LOCATIONS.
2. THE ADVANCE WARNING SIGNS SHALL BE LOCATED IN ADVANCE OF THE PHASING TRAFFIC CONTROL SEQUENCING FOR THE ABOVE LOCATIONS.
3. THE ADVANCE WARNING SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 10' CLEAR ZONE (MEASURED FROM THE EDGE OF THE ADJACENT TRAFFIC LANE) DURING NON-WORK HOURS.
5. "X" REFER TO BC(2)-14 FOR SPACING.
6. WORK ALONG ROADWAY SHALL BE DURING DAYLIGHT HOURS ACCORDING TO TXDOT STANDARDS TSP(2-3)-18. BOTH LANES OF TRAFFIC WILL REMAIN OPEN DURING CONSTRUCTION.
7. STOP EQUIPMENT FOR TRAFFIC WHEN CROSSING AT ANY TRAFFIC LANES. FURNISH FLAGGERS TO WARN EQUIPMENT OPERATORS OF APPROACHING TRAFFIC, UNLESS OTHERWISE DIRECTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF PEDESTRIANS AND MOTORISTS IN THE AREA OF THE CONSTRUCTION SITE.
9. ALL CONSTRUCTION OPERATIONS SHALL BE CONDUCTED TO PROVIDE MINIMAL INTERFERENCE TO TRAFFIC.
10. THE CONTRACTOR WILL PROVIDE ALL TRAFFIC CONTROL DURING CONSTRUCTION IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THAT NEEDED WHILE RAILROAD WORKERS ARE PRESENT.



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 PLOTTED AT: 11:48:42 AM

NO.	REVISION	BY	DATE

JAS	DESIGNED
JAS	DRAWN
JLB	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	HORIZ
1" = 200'	VERT
	N/A
DATE	
JUNE	
2021	

**DUNAWAY**  
 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
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 JENNIFER L. BECKER  
 P.E. # 102960  
 DATE: 6/14/2021

MIDLAND COUNTY PRECINCT 2	DA PROJECT
INDUSTRIAL AVENUE	B006225.001
MIDLAND COUNTY, TEXAS	SHEET
<b>TRAFFIC CONTROL PLAN</b>	<b>19</b>
<b>ADVANCE WARNING SIGNS OVERALL LAYOUT</b>	



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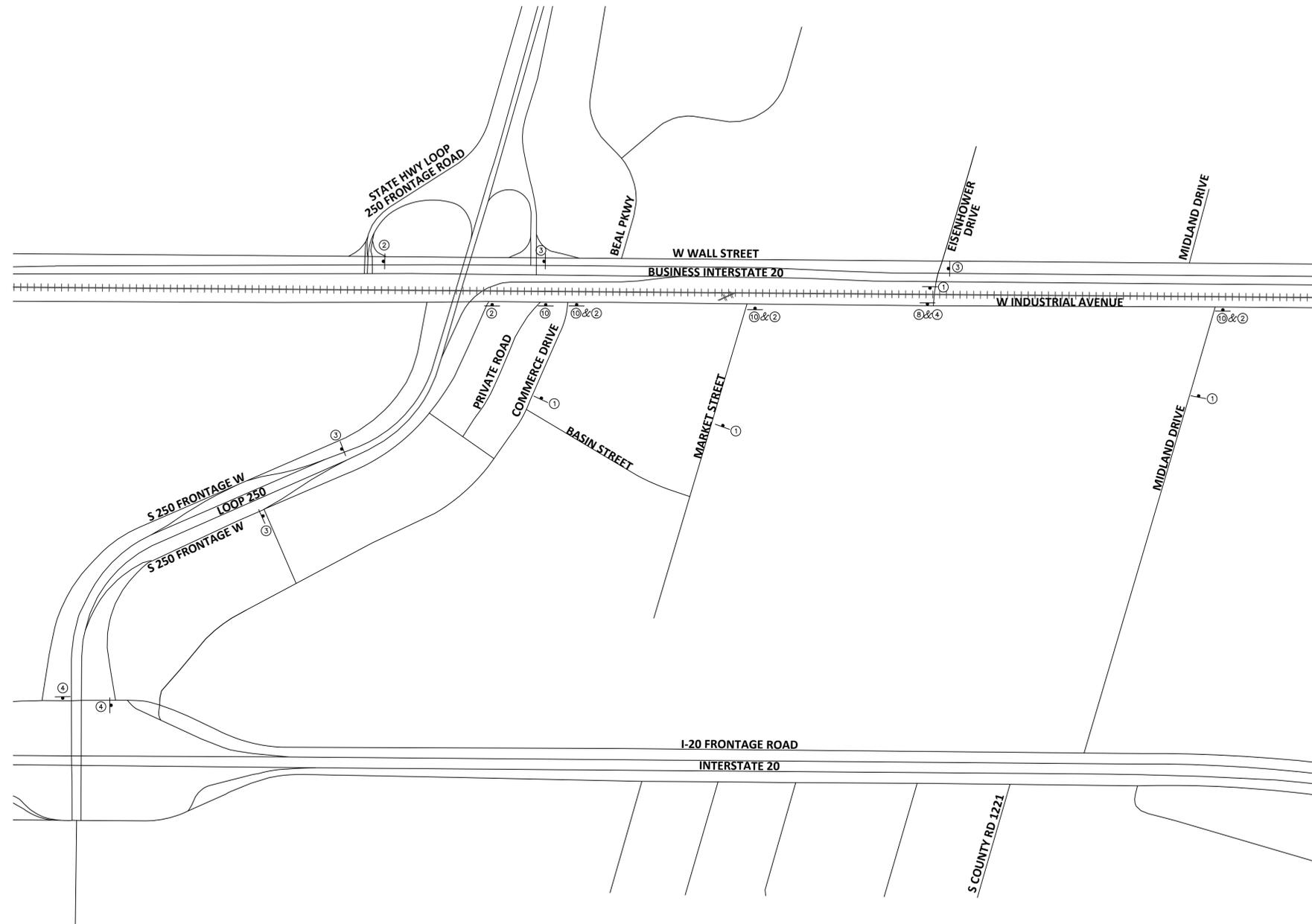
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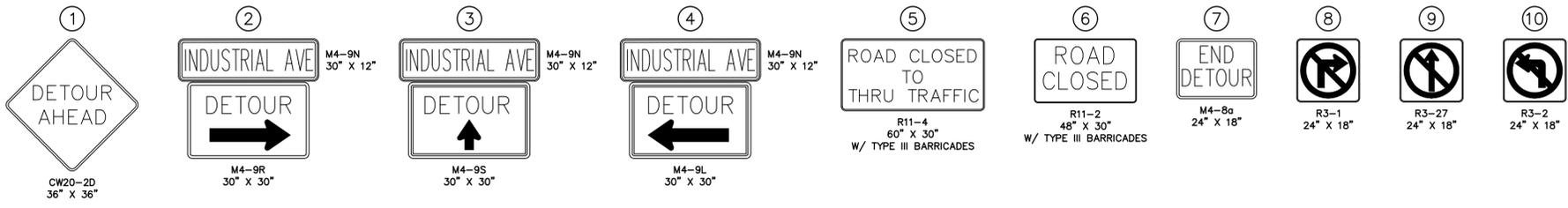
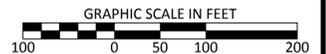
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# TRAFFIC DETOUR PHASE 1



MATCH LINE A



**SUGGESTED SEQUENCE OF WORK**

**TOP PHASE 1 TRAFFIC:**

1. REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
2. INSTALL TRAFFIC CONTROL FOR ROAD CLOSURE AND DETOUR.
3. LOCAL TRAFFIC SHALL BE ALLOWED TO TRAVEL EAST BOUND ONLY.
4. MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

**CONSTRUCTION:**

1. REMOVE EXISTING HMAC PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED.
2. CONTRACTOR SHALL CONSTRUCT TEMPORARY ACCESS TO ADJACENT PROPERTIES AND MAINTAIN ACCESS DURING CONSTRUCTION.
3. BEGIN CONSTRUCTION OF PROPOSED PAVEMENT.
4. INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
5. COMPLETE CLEAN UP OF AREA PRIOR TO PROCEEDING TO NEXT PHASE.

**GENERAL TRAFFIC CONTROL NOTES:**

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NO.	REVISION	BY	DATE

JAS	DESIGNED
JAS	DRAWN
JLB	CHECKED

SCALE	HORIZ	1" = 200'
	VERT	N/A
	DATE	JUNE 2021

**DUNAWAY**

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MIDLAND COUNTY PRECINCT 2	DA PROJECT	B006225.001
INDUSTRIAL AVENUE MIDLAND COUNTY, TEXAS	SHEET	20
<b>TRAFFIC CONTROL PLAN PHASE 1</b> STA 0+00 TO 62+00		

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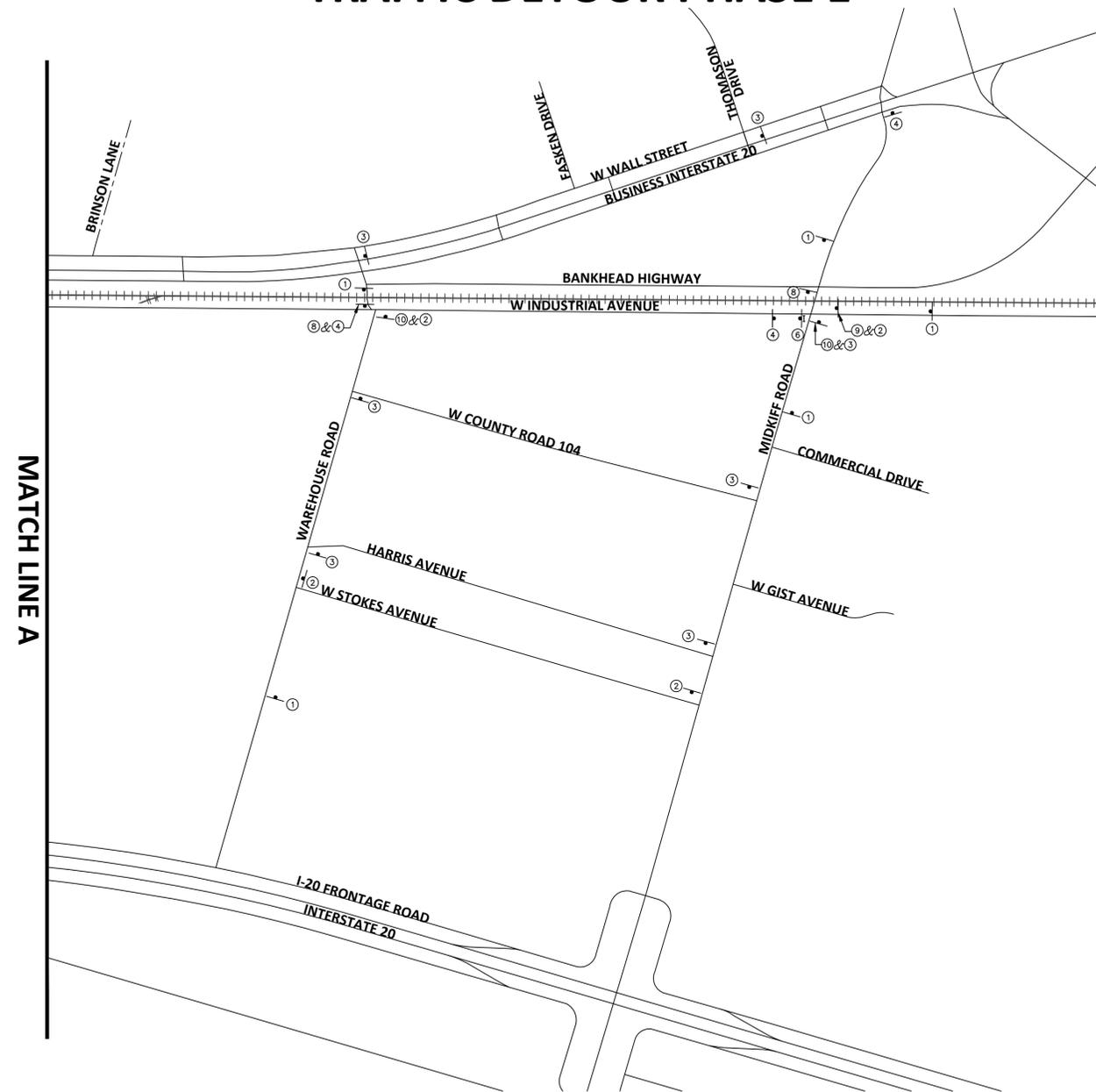
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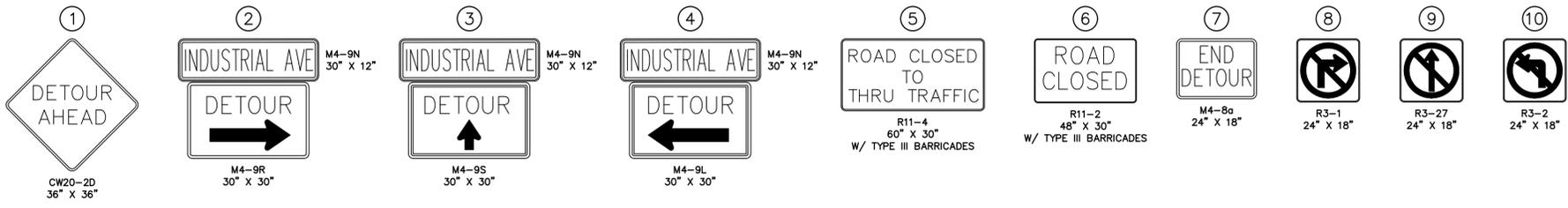
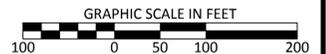
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# TRAFFIC DETOUR PHASE 1



MATCH LINE A



**TOP PHASE 1 TRAFFIC:**

1. REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
2. INSTALL TRAFFIC CONTROL FOR ROAD CLOSURE AND DETOUR.
3. LOCAL TRAFFIC SHALL BE ALLOWED TO TRAVEL EAST BOUND ONLY.
4. MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

**SUGGESTED SEQUENCE OF WORK**

**CONSTRUCTION:**

1. REMOVE EXISTING HMAC PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED.
2. CONTRACTOR SHALL CONSTRUCT TEMPORARY ACCESS TO ADJACENT PROPERTIES AND MAINTAIN ACCESS DURING CONSTRUCTION.
3. BEGIN CONSTRUCTION OF PROPOSED PAVEMENT.
4. INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
5. COMPLETE CLEAN UP OF AREA PRIOR TO PROCEEDING TO NEXT PHASE.

**GENERAL TRAFFIC CONTROL NOTES:**

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PLOTED BY: JLB  
PLOT DATE: 6/14/2021

NO.	REVISION	BY	DATE	CHECKED

JAS	DESIGNED
JAS	DRAWN
JLB	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	HORIZ	1" = 200'
	VERT	N/A
	DATE	JUNE 2021

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P.E.# 102960  
DATE: 6/14/2021

MIDLAND COUNTY PRECINCT 2	DA PROJECT
INDUSTRIAL AVENUE MIDLAND COUNTY, TEXAS	B006225.001
TRAFFIC CONTROL PLAN PHASE 1 STA 62+00 TO END	SHEET
	21



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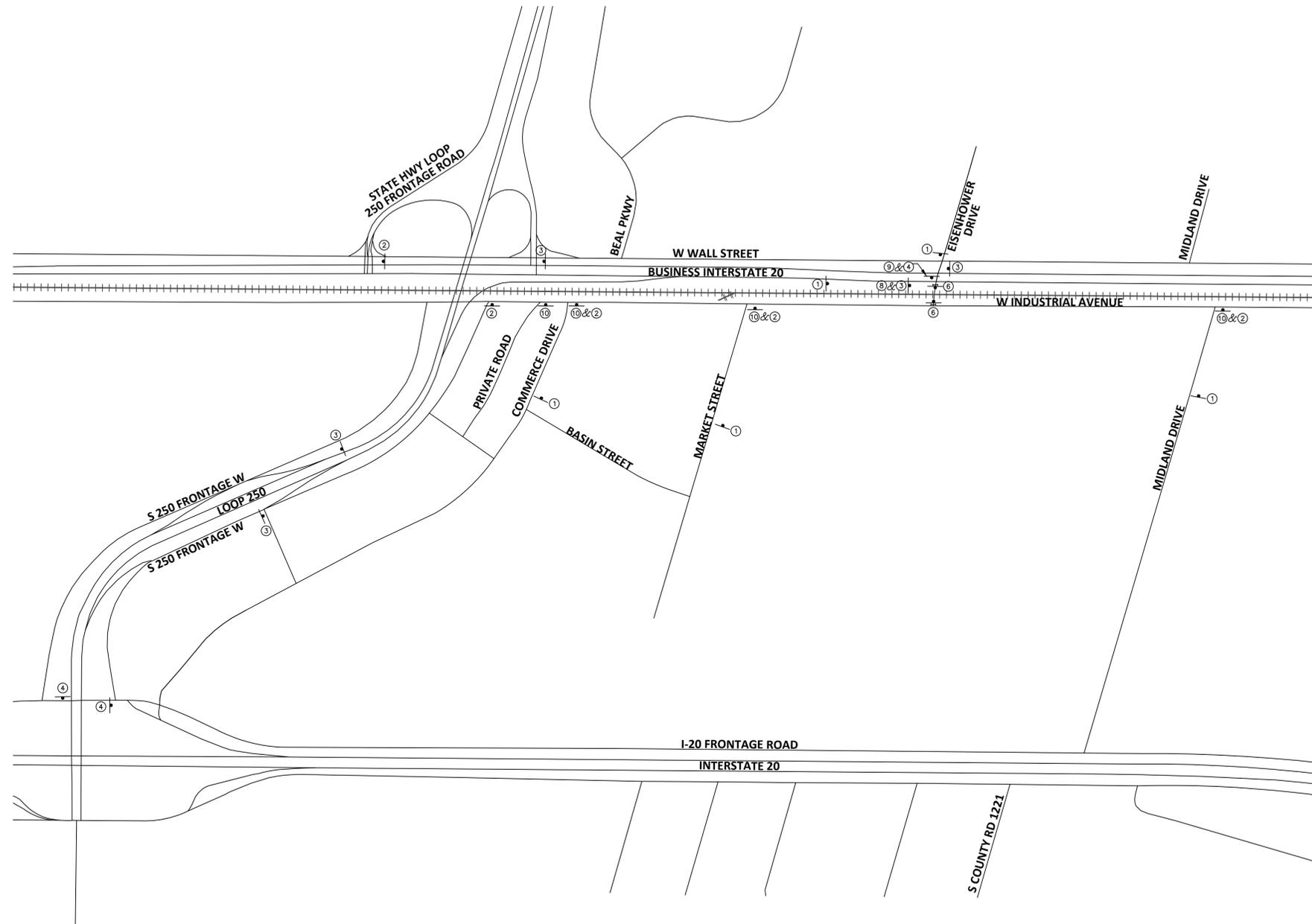
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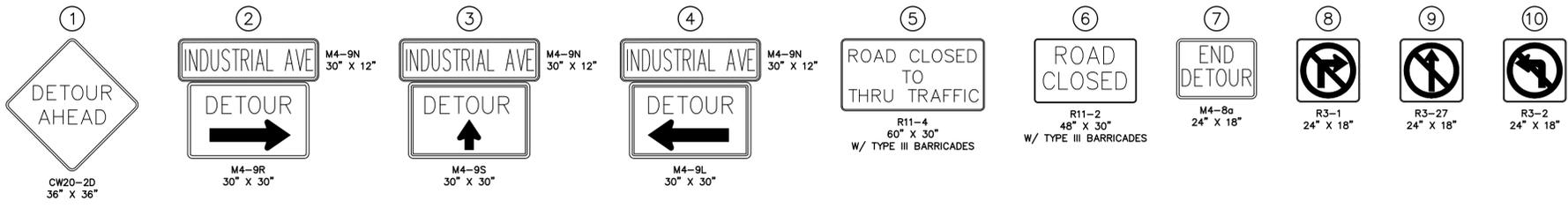
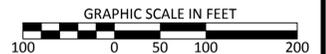
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# TRAFFIC DETOUR PHASE 2



MATCH LINE A



**TOP PHASE 2 TRAFFIC:**

1. REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
2. INSTALL TRAFFIC CONTROL FOR ROAD CLOSURE AND DETOUR.
3. LOCAL TRAFFIC SHALL BE ALLOWED TO TRAVEL EAST BOUND ONLY.
4. MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

**SUGGESTED SEQUENCE OF WORK**

**CONSTRUCTION:**

1. REMOVE EXISTING HMAC PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED.
2. CONTRACTOR SHALL CONSTRUCT TEMPORARY ACCESS TO ADJACENT PROPERTIES AND MAINTAIN ACCESS DURING CONSTRUCTION.
3. BEGIN CONSTRUCTION OF PROPOSED PAVEMENT.
4. INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
5. COMPLETE CLEAN UP OF AREA PRIOR TO PROCEEDING TO NEXT PHASE.

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PLOT DATE: 6/14/2021

NO.	REVISION	BY	DATE	CHECKED

JAS	DESIGNED
JAS	DRAWN
JLB	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	HORIZ	1" = 200'
	VERT	N/A
	DATE	JUNE 2021

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

PRELIMINARY - FOR REVIEW ONLY  
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JENNIFER L. BECKER  
P.E.# 102960  
DATE: 6/14/2021

MIDLAND COUNTY PRECINCT 2	DA PROJECT	B006225.001
INDUSTRIAL AVENUE MIDLAND COUNTY, TEXAS	SHEET	22
<b>TRAFFIC CONTROL PLAN PHASE 2 STA 0+00 TO 62+00</b>		



**WARNING TO CONTRACTOR:**

CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

**CRITICAL:**

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

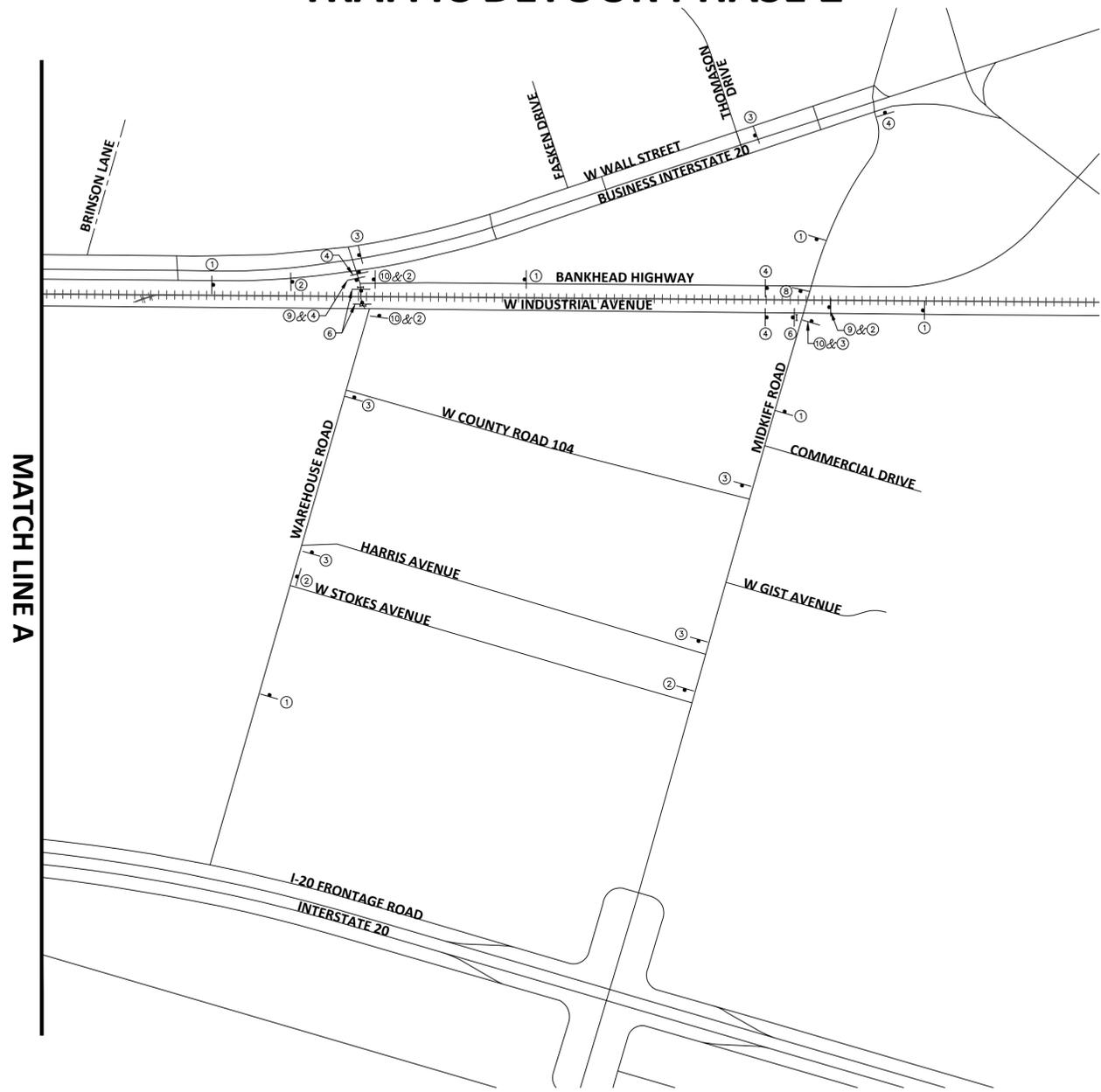
**UTILITY RELOCATION NOTE:**

IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

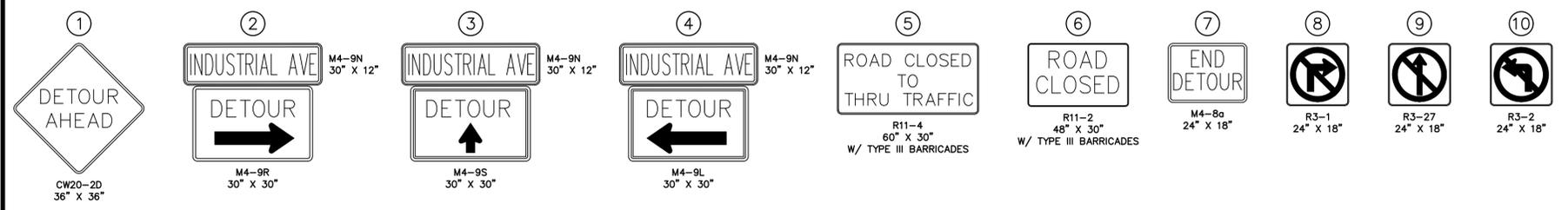
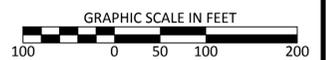
**STATE PLANE COORDINATE NOTE:**

COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

# TRAFFIC DETOUR PHASE 2



MATCH LINE A



**TOP PHASE 2 TRAFFIC:**

1. REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
2. INSTALL TRAFFIC CONTROL FOR ROAD CLOSURE AND DETOUR.
3. LOCAL TRAFFIC SHALL BE ALLOWED TO TRAVEL EAST BOUND ONLY.
4. MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

**SUGGESTED SEQUENCE OF WORK**

**CONSTRUCTION:**

1. REMOVE EXISTING HMAC PAVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED.
2. CONTRACTOR SHALL CONSTRUCT TEMPORARY ACCESS TO ADJACENT PROPERTIES AND MAINTAIN ACCESS DURING CONSTRUCTION.
3. BEGIN CONSTRUCTION OF PROPOSED PAVEMENT.
4. INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
5. COMPLETE CLEAN UP OF AREA PRIOR TO PROCEEDING TO NEXT PHASE.

**GENERAL TRAFFIC CONTROL NOTES:**

1. TRAFFIC DETOUR SIGNS ARE DISPLAYED FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT REFLECT ACTUAL SIGN PLACEMENT LOCATIONS. FIELD CONDITIONS, STANDARDS, AND TEXAS MUTCD SHALL GOVERN ACTUAL SIGN LOCATIONS.

FULL PATH: C:\Production\4000\06062021\001\Drawings\Phase\Sheet\21\_0606\_1\_CPA.dwg  
 FILENAME: 21\_0606\_1\_CPA.dwg  
 PLOTTED BY: Allison Adams  
 PLOTTED ON: 6/14/2021

NO.	REVISION	BY	DATE	CHECKED

JAS	DESIGNED
JAS	DRAWN
JLB	CHECKED

SCALE	HORIZ	1" = 200'
SCALE	VERT	N/A
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MIDLAND COUNTY PRECINCT 2	DA PROJECT	B006225.001
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<b>TRAFFIC CONTROL PLAN PHASE 2</b> STA 62+00 TO END		