

FLOCK SAFETY EQUIPMENT INSTALLATION

CASE NUMBER: 01098275
PERMITTING JURISDICTION:
Oak Point (City of), Right-of-Way

Oak Point (City of), Right-of-Way
ON BEHALF OF
TX - Oak Point Dept of Public Safety

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CONTACT LIST

PERMITTING
hanna.collins@flocksafety.com

PROJECT MANAGER
charmissha.hamlin@flocksafety.com

SEE APPROVED PERMIT FOR LISTED INSPECTOR*

TX - Oak Point Dept of Public Safety
01098275

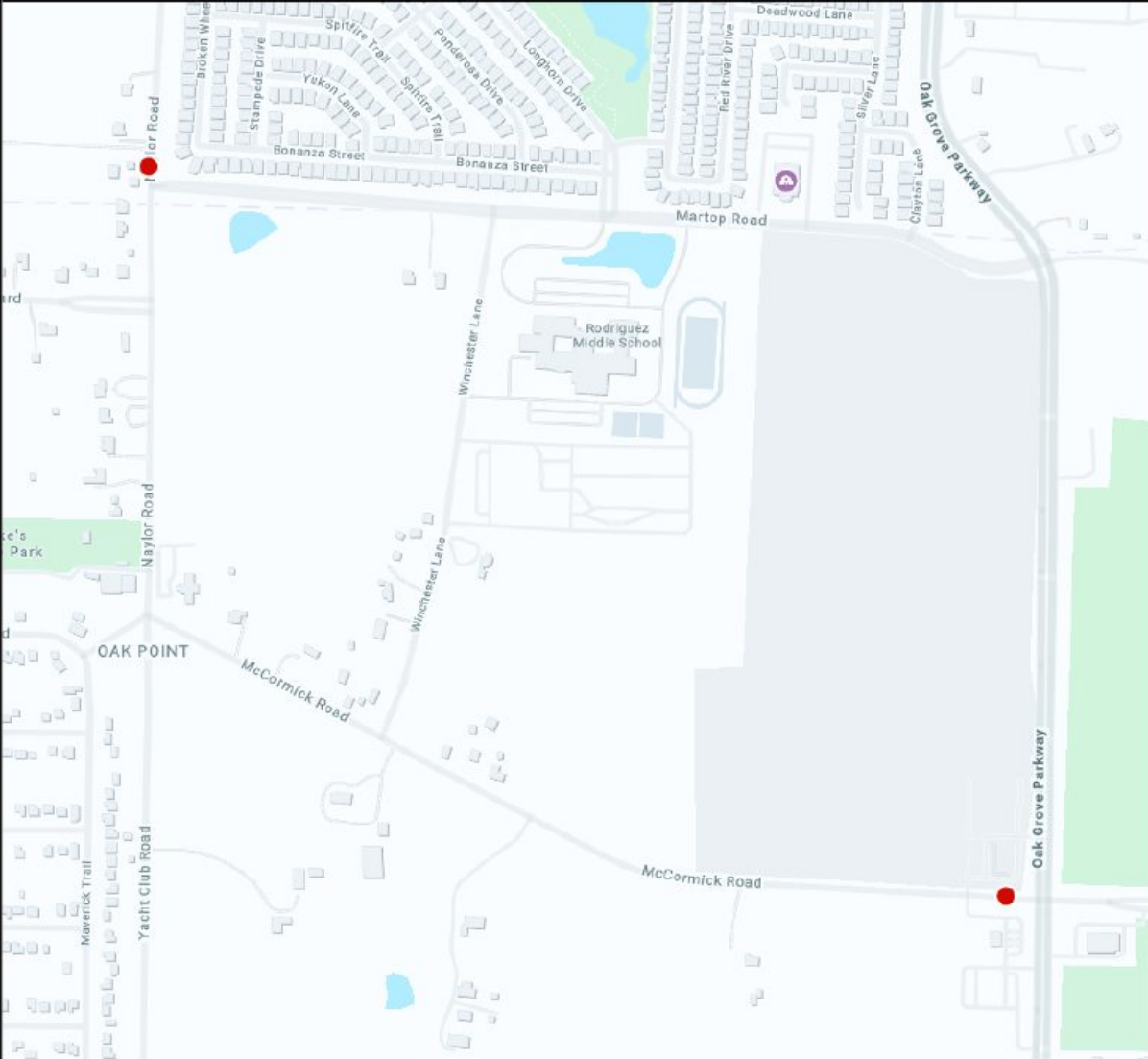
Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

DRAWING INDEX

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Know what's below.
Call before you dig.



REV	DATE	BY	DESCRIPTION
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-	-	-	-
0	07/10/2025	FLK	PRELIM

I HEREBY CERTIFY THIS DOCUMENT WAS PREPARED BY MYSELF OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF TEXAS

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CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS	
SHEET: T.01	REV: 0

GENERAL & CONSTRUCTION NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH STATE AND LOCAL AGENCY SPECIFICATIONS UNLESS SPECIFICALLY STATED OR SHOWN OTHERWISE HEREIN.
 2. ALL WORK SHALL CONFORM TO ALL APPLICABLE ELECTRICAL CODES EXCEPT WHEN STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY STANDARDS SUPERSEDE.
 3. CONTRACTOR SHALL ENSURE ALL PROPOSED EQUIPMENT INSTALLED IS IN ACCORDANCE WITH NESC REQUIREMENTS AND CLEARANCES.
 4. ALL CONSTRUCTION AND/OR MAINTENANCE ON THE TEXAS DEPARTMENT OF TRANSPORTATION RIGHT OF WAY SHALL CONFORM TO THE FEDERAL MANUAL ON UNIFORM TRAFFIC DEVICES, THE TEXAS DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PLANS PREPARATION MANUAL AND DRAINAGE MANUAL.
 5. THE PERMITTING AGENCY RESERVES THE RIGHT TO MAKE ADJUSTMENTS TO ANY PERMITTED METHODS OF INSTALLATION, SCOPE OF WORK AND RESTORATION THAT MAY BE REQUIRED TO POSITIVELY SUPPORT LIFE, SAFETY AND ENVIRONMENTAL WELL BEING OF ALL USERS OF THE TRANSPORTATION SYSTEM.
 6. SHOULD A CONFLICT ARISE BETWEEN THE DETAILS SHOWN IN THE PLANS AND THE DEPARTMENT OF TRANSPORTATION STANDARDS, THE ENGINEER/PERMITTEE SHALL IMMEDIATELY CONFER WITH THE DEPARTMENT'S ENGINEER IN ORDER TO RESOLVE THE DISCREPANCY. IN NO CASE WILL ANYTHING LESS THAN THE DEPARTMENTS MINIMUM STANDARDS BE ALLOWED.
 7. FLOCK SAFETY SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES 48 HOURS PRIOR TO CONSTRUCTION.
 - 7.1. INSTALLS INVOLVING FLOCK SAFETY PROVIDED POLES, A MINIMUM OF 2' SEPARATION SHALL BE MAINTAINED FROM ALL EXISTING UTILITIES AND STORM DRAIN STRUCTURES.
 8. THE PERMITTED WORK SCHEDULE IS DEFINED AS MONDAY THROUGH FRIDAY 7:00AM TO 5:30PM UNLESS OTHERWISE NOTED WITHIN THE PERMIT. ANY WORK DESIRED OUTSIDE OF THIS PERIOD MUST BE REQUESTED IN ADVANCE AND APPROVED BEFORE WORKING THE ALTERNATE SCHEDULE.
 9. FLOCK SAFETY SHALL BE RESPONSIBLE TO APPLY AND OBTAIN AN APPROVED TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MUTCD AND LOCAL STANDARDS AS REQUIRED.
 10. WORK INVOLVING TEMPORARY LANE CLOSURES ARE TO BE DONE BETWEEN THE HOURS OF 8:00AM AND 5:00PM. MONDAY THROUGH FRIDAY UNLESS OTHERWISE STATED BY THE DEPARTMENT OF TRANSPORTATION.
 11. CONTRACTOR SHALL PROVIDE SAFE ACCESS PER CURRENT GENERAL STANDARDS FOR ALL PEDESTRIAN TRAFFIC REGULATIONS ON ALL EXCAVATIONS OPENED IN THE TRAFFIC ZONE CONTROL AREA.
 12. NO PEDESTRIAN PATHWAY IS TO BE REMOVED, BLOCKED, OR DISTURBED WITHOUT HAVING A SUFFICIENT DESIGNATED TEMPORARY PEDESTRIAN PATHWAY WITH ALL APPROPRIATE PEDESTRIAN MAINTENANCE OF TRAFFIC SIGNS IN PLACE PRIOR TO PATHWAY BEING AFFECTED.
 - 12.1. ALL TEMPORARY PEDESTRIAN PATHWAYS MUST BE FIRM AND UNYIELDING.
 13. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTY IN THE VICINITY OF THE CONSTRUCTION.
 14. NO WORK SHALL BE PERFORMED DURING THE WEEKS OF ANY STATE OR FEDERAL HOLIDAYS UNLESS OTHERWISE APPROVED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
 15. ALL WORK ZONES ARE TO BE SET UP AND MAINTAINED BY SOMEONE WHO HAS THE TEXAS DEPARTMENT OF TRANSPORTATION INTERMEDIATE TRAFFIC CONTROL LEVEL TRAINING OR EQUIVALENT.
 16. THE PERMITTING AGENCY RETAINS THE RIGHT TO MAKE ALTERATIONS TO THE PERMIT, ATTACHED SKETCH OR CHARACTER OF WORK AS MAY BE CONSIDERED NECESSARY OR DESIRABLE DURING THE PROGRESS OF THE WORK FOR SATISFACTORY COMPLETION OF THE PROPOSED CONSTRUCTION.
 17. THE PERMITTEE SHALL NOTIFY THE PERMITTING AGENCY OF DATE OF COMPLETION, REQUEST A FINAL INSPECTION AND A NOTICE OF FINAL ACCEPTANCE.
 18. IF THE PROPOSED CANNOT BE INSTALLED PER THE APPROVED PERMITTED PLAN AND BY GENERAL SPECIFICATIONS, A REVISED PLAN MUST BE PROVIDED TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THE INSTALLATION OF PRODUCTS OR MATERIALS AT THE GIVEN LOCATIONS WHERE CONFLICTS OCCUR.
 19. CONTRACTOR SHALL RESTORE RIGHT-OF-WAY TO EQUAL OR BETTER CONDITION UPON COMPLETION OF WORK AND TO THE SATISFACTION OF THE STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY AT NO ADDITIONAL COMPENSATION.
 - 19.1. RESTORATION MAY INCLUDE BUT IS NOT LIMITED TO GRADING AND SODDING IN ANY DISTURBED AREA.
 - 19.2. ANY SIDEWALK DISTURBED WILL BE REPLACED BY SECTION WITHIN 72 HOURS TO THE STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
 20. IT WILL BE THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO GENERAL FACILITIES AND/OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OF THE PROJECT.
 21. ALL ROADWAY PAVEMENT, CURBS, GUTTERS AND STORM WATER COLLECTORS WILL BE KEPT FREE OF MUD AND OTHER DEBRIS AT ALL TIMES DURING CONSTRUCTION.
 22. NO STOCKPILING, STORING OR SEMI PERMANENT USE OF THE RIGHT OF WAY IS AUTHORIZED UNLESS SPECIFICALLY IDENTIFIED WITHIN THE PERMIT.
 23. THE CONTRACTOR SHALL HAVE AN AUTHORIZED PERSON AVAILABLE AT/OR NEAR THE WORK SITE TO ADDRESS EMERGENCY ISSUES ASSOCIATED WITH THE PROJECT.
- ADA COMPLIANCE NOTES
1. ALL SIDEWALK CONSTRUCTION SHALL BE IN ACCORDANCE WITH ADA TITLE II AND ALL STATE DEPARTMENT OF TRANSPORTATION AND LOCAL STANDARDS. USE STATE DEPARTMENT OF TRANSPORTATION CURRENT EDITION STANDARDS FOR PEDESTRIAN CONTROL PLANS FOR CLOSURE OF SIDEWALK.
 2. MINIMUM SIDEWALK CLEAR PEDESTRIAN ACCESS ROUTE (PAR) IS 48" WIDE.
 3. NO OBSTRUCTION IS PERMITTED ALONG THE WIDTH OF THE SIDEWALK UP TO 7'-0" IN HEIGHT.

DRAWINGS

1. THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE FOLLOWING ATTACHED DRAWINGS THAT ARE HEREBY MADE A PART OF THE STATEMENT OF WORK, BY THIS REFERENCE.

SPECIFICATIONS

1. THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN THAT CERTAIN "MASTER AGREEMENT, OUTSIDE PLANT MAINTENANCE CONSTRUCTION SERVICES," PROVIDED THAT SUCH AN AGREEMENT EXISTS BETWEEN FLOCK SAFETY AND CONTRACTOR. IN THE ABSENCE OF SUCH AN AGREEMENT, THE SPECIFICATIONS CONTAINED IN AN AGREEMENT TO BE EXECUTED BY THE PARTIES PRIOR TO THE COMMENCEMENT OF WORK SHALL GOVERN.

MATERIALS

1. INSTALLER SHALL RECEIVE FLOCK SAFETY MATERIALS AT A FLOCK SAFETY LEASED WAREHOUSE FACILITY OR AT THE LOCAL TSO LOCATED AT (CONTACT 24 HOURS IN ADVANCE): 1170 HOWELL MILL RD NW, ATLANTA, GA 30318.
 - 1.1. ALL UNUSED AND REQUESTED SALVAGED MATERIAL TO BE RETURNED TO SAME ADDRESS.
2. THE RECEIPT OF ALL MATERIALS SHALL BE CONSTRUED AS CONCLUSIVE EVIDENCE THAT THE CONTRACTOR HAS MADE ALL NECESSARY EXAMINATION AND INSPECTIONS, AND IS SATISFIED AS TO THE QUALITY AND QUANTITY OF MATERIALS RECEIVED.
3. ANY AND ALL MATERIALS THAT MAY BECOME LOST, STOLEN OR DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE EXPENSE, AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN TIME.

SAFETY AND PRECAUTIONS

1. ALL PERSONNEL ARE REQUIRED TO ABIDE BY ALL RULES AND REGULATIONS SET FORTH IN THE FLOCK SAFETY REQUIREMENTS, RAILROAD SAFETY CODE AND GOVERNING JURISDICTION.
2. THE WORK UNDER THIS INSTALLATION WILL BE CONSTRUCTED ALONG RIGHTS OF WAY THAT MAY CONTAIN EXISTING AND OPERATIONAL UTILITIES. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING EXISTING UTILITIES AND FOR COMPLIANCE WITH THE REQUIREMENTS OF ANY STATEWIDE AND / OR LOCAL AREA IN ADVANCE OF ANY EXCAVATION, BORING OR PLACING WORK AND THE CONTRACTOR SHALL LOCATE AND EXPOSE BY HAND ALL EXISTING SUBSURFACE PLANT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE EXPENSE AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN THE TIME OF THE CONTRACT.
3. INSTALLER SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF PUBLIC AND PRIVATE PROPERTIES. INSTALLER SHALL PROTECT, SHORE, BRACE, SUPPORT AND MAINTAIN ALL UNDERGROUND PIPES, CONDUITS, DRAINS AND OTHER SUBSURFACE STRUCTURES UNCOVERED OR OTHERWISE AFFECTED BY THE WORK.
4. INSTALLER SHALL BE RESPONSIBLE FOR ALL DAMAGE TO STREETS, ROADS, HIGHWAYS, SHOULDERS, DITCHES, EMBANKMENTS, CULVERTS, BRIDGES OR OTHER PUBLIC OR PRIVATE PROPERTY OR FACILITY, REGARDLESS OF LOCATION OR CHARACTER, WHICH MAY BE CAUSED BY THE WORK, OR BY MOVING, HAULING, OR OTHERWISE TRANSPORTING EQUIPMENT, MATERIALS OR WORKERS TO OR FROM WORK OR ANY SITE THEREOF, WHETHER BY THE CONTRACTOR OR SUBCONTRACTORS.

STAKING AND SCHEDULING

1. ALL STAKING WILL BE PROVIDED BY FLOCK SAFETY. REQUIRED RIGHT OF WAY CLEARING SHALL BE COMPLETED PRIOR TO STAKING. THEREFORE, THE INSTALLER SHALL COORDINATE ALL CLEARING AND PLACING OPERATIONS WITH THE FLOCK SAFETY PROJECT SUPERVISOR TO AVOID DELAYS AND INTERFERENCE.
2. FLOCK SAFETY WILL PROVIDE RAILROAD, FLAGMEN AND SIGNALMEN AS REQUIRED; HOWEVER, THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE ITS NEEDS FOR SUCH SIGNALMEN AND FLAGMEN WITH FLOCK SAFETY.
3. IN ADDITION TO THE SCHEDULING REQUIREMENTS IN THE GENERAL PROVISIONS, UPON REQUEST THE CONTRACTOR SHALL ALSO SUBMIT TO THE FLOCK SAFETY PROJECT SUPERVISOR, DAILY CREW ASSIGNMENT REPORTS SPECIFYING CREW AND CREW COMPOSITION AND WORK LOCATION.

PERMITS

1. FLOCK SAFETY HAS OBTAINED OR WILL OBTAIN PERMITS FROM DEPARTMENTS AND/OR AGENCIES OF CITIES, COUNTIES, STATES, FEDERAL GOVERNMENT, RAILROAD OR OTHER ENTITIES, WHICH PROVIDE FOR THE PLACING OF PIPES AND/OR CABLE UNDER DITCH, TRACKS AND ROADS AND PLACING PIPES AND/OR CABLE ALONG AND WITHIN PUBLIC OR PRIVATE ROAD RIGHTS OF WAY AND RAILROAD RIGHTS.
2. CONTRACTOR SHALL OBTAIN ADDITIONAL PERMITS, IF REQUIRED, FOR EQUIPMENT ACCESS OR MOVEMENT ON PUBLIC ROADS AND RAILROADS. COPIES OF SUCH PERMITS SHALL BE FURNISHED TO FLOCK SAFETY. ALL TRAFFIC CONTROL, IF APPLICABLE, SHALL BE IN ACCORDANCE WITH LOCAL, STATE, COUNTY, OR PERMITTING AGENCY LAWS, REGULATIONS, AND REQUIREMENTS, AND WILL BE THE CONTRACTOR'S RESPONSIBILITY. TRAFFIC CONTROL PLANS PROVIDED BY CURRENT TEXAS DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS.

SCOPE OF WORK

1. THIS PROJECT SHALL CONSIST OF THE FOLLOWING OPERATIONS: THE WORK PACKAGE IS FOR THE INSTALLATION OF FLOCK SAFETY ALPR CAMERAS WHICH INCLUDES BUT IS NOT LIMITED TO: FLOCK SAFETY PROVIDED POLES, POLE MOUNTED SOLAR PANELS, AND EXTERNAL BATTERY PACKAGES.

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TX - Oak Point Dept of Public Safety

01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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Right-of-Way

COVER SHEET & LOCATION MAPS

SHEET:
GN.01

REV:
0

FLOCK LOCATION DETAILS

LOCATION NAME: F#001 McCormick Rd @ Oak Grove Parkway WB
GEOGRAPHIC COORDINATES:
33.186698385088405,-96.97751073380306



Street view Unavailable
Street view is not currently available based on the geographic coordinates provided for this location.

STREET NAME/SR #	SPEED LIMIT	TRAFFIC VOLUME	EOP DISTANCE
3000 W FM 720	30	7000	5.7 ft
Corresponding Spec Sheet		Spec.01-03	



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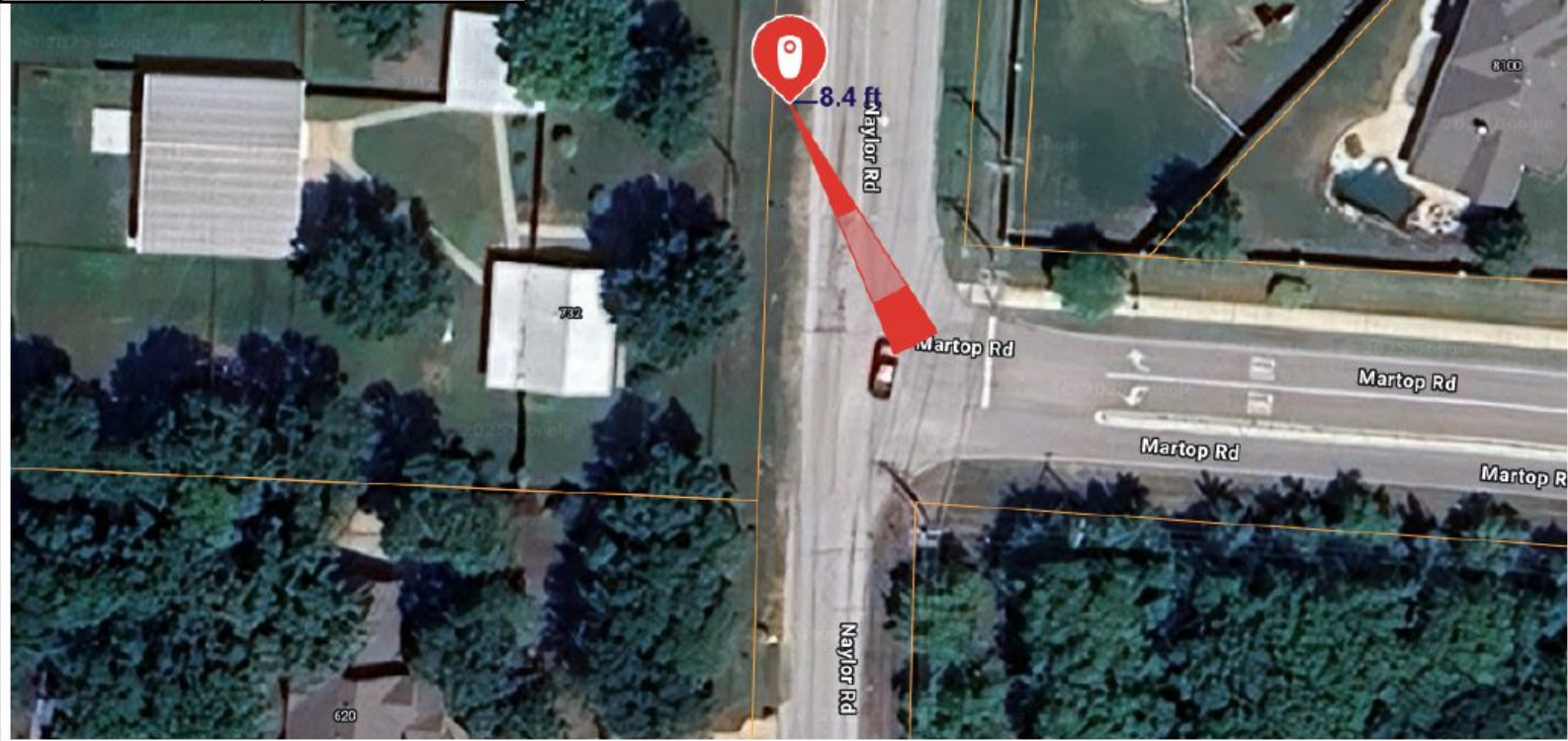
COVER SHEET & LOCATION MAPS
SHEET:
A.01
REV:
0

FLOCK LOCATION DETAILS

LOCATION NAME: F#002 Naylor Rd @ Martop Rd SB
GEOGRAPHIC COORDINATES:
33.19694243704325,-96.99157397659899



STREET NAME/SR #	SPEED LIMIT	TRAFFIC VOLUME	EOP DISTANCE
700 Naylor Rd	30	5000	8.4 ft
Corresponding Spec Sheet		Spec.01-03	



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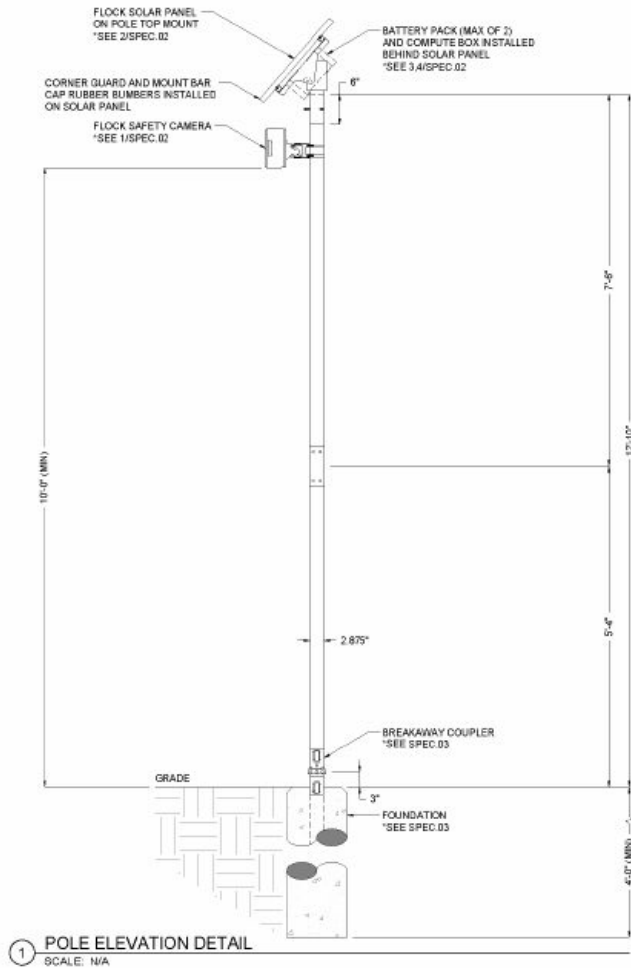
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COVER SHEET & LOCATION MAPS	
SHEET: A.02	REV: 0



DESIGN NOTES

- POLE AND FOUNDATIONS ARE DESIGNED IN ACCORDANCE WITH THE FOLLOWING CODES:
 - 2009/2012/2015/2018/2021 INTERNATIONAL BUILDING CODE
 - AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMIN, TRAFFIC SIGNALS, 2015 EDITION.
- POLE ANALYSIS AND FOUNDATION DESIGN ARE BASED ON THE FOLLOWING CRITERIA:
 - DESIGN WIND SPEED (V-WIND) (SEE SECTION 2.6)
 - RISK CATEGORY: II
 - EXPOSURE CATEGORY: C
 - TOPOGRAPHIC CATEGORY: 1
 - SEISMIC DESIGN CRITERIA:
 - SOIL SITE CLASS: D (ASSUMED)
 - SPECTRAL RESPONSE, S_s : 1.000g (MAXIMUM)
 - SPECTRAL RESPONSE, S_1 : 0.400g (MAXIMUM)
 - SEISMIC DESIGN CATEGORY: B
- STRUCTURE BASE REACTIONS ARE CALCULATED AS FOLLOWS:

DESIGN WIND SPEED (MPH)	MOMENT (K-FT)	SHEAR (KIP)	AXIAL (KIP)
115	2.70	0.280	0.160
125	3.20	0.330	0.160
135 (MAX)	3.70	0.380	0.160

- SHOULD ANY OF THE SITE-SPECIFIC PARAMETERS BE HIGHER THAN WHAT IS NOTED ABOVE, THE EOR SHALL BE CONTACTED TO PROVIDE A REVISED DESIGN.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING SOIL CONDITIONS PRIOR TO INSTALLATION.
- FOUNDATION TO CONSIST OF CONCRETE SURROUNDING THE PROPOSED POLE WITH A MINIMUM OF 3,000-PSI COMPRESSIVE STRENGTH.

GENERAL & CONSTRUCTION NOTES

- CONTRACTOR SHALL CONTACT DESIGNATED AGENCY TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL APPLY AND OBTAIN AN APPROVED TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MUTCD AND LOCAL JURISDICTION STANDARDS.
- CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO ORIGINAL SITE CONDITION TO THE SATISFACTION OF STATE DEPARTMENT OF TRANSPORTATION AND LOCAL JURISDICTION.
- ALL WORK SHALL CONFORM TO APPLICABLE ELECTRICAL CODES EXCEPT WHEN STATE DEPARTMENT OF TRANSPORTATION OR LOCAL JURISDICTION STANDARDS SUPERSEDE.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS DEFINED BY THE STATE DEPARTMENT OF TRANSPORTATION OR LOCAL JURISDICTION, UNLESS SPECIFICALLY STATED OR SHOWN OTHERWISE HEREIN.

ADA COMPLIANCE NOTES

- ALL SIDEWALK CONSTRUCTION SHALL BE IN ACCORDANCE WITH ADA TITLE II, STATE DEPARTMENT OF TRANSPORTATION, AND LOCAL JURISDICTION STANDARDS.
- STATE DEPARTMENT OF TRANSPORTATION CURRENT EDITION STANDARDS SHALL BE USED FOR PEDESTRIAN CONTROL PLANS WHEN CLOSURE OF SIDEWALK IS REQUIRED FOR CONSTRUCTION.
- MINIMUM CLEAR PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE 48" WIDE.
- NO OBSTRUCTION IS PERMITTED ALONG THE WIDTH OF THE SIDEWALK, UP TO AN ELEVATION 0.7'-0" ABOVE GRADE.

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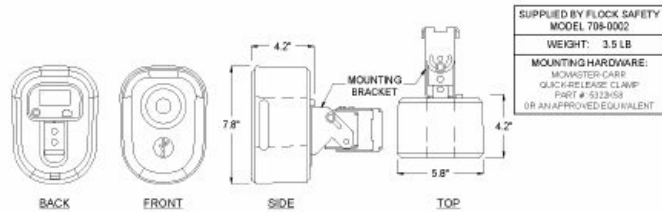
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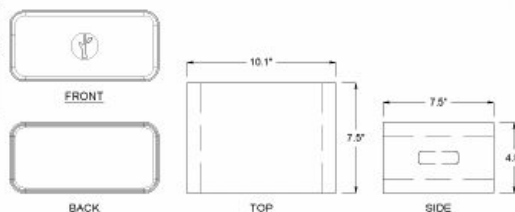
COVER SHEET & LOCATION MAPS

SHEET:
SPEC.01

REV:
0



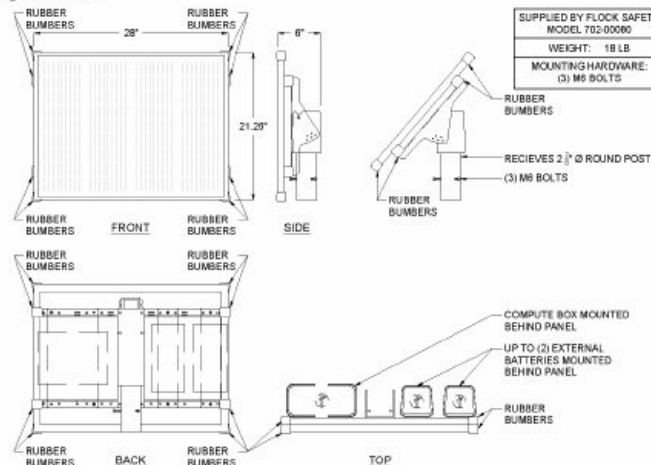
SUPPLIED BY FLOCK SAFETY
MODEL 705-0002
WEIGHT: 3.5 LB
MOUNTING HARDWARE:
MCMASTER-CARR
QUICK-RELEASE CLAMP
PART # 5323-05
OR AN APPROVED EQUIVALENT



SUPPLIED BY FLOCK SAFETY
MODEL 705-0002
WEIGHT: 4.6 LB
MOUNTING HARDWARE:
FLOCK MOUNTING BRACKET
MODEL 204-0010
MCMASTER-CARR
QUICK-RELEASE CLAMP
PART # 5323-05
OR AN APPROVED EQUIVALENT

1 FLOCK SAFETY CAMERA

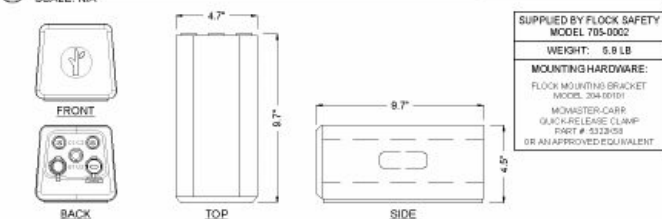
SCALE: N/A



SUPPLIED BY FLOCK SAFETY
MODEL 702-0006
WEIGHT: 18 LB
MOUNTING HARDWARE:
(3) M6 BOLTS

1 65 WATT SOLAR PANEL AND MOUNT ASSEMBLY (TOP MOUNTED)

SCALE: N/A



SUPPLIED BY FLOCK SAFETY
MODEL 705-0002
WEIGHT: 6.9 LB
MOUNTING HARDWARE:
FLOCK MOUNTING BRACKET
MODEL 204-0010
MCMASTER-CARR
QUICK-RELEASE CLAMP
PART # 5323-05
OR AN APPROVED EQUIVALENT

3 FLOCK EXTERNAL BATTERY

SCALE: N/A

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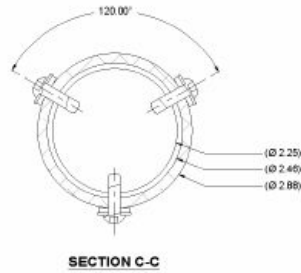
COVER SHEET & LOCATION MAPS

SHEET:
SPEC.02

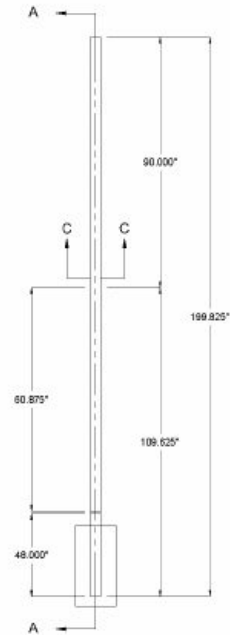
REV:
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ITEM NO.	DESCRIPTION	QTY.
1	0.000-0.01 6.750 BT T1 TAMPING/STAMP	6
2	2" SCH-40 2.0750 0.154 WALL - GALVANIZED STEEL	1
3	2.0750 0.020 WALL X 48.000 - 6861 TO ALUMINUM	1
4	2.0750 0.020 WALL X 60.000 - 6861 TO ALUMINUM	1
5	2.0750 0.020 WALL X 90.000 - 6861 TO ALUMINUM	1
6	2.0750 0.020 WALL X 90.000 - 6861 TO ALUMINUM	1
7	2.0750 0.020 WALL X 90.000 - 6861 TO ALUMINUM	1
8	2.0750 0.020 WALL X 90.000 - 6861 TO ALUMINUM	1
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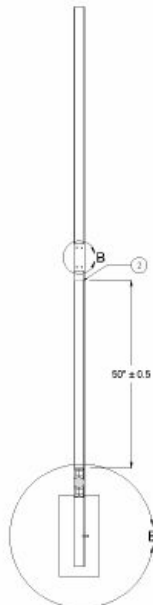
PROVELI STYLE 7 COUPLER ASSEMBLY
MASH BREAKAWAY DETAILS
PART #: SP-7/MASH
MATERIAL: ALUMINUM
WEIGHT: 232.39 LBS
DATE: 01/11/2024
DO NOT SCALE DRAWINGS (NTS)



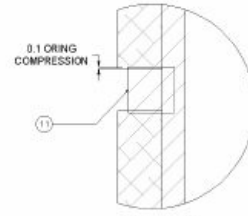
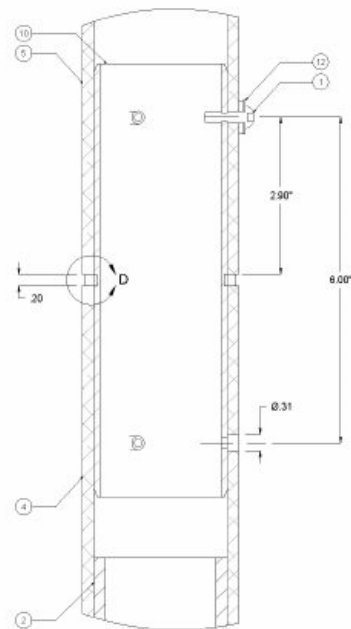
SECTION C-C



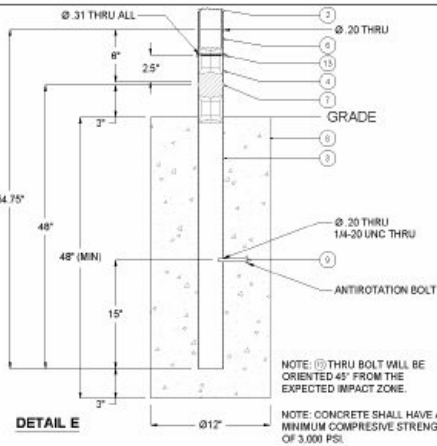
SECTION A-A



DETAIL B



DETAIL D



DETAIL E

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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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-	-	-	-
-	-	-	-
0	07/10/2025	FLK	PRELIM

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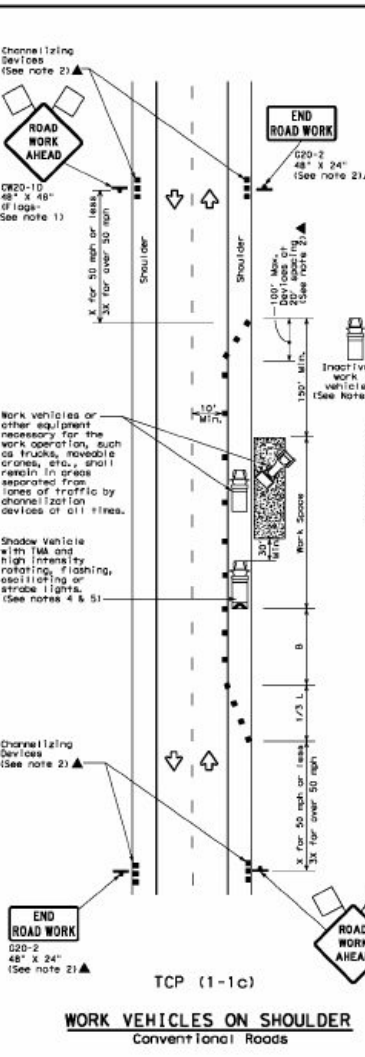
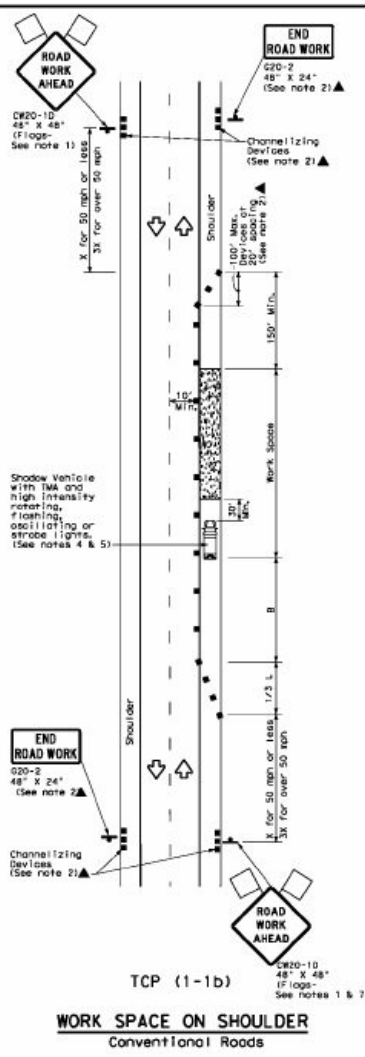
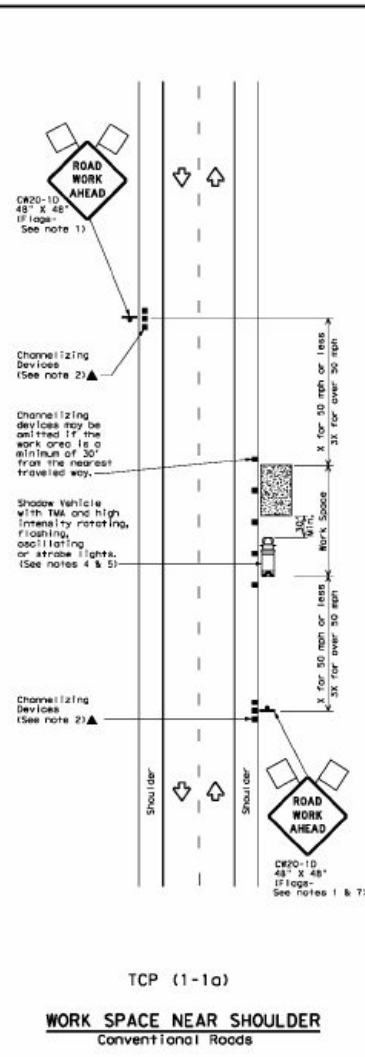
FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS

SHEET: SPEC.03
REV: 0

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DATE: FILE:



LEGEND

Type 3 Barricade	Channelizing Devices
Heavy Work Vehicle	Truck Mounted Attenuator (TMA)
Trailer Mounted Flashing Arrow Board	Portable Changeable Message Sign (PCMS)
Sign	Traffic Flow
Flag	Flagger

POSTED SPEED

Posted Speed (MPH)	Formula	Minimum Taper Length (ft)	Suggested Maximum Spacing of Channelizing Devices (ft)	Minimum Sign Spacing (ft)	Suggested Longitudinal Buffer Space (ft)
30	L = 100	150'	30'	120'	90'
35	L = 100	205'	35'	160'	120'
40	L = 100	265'	40'	240'	155'
45	L = 100	325'	45'	320'	195'
50	L = 100	385'	50'	400'	240'
55	L = 100	445'	55'	500'	295'
60	L = 100	505'	60'	600'	350'
65	L = 100	565'	65'	700'	410'
70	L = 100	625'	70'	800'	475'
75	L = 100	685'	75'	900'	540'

TYPICAL USAGE

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stored elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- A Shadow vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMA may be positioned off the paved surface, next to those shown in order to protect wider work areas. See TCP 15-1 for shoulder work on divided highways, expressways and freeways.
- CW21-5 "SHOULDER WORK" signs may be used in place of CW20-10 "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation

TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (1-1)-18

FILED	TOP	1-18, 00	DATE	BY	CHK	DATE	BY	CHK
00	10/01	10/01	10/01	10/01	10/01	10/01	10/01	10/01

2-34 4-38
9-55 2-12
1-37 2-18

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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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-	-	-	-
-	-	-	-
0	07/10/2025	FLK	PRELIM

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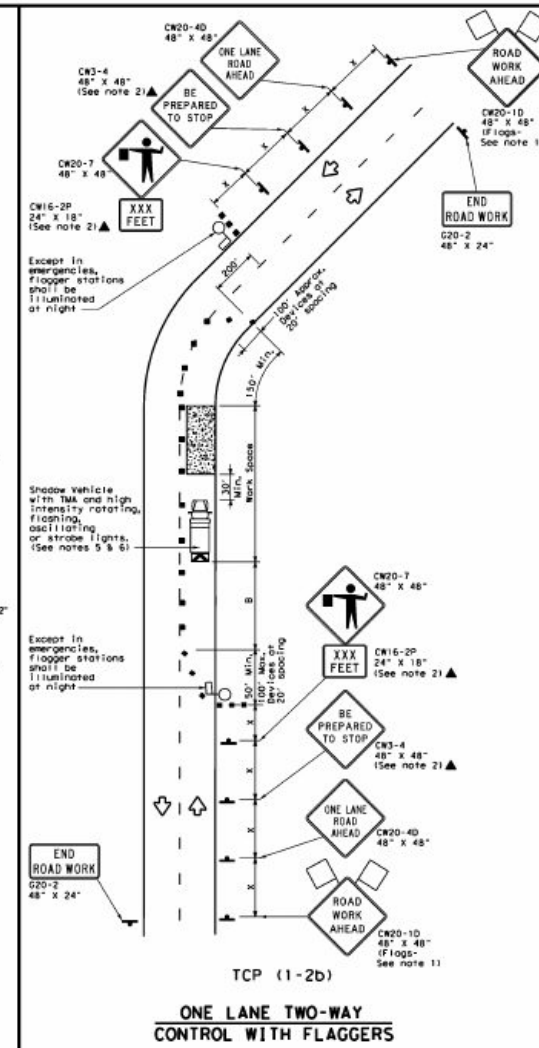
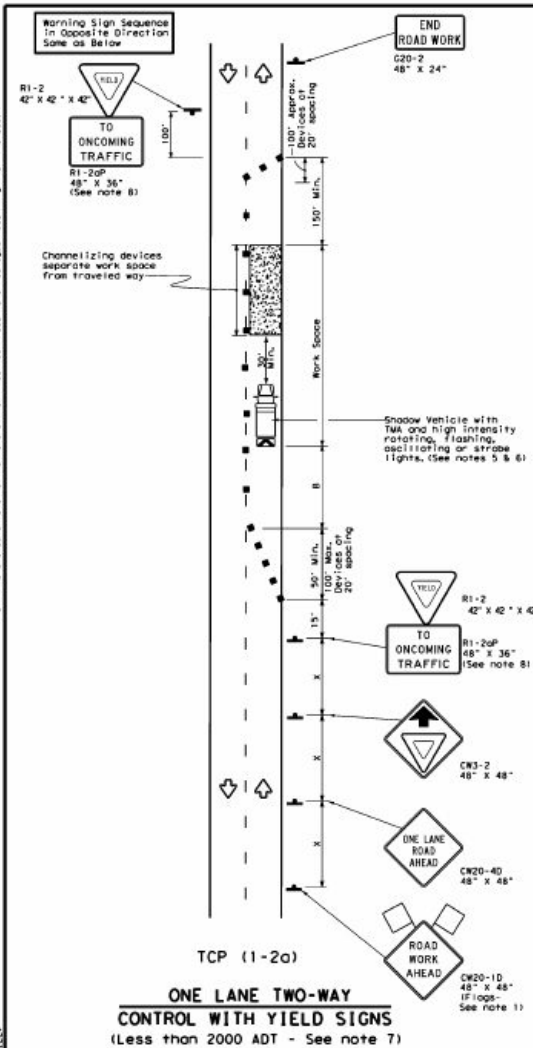
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FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS
SHEET:
TCP.01
REV:
0

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DATE: FILE:



LEGEND	
Type 3 Barricade	Channelizing Devices
Heavy Work Vehicle	Truck Mounted Attenuator (TMA)
Trailer Mounted Flashing Arrow Board	Portable Changeable Message Sign (PCMS)
Sign	Traffic Flow
Flag	Flagger

Posted Speed M	Formula R	Minimum Desirable Taper Lengths ft	Suggested Maximum Spacing of Channelizing Devices ft	Minimum Sign Spacing ft	Suggested Longitudinal Buffer Space ft	Stopping Sight Distance ft
30	L = 50	150	30'	60'	120'	90'
35		205	35'	70'	160'	120'
40		265	40'	80'	240'	155'
45		450	45'	90'	320'	195'
50		500	50'	100'	400'	240'
55	L = WS	550	55'	110'	500'	295'
60		600	60'	120'	600'	350'
65		650	65'	130'	700'	410'
70		700	70'	140'	800'	475'
75		750	75'	150'	900'	540'

M: Conventional Roads Only
 ** Taper lengths have been rounded off.
 L: Length of Taper (ft) W: Width of Offsets (ft) S: Posted Speed (mph)

TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	LONG TERM STATIONARY

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
 - Sign spacing may be increased or an additional CW20-10 "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "FIELD" sign is less than 1500 feet.
 - A shadow vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the shadow vehicle and TMA.
 - Additional shadow vehicles with TMA may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
- TCP (1-2a)**
- R1-2 "FIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
 - R1-2 "FIELD" sign with R1-2P "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.
- TCP (1-2b)**
- Flaggers should use two-way radios or other methods of communication to control traffic.
 - Length of work space should be based on the ability of flaggers to communicate.
 - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
 - Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
 - Flaggers should use 24" SIGPRO poles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN			
ONE-LANE TWO-WAY			
TRAFFIC CONTROL			
TCP (1-2) - 18			
FILE: tcp1-2-18.dgn	REV: 1	REV: 2	REV: 3
DATE: 10/20/2015	DATE: 10/20/2015	DATE: 10/20/2015	DATE: 10/20/2015
BY: 4-30 4-16	BY: 2-24 2-12	BY: 1-27 2-18	BY: 1-27 2-18
SHEET NO.		SHEET NO.	

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TX - Oak Point Dept of Public Safety
 01098275

Flock Safety
 1170 HOWELL MILL ROAD SUITE 210
 ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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-	-	-	-
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0	07/10/2025	FLK	PRELIM

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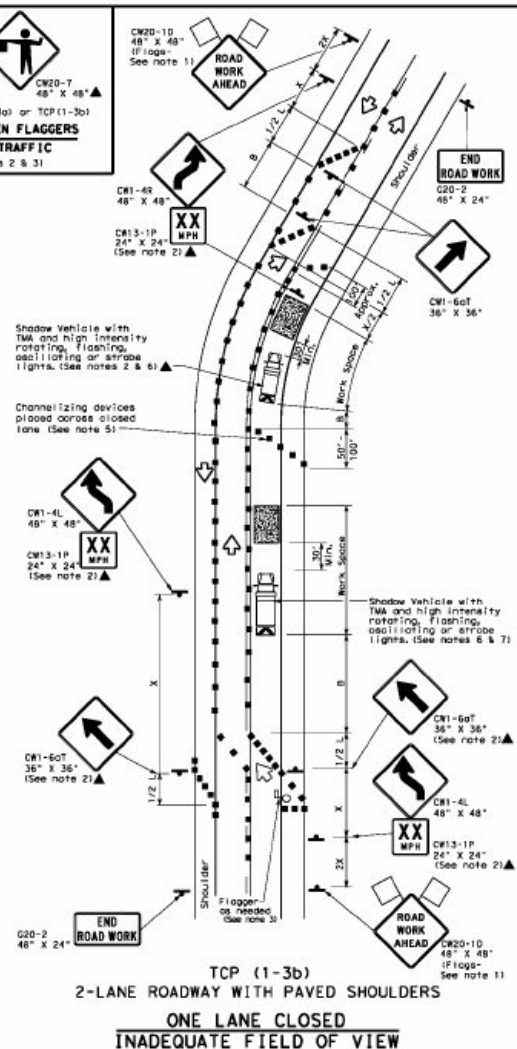
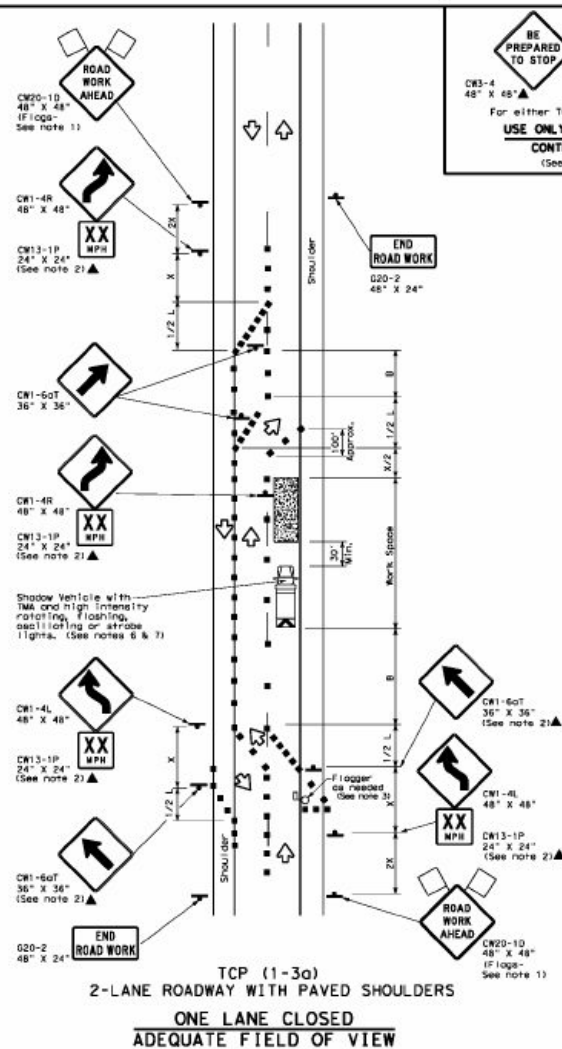
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FLOCK SAFETY EQUIPMENT INSTALLATION
 CASE NUMBER: 01098275
 PERMITTING JURISDICTION: Oak Point (City of),
 Right-of-Way

COVER SHEET & LOCATION MAPS
 SHEET: TCP.02
 REV: 0

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DATE: 10/10/2025
FILE: 1003



LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Trailer Mounted Flashing Arrow Board
	Sign
	Flag
	Channelizing Devices
	Truck Mounted Attenuator (TMA)
	Portable Changeable Message Sign (PCMS)
	Traffic Flow
	Flagger

Posted Speed	Formula	Minimum Usable Taper Lengths	Suggested Maximum Spacing of Channelizing Devices	Minimum Sign Spacing	Suggested Longitudinal Buffer Space
N		10' 11' 12'	On a Taper On a Tangent	Distance	Distance
30	$L = WS^2/60$	150' 165' 180'	30' 60'	120'	90'
35		205' 225' 245'	35' 70'	160'	120'
40		265' 295' 320'	40' 80'	240'	155'
45		330' 365' 400'	45' 90'	320'	195'
50		400' 450' 500'	50' 100'	400'	240'
55		480' 540' 600'	55' 110'	500'	295'
60		570' 645' 720'	60' 120'	600'	350'
65		675' 765' 840'	65' 130'	700'	410'
70		795' 900' 1000'	70' 140'	800'	475'
75		930' 1050' 1200'	75' 150'	900'	540'

N: Conventional Roads Only
XX: Taper lengths have been rounded off.
L: Length of Taper (FT) W: Width of Offset (FT) S: Posted Speed (MPH)

TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	LONG TERM STATIONARY

- GENERAL NOTES**
1. Flare attached to signs where shown are REQUIRED.
 2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stored elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 3. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional signage to safely control traffic. Additional flaggers may be positioned in advance of traffic queues to alert traffic to reduce speed.
 4. DO NOT PASS. PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
 5. When the work zone is made up of several work spaces, channelizing devices should be placed laterally across the closed lane to re-establish closure. Laterally placed channelizing devices should be repeated every 500 to 1000 feet in urban areas and every 1/4 to 1/2 mile in rural areas.
 6. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
 8. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers of 20', or 15' if posted speed are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the area of conflicting markings not the entire work zone.



TRAFFIC CONTROL PLAN TRAFFIC SHIFTS ON TWO LANE ROADS

TCP (1-3) - 18			
FILED	10/10/2025	DATE	10/10/2025
BY	1003	DESIGNED BY	1003
CHECKED BY	1003	DATE	10/10/2025
APPROVED BY	1003	DATE	10/10/2025

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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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0	07/10/2025	FLK	PRELIM

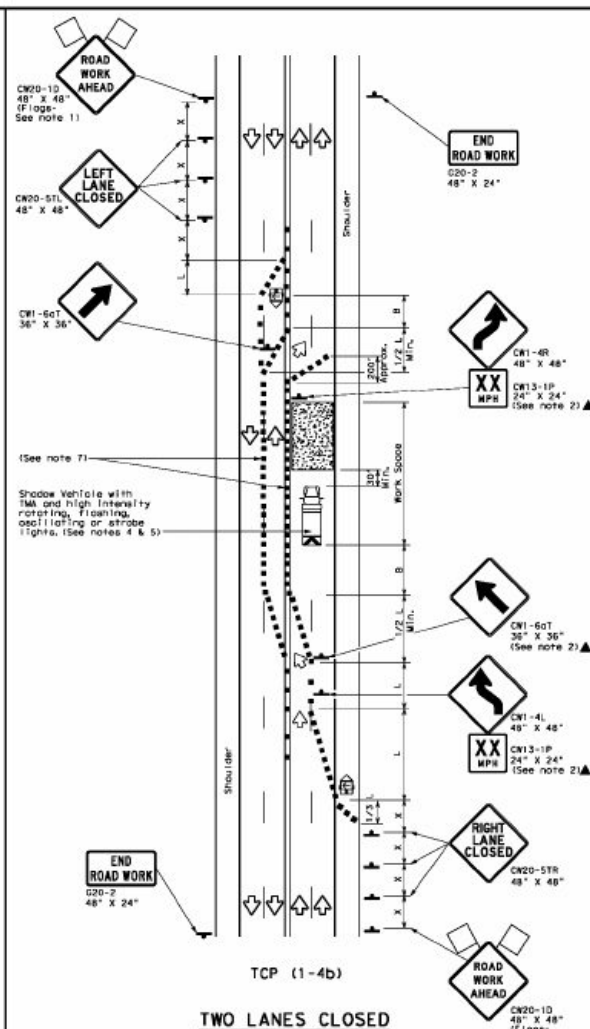
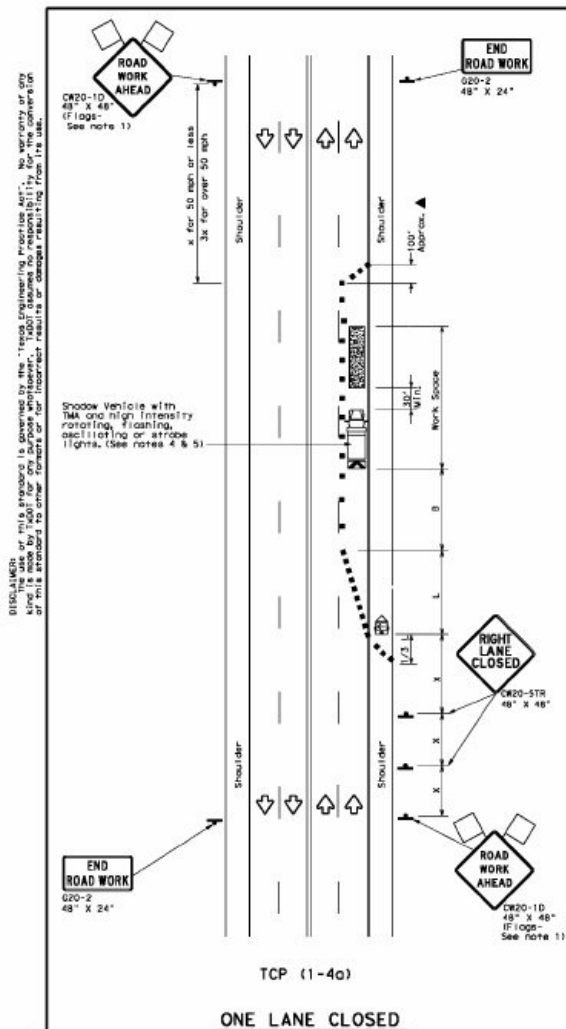
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FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS

SHEET: TCP.03	REV: 0
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LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Forward Speed *	Formula	Minimum Desirable Turn Lengths		Suggested Minimum Spacing of Channelizing Devices		Minimum Sign Spacing Length Between Butts†	Suggested Longitudinal Spacing Between "B"
		10' Offset	12' Offset	On a Taper	On a Tangent		
30	L = $\frac{WS}{60}$	150'	165'	180'	60'	120'	90'
35		205'	225'	245'	70'	160'	120'
40		265'	285'	325'	80'	240'	155'
45		330'	360'	400'	90'	320'	190'
50	L = WS	450'	480'	540'	100'	400'	240'
55		550'	600'	660'	110'	500'	295'
60		650'	700'	720'	120'	600'	350'
65		750'	775'	840'	130'	700'	410'
70		700'	770'	840'	140'	800'	475'
75		750'	825'	900'	150'	900'	540'

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY

GENERAL NOTES

2. Flights attached to signs where shown are REQUIRED.
 3. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stopped elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 4. The "AHEAD" sign may be added. A sign may be repeated if the visibility of the work zone is less than 1500 feet.
 5. A Slowdown Vehicle with a TMS may be used anytime it can be positioned 50 to 150 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type I Barricade or other channelizing devices may be substituted for the Slowdown Vehicle.
 6. Additional Slowdown Vehicles with TMS may be positioned off the paved surface, next to those shown in order to protect worker work spaces.
- TCP (1-4c)**
1. If this TCP is used for a left lane closure, a "ROAD-SL" "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the shoulder where necessary. Traffic cones shall be spaced from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.
- TCP (1-4b)**
1. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapered at 20' or 15' if posted speeds are 35 mph or slower, and for tapered sections, at 1/25 mile for posted speeds of 40 mph or greater. Traffic spacing is intended for the areas of conflicting movements, not the entire work zone.

 Texas Department of Transportation		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS TCP (1-4) - 18			
FILE#	Topic - 4 (1-18, 6/97)	DATE	REV
01-10667	December 1982	DATE	REV
2-34	2-38	DATE	REV
6-30	2-12	DATE	REV
1-8T	2-18	DATE	REV

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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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0	07/10/2025	FLK	PRELIM

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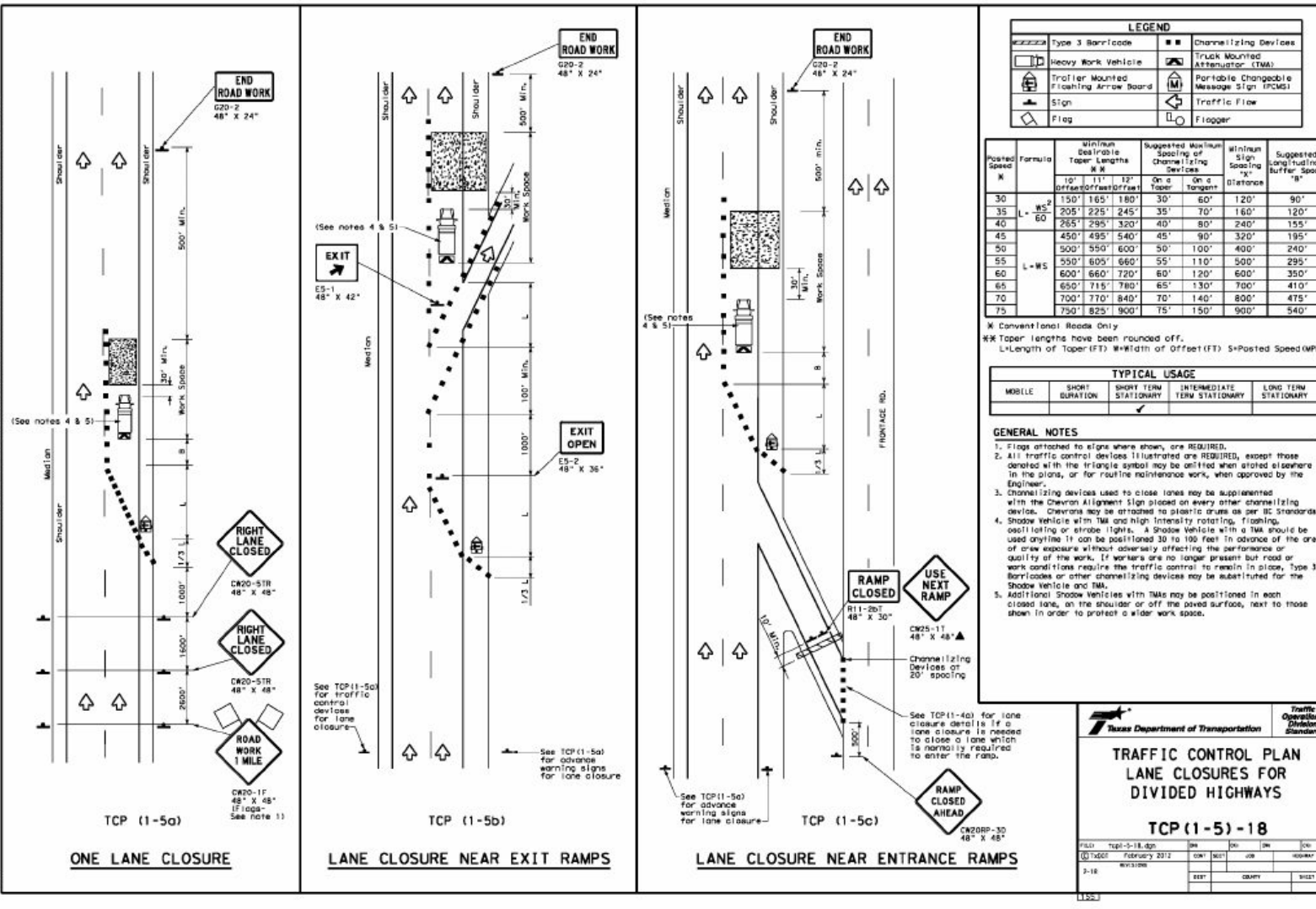
FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS

SHEET: TCP.04	REV: 0
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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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-	-	-	-
0	07/10/2025	FLK	PRELIM

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FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

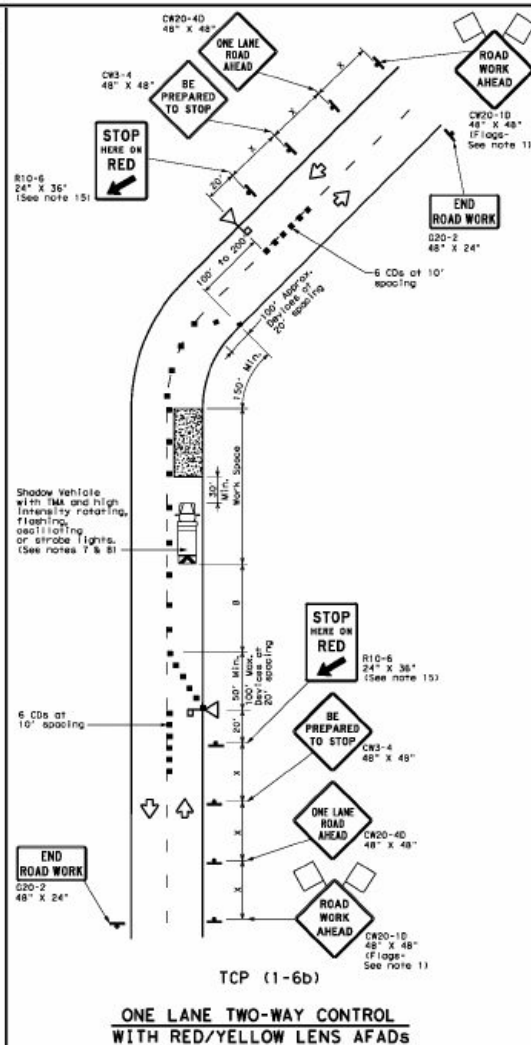
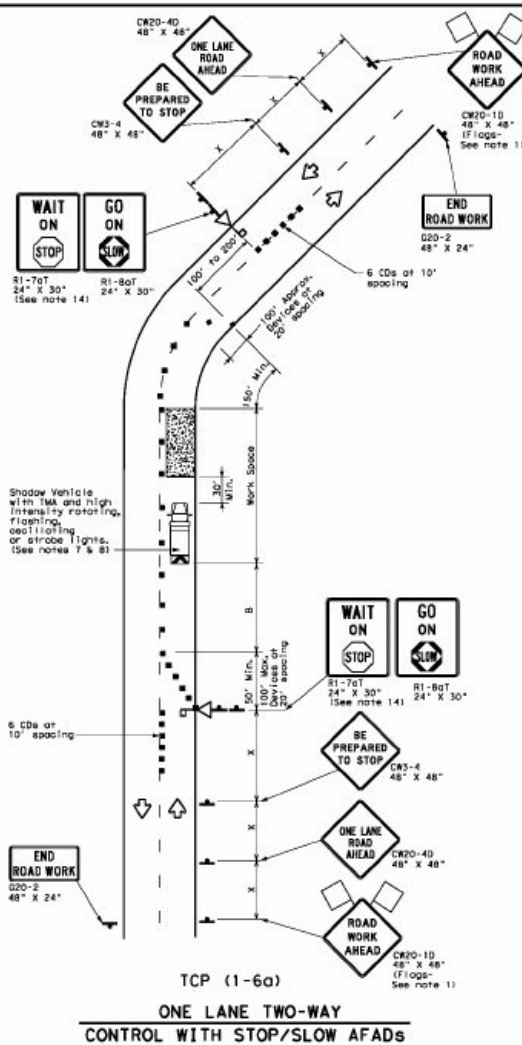
COVER SHEET & LOCATION MAPS

SHEET:
TCP.05

REV:
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DATE: FILE:



LEGEND	
Type 3 Barricade	Channelizing Device (CDs)
Heavy Work Vehicle	Truck Mounted Attenuator (TMA)
Automated Flagging Assistance Device (AFAD)	Portable Changeable Message Sign (PCMS)
Sign	Traffic Flow
Flag	Flagger

Posted Speed (mph)	Formula	Minimum Desirable Taper Lengths (ft)	Suggested Maximum Spacing of Channelizing Devices (ft)	Minimum Spacing of Channelizing Devices (ft)	Suggested Longitudinal Buffer Space (ft)	Suggested Stopping Sight Distance (ft)
30	$L = 1.07 S^2$	10' 11' 12'	On a Taper 30' 60' 120'	120'	90'	200'
35	$L = 1.57 S^2$	20' 25' 30'	On a Taper 30' 60' 120'	160'	120'	250'
40	$L = 2.07 S^2$	25' 30' 35'	On a Taper 40' 80' 160'	240'	155'	305'
45	$L = 2.57 S^2$	30' 35' 40'	On a Taper 45' 90' 180'	320'	195'	360'
50	$L = 3.07 S^2$	35' 40' 45'	On a Taper 50' 100' 200'	400'	240'	425'
55	$L = 3.57 S^2$	40' 45' 50'	On a Taper 55' 110' 220'	500'	295'	495'
60	$L = 4.07 S^2$	45' 50' 55'	On a Taper 60' 120' 240'	600'	350'	570'
65	$L = 4.57 S^2$	50' 55' 60'	On a Taper 65' 130' 260'	700'	410'	645'
70	$L = 5.07 S^2$	55' 60' 65'	On a Taper 70' 140' 280'	800'	475'	730'
75	$L = 5.57 S^2$	60' 65' 70'	On a Taper 75' 150' 300'	900'	540'	820'

* Conventional Roads Only
** Taper lengths have been rounded off.
*** Length of Taper (FT) *** Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY
			LONG TERM STATIONARY

GENERAL NOTES

- Flags attached to signs where shown are REQUIRED.
- AFADs shall only be used in situations where there is one lane of approaching traffic in the direction to be controlled.
- Adequate stopping sight distance must be provided to each AFAD location for approaching traffic. (See note above).
- Each AFAD shall be operated by a qualified/certified flagger. Flaggers operating AFADs shall not leave them unattended while they are in use.
- One flagger may operate two AFADs only when the flagger has an unobstructed view of both AFADs and of the approaching traffic in both directions.
- When pilot cars are used, a flagger controlling traffic shall be located on each approach. AFADs shall not be operated by the pilot car operator.
- All AFADs shall be equipped with gate arms with an orange or fluorescent red-orange flag attached to the end of the gate arm. The flag shall be a minimum of 16" square.
- A shadow vehicle with a TMA should be used on the 10' to 100' buffer space to the 100' to 200' in advance of the area of work exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
- Flaggers should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the AFAD.
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- The "STOP HERE ON RED" sign and the "STOP ON SLOW" sign shall be installed at the AFAD location on separate supports or they may be fabricated as one 48" x 30" sign. They shall not obscure the face of the STOP/SLOW AFAD.
- The "STOP HERE ON RED" arrow sign shall be offset so as not to obscure the lenses of the AFAD.

Texas Department of Transportation		Traffic Operations Division Standard			
TRAFFIC CONTROL PLAN AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADs)					
TCP (1-6) - 18					
FILED	18-01-18.dgn	DATE	02/02/2018		
DESIGNED BY	February 2012	CONVERTED BY	02/02/2018		
DATE	02/02/2018	BY	02/02/2018		
DATE	02/02/2018	BY	02/02/2018		
DATE	02/02/2018	BY	02/02/2018		

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TX - Oak Point Dept of Public Safety
01098275

Flock Safety
1170 HOWELL MILL ROAD SUITE 210
ATLANTA, GA 30318

REV	DATE	BY	DESCRIPTION
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-	-	-	-
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-	-	-	-
0	07/10/2025	FLK	PRELIM

I HEREBY CERTIFY THIS DOCUMENT WAS PREPARED BY MYSELF OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF TEXAS

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FLOCK SAFETY EQUIPMENT INSTALLATION
CASE NUMBER: 01098275
PERMITTING JURISDICTION: Oak Point (City of),
Right-of-Way

COVER SHEET & LOCATION MAPS
SHEET:
TCP.06
REV:
0