

SUBMITTED BY CYIENT ON BEHALF OF FRONTIER COMMUNICATIONS
FRONTIER CONTACT: DARRIN ALBRECHT, DARRIN.L.ALBRECHT@FTR.COM, 281.229.0849

APPLICATION TO INSTALL PRIVATE LINE

DATE: 9-26-22

TO THE COMMISSIONERS COURT OF BROWN COUNTY,

Application is hereby made by FRONTIER COMMUNICATIONS to install a buried or aerial water fiber optic cable telephone electric gas (line within the right-of-way) ^{CR 237} and/or across a county road in Brown County, Texas, as follows:

Precinct # 1 Location: Starting point: OPP TO 3611 ARROWHEAD DR This will involve a bore or cut .

The location and description of the proposed line and associated appurtenances is more fully shown by the plat of such line attached to this application. The line will be constructed and maintained on the County right-of-way in accordance with governing laws. And installed at a depth of 24" to 30" below the lowest level of the bar ditch.

The applicant agrees to remove or relocate such fixtures at his own expense so as to permit the widening or changing of traffic lanes or reconstruction of the roadbed. Such removal or relocation shall be within 30 days of written notice specifying the fixtures to be moved and indicate the place on the roadway to which they shall be replaced.

Notwithstanding any other provision contained herein, it is expressly understood that tender of this notice by the undersigned does not constitute a waiver, surrender, abandonment or impairment of any property rights, franchise, easement, license, authority, permission, privilege or right now granted by law or may be granted in the future and any provision of provisions so construed shall be null and void.

The Commissioner of the above precinct will be notified of the time and date of installation at least 24 hours in advance.

This permit will become null and void if work is not completed within 90 days from date of acceptance by the Brown County Commissioners Court.

I certify that the above-proposed installation will not impair or harm the ingress and egress of adjacent landowners.

Construction of this line will begin on or after the 15th day of September, 2022

county roads/addresses:
county road 237

By CHRISTIAN REESE (ON BEHALF OF FRONTIER COMMUNICATIONS)

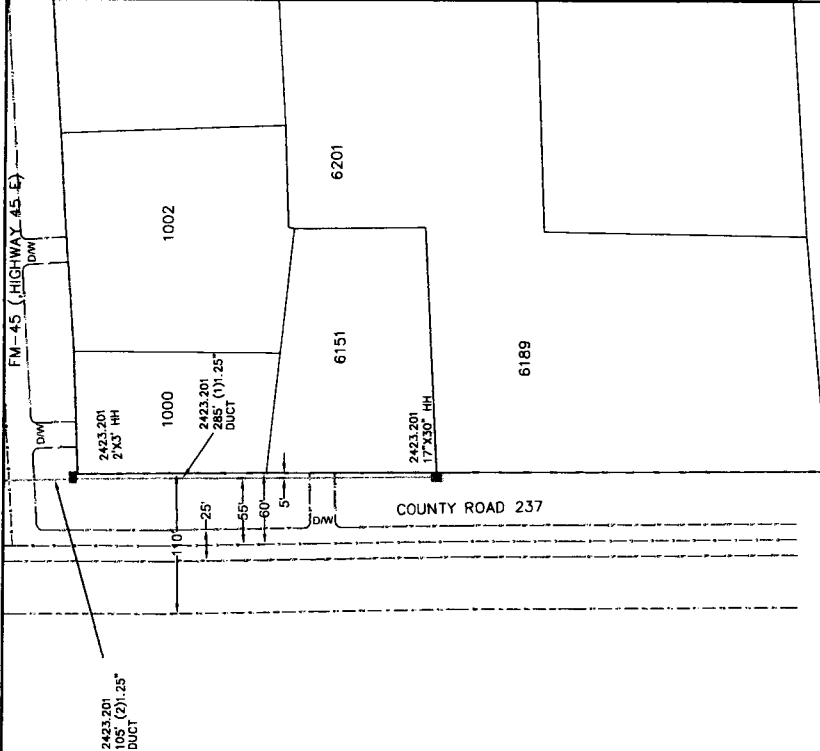
Address CHRISTIAN.REESE@CYIENT.COM

Phone 662.400.9330

Commissioner Pct. 1
Gary Worley
Gary Worley

September 26, 2022
(Exhibit #8)

SEE SHEET 5



LEGEND	
■	NEW HAND HOLE
Ⓢ	NEW FLOWER PORT
—	NEW PROPOSED DUCT
—	NEW SHADOW DUCT
—	EDGE OF PAVEMENT
—RW—	RIGHT-OF-WAY
—CIL—	CENTER-LINE
⊕	EXISTING TELCO POLE
×	EXISTING POWER POLE
⊗	EXISTING JOINT POLE
■	EXISTING MANHOLE
■	EXISTING DUCT
⊕	EXISTING HANDHOLE
⊕	EXISTING HUB
⊕	NEW PROPOSED HUB

NOTE:
 1. PLACE BURIED FIBER CABLES IN NEW DUCT.
 2. OVERLASH AERIAL FIBER CABLES TO EXISTING COPPER

NOTE:
 1. LOCATE ALL UTILITIES BEFORE CONSTRUCTION BEGINS
 2. WORK SAFELY

REVISIONS

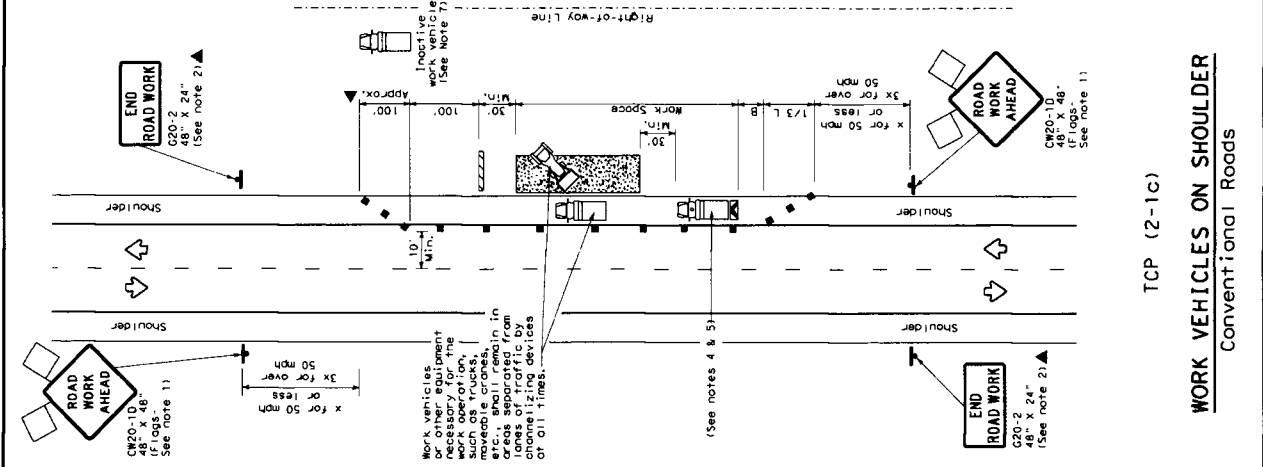
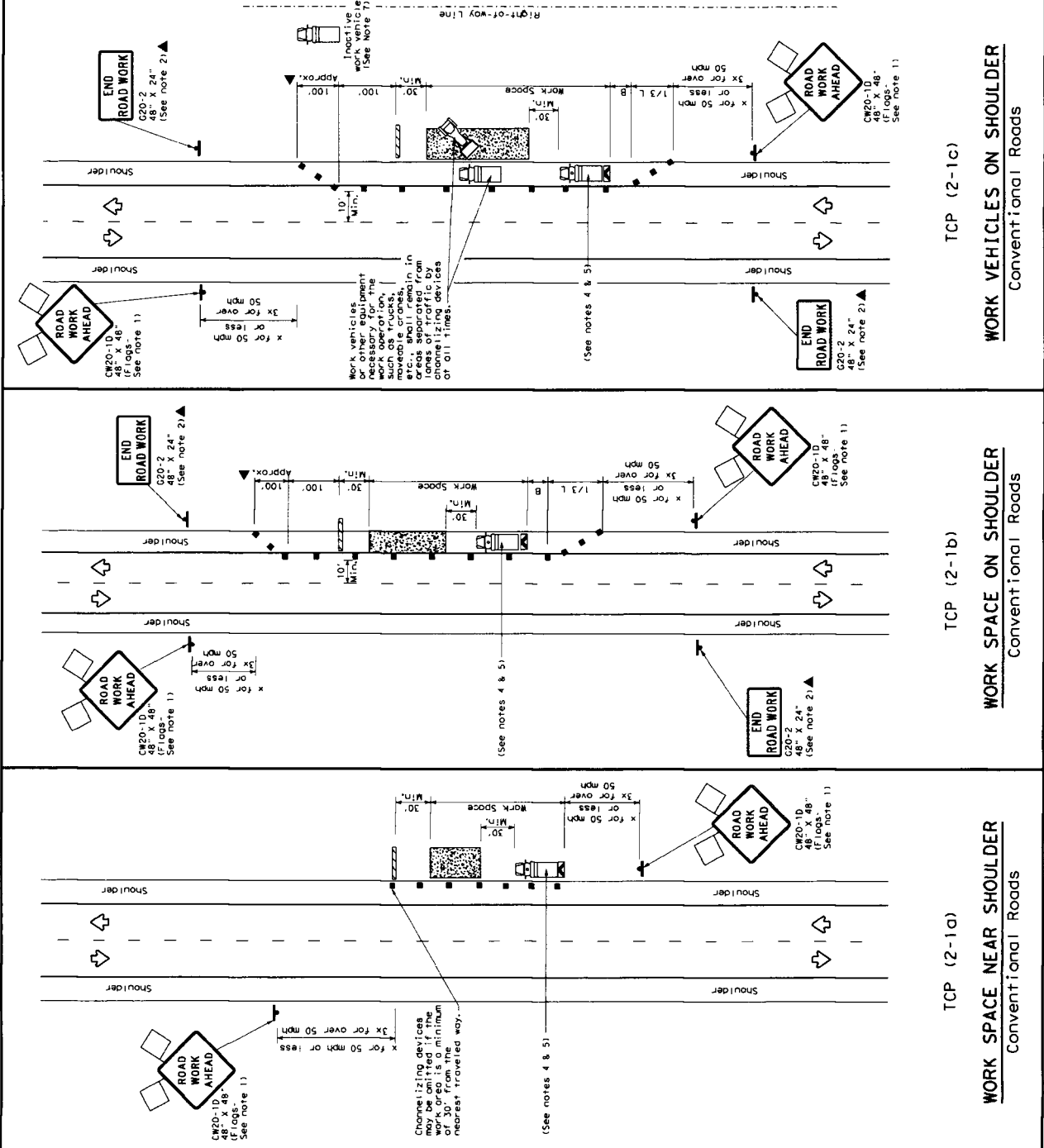
NO.	DATE	DESCRIPTION



BROWNWOOD
 FDH H3027 CITY PERMIT DRAWING
 PROJECT NUMBER: 5297209 C.O. AREA: BROWNWOOD
 EXCH. CODE: 7027
 DRAWN DATE: ENGR: CYJ/ENT CITY: BROWN
 05/31/2022 PHONE: N/A FILE:
 SCALE: 1"=100' TAX DISTRICT: 10090 DWG: 6 OF 7
 TWSHP: RMC: SEC:

NATURAL GAS
 LIBERTY ENERGY FUTURE HOLDINGS LLC

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Posted Speed	Minimum Taper Lengths	Minimum Spacing of Channelizing Devices	Minimum Spacing of Signs	Suggested Longitudinal Buffering Spacing
30	10'	10'	10'	10'
35	150'	165'	180'	120'
40	205'	225'	245'	170'
45	265'	295'	320'	240'
50	350'	395'	430'	330'
55	450'	500'	540'	440'
60	550'	605'	660'	550'
65	650'	715'	780'	660'
70	750'	825'	900'	770'
75	850'	935'	1020'	880'

LEGEND

- Channelizing Devices
- Heavy Work Vehicle
- Trailer Mounted Flashing Arrow Board
- Sign
- Flag
- Flagger

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 by the Engineer.
- Signs for routine maintenance work, when approved by the Engineer, should be placed a minimum of 30 feet from nearest traveled way.
- Shadow vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. 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 traffic flow. The shadow vehicle should be used whenever 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 a wider work area, freeways, etc.
- Flagger, next to those shown in order to protect a wider work area, freeways, etc.
- Inoperative work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- CP2-5 "SHOULDER WORK" signs may be used in place of CP2-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

TYPICAL USAGE

MOBILE	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓	✓	✓	✓

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

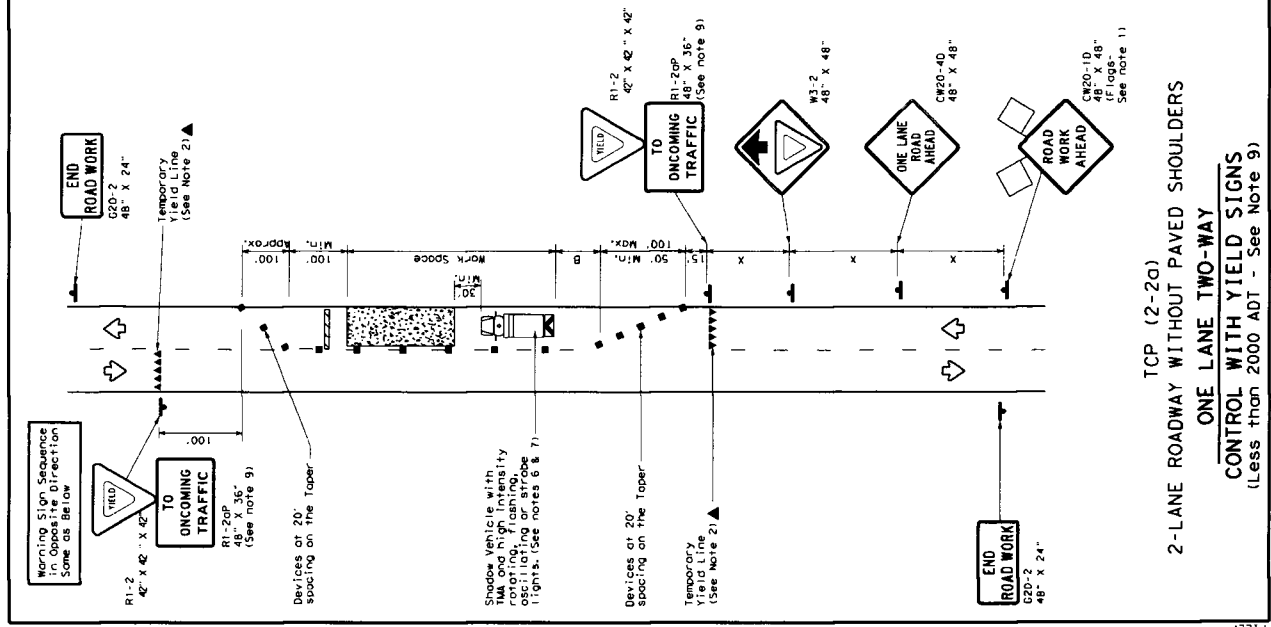
Texas Department of Transportation

TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

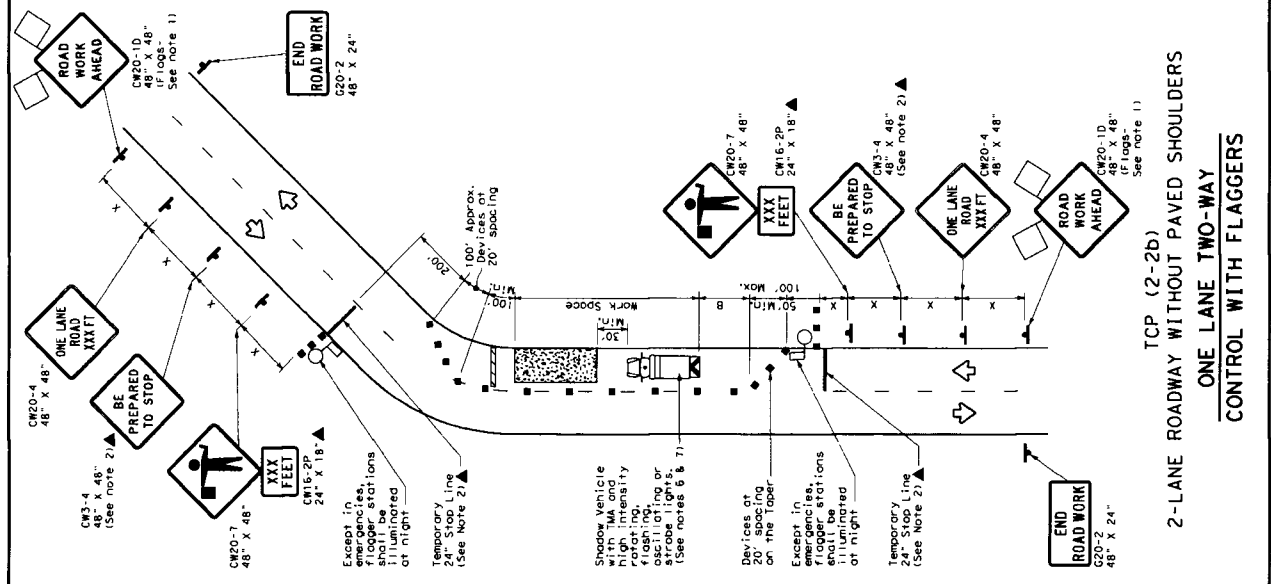
TCP (2-1) - 18

FILE: TCP2-1-18.dwg
 DATE: December 1985
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 COUNTY: [County]
 DISTRICT: [District]

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any failure or for incorrect results or damages resulting from its use. DATE: 8/95 FILE: 162



TCP (2-20)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



TCP (2-2B)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

LEGEND

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

Posted Speed (MPH)	Formula	Minimum Taper Lengths (ft)	Suggested Channelizing Device Spacing (ft)	Minimum Spacing of Channelizing Devices (ft)	Suggested Length (ft)	Suggested Spacing (ft)	Suggested Buffer Space Distance (ft)		
30	W ₂	150'	165'	180'	35'	60'	120'	90'	200'
35	L	205'	225'	245'	35'	70'	160'	120'	250'
40	L	265'	285'	320'	40'	80'	240'	155'	305'
45	L	450'	495'	540'	45'	90'	320'	195'	360'
50	L	500'	550'	600'	50'	100'	400'	240'	425'
55	L + WS	550'	605'	660'	55'	110'	500'	295'	495'
60	L	600'	660'	720'	60'	120'	600'	350'	570'
65	L	650'	715'	780'	65'	130'	700'	410'	645'
70	L	700'	770'	840'	70'	140'	800'	475'	730'
75	L	750'	825'	900'	75'	150'	900'	540'	820'

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

MOBILE	STATIONARY	STATIONARY	STATIONARY	STATIONARY
✓	✓	✓	✓	✓

TYPICAL USAGE

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 R1-20P sign may be installed after the CR20-4 ONE LANE ROAD WORK sign.
- Flagger 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.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet behind the work zone. 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 a wider work space.

TCP (2-20)

- The R1-2 YIELD sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, the sign should be no longer than one half city block.
- The R1-20P YIELD TO ONCOMING TRAFFIC sign shall be placed on a support at a 3 foot minimum mounting height.

TCP (2-2B)

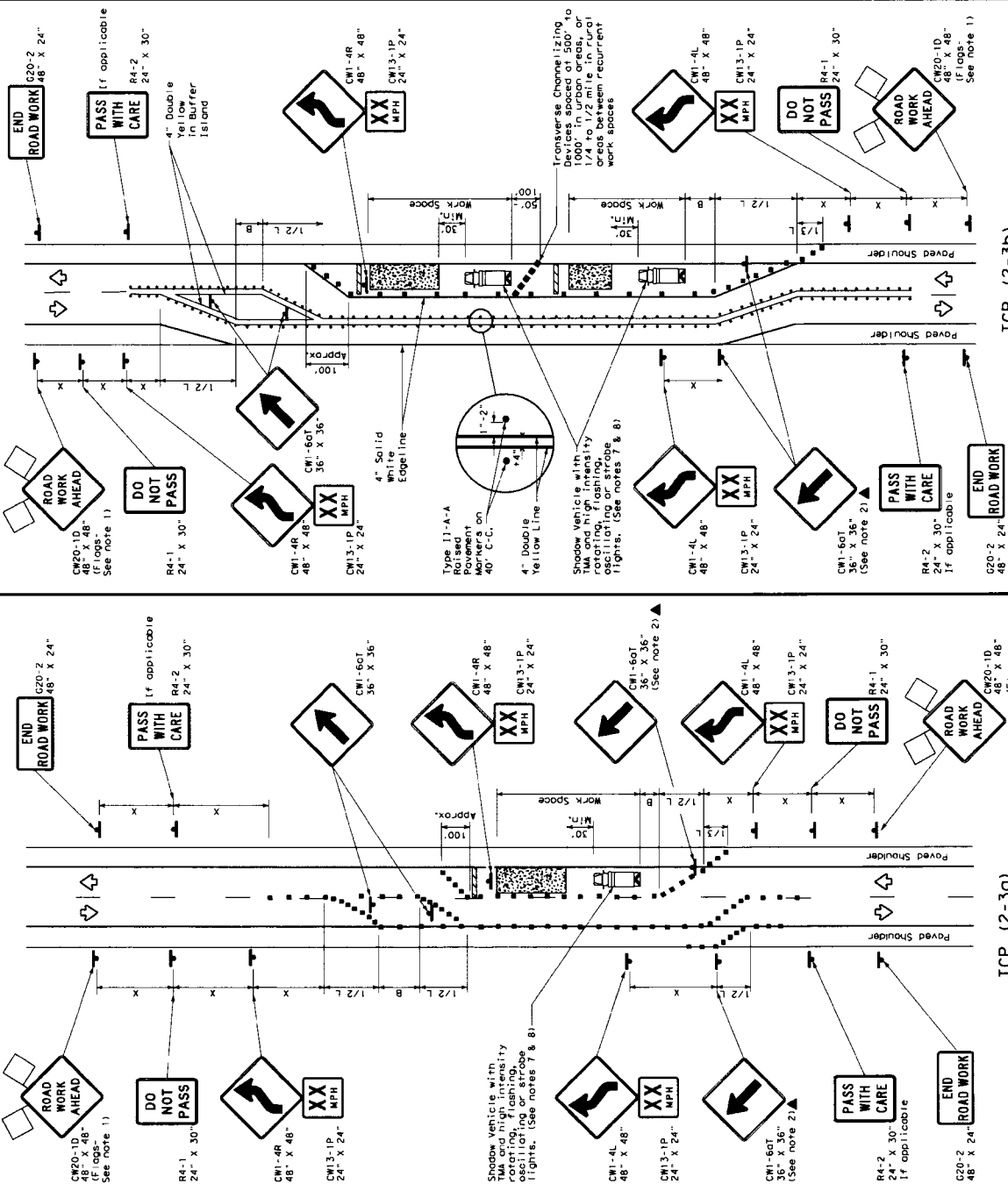
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a base of stopped vehicles.
- Flagger should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Traffic Operations Division Signatures

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP (2-2) - 18

FILE: 162	DATE: 2-18-99	BY: [Signature]	DATE: [Date]
8-95	3-03	REVISED	DATE: [Date]
4-94	2-12	REVISED	DATE: [Date]
162			



LEGEND

Channelizing Devices	Truck Mounted Attenuator (TMA)
Heavy Work Vehicle	Raised Pavement Markers Ty II-AA
Trailer Mounted Flashing Arrow Board	Traffic Flow
Sign	Flagger
Frog	

Posted Speed	Minimum Channelizing Device Length	Minimum Sign Spacing	Minimum Sign Spacing - Distance	Minimum Sign Spacing - Buffer	Minimum Sign Spacing - Source
30	150'	165'	180'	30'	60'
35	205'	225'	245'	35'	70'
40	265'	295'	320'	40'	80'
45	325'	365'	395'	45'	90'
50	385'	435'	470'	50'	100'
55	445'	505'	545'	55'	110'
60	505'	575'	620'	60'	120'
65	565'	645'	700'	65'	130'
70	625'	715'	780'	70'	140'
75	685'	785'	860'	75'	150'

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

TYPICAL USAGE

MOBILE	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓	✓	✓	✓

GENERAL NOTES

- Flora 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 in place in the plants, or for routine maintenance work, when approved by the Engineer.
- Flagger markings may remain in place. Channelizing devices shall be used to separate traffic.
- Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safety control traffic. Flagger should be positioned on the right side of the roadway.
- Channelizing devices shall be used to separate traffic. Flagger should be positioned on the right side of the roadway.
- Channelizing devices shall be used to separate traffic. Flagger should be positioned on the right side of the roadway.
- Channelizing devices shall be used to separate traffic. Flagger should be positioned on the right side of the roadway.
- Channelizing devices shall be used to separate traffic. Flagger should be positioned on the right side of the roadway.

TCP (2-30)

Conflicting pavement markings shall be removed for long-term projects. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter device spacing is intended for the area of the conflicting markings, not the entire work zone.

Texas Department of Transportation

TRAFFIC CONTROL PLAN

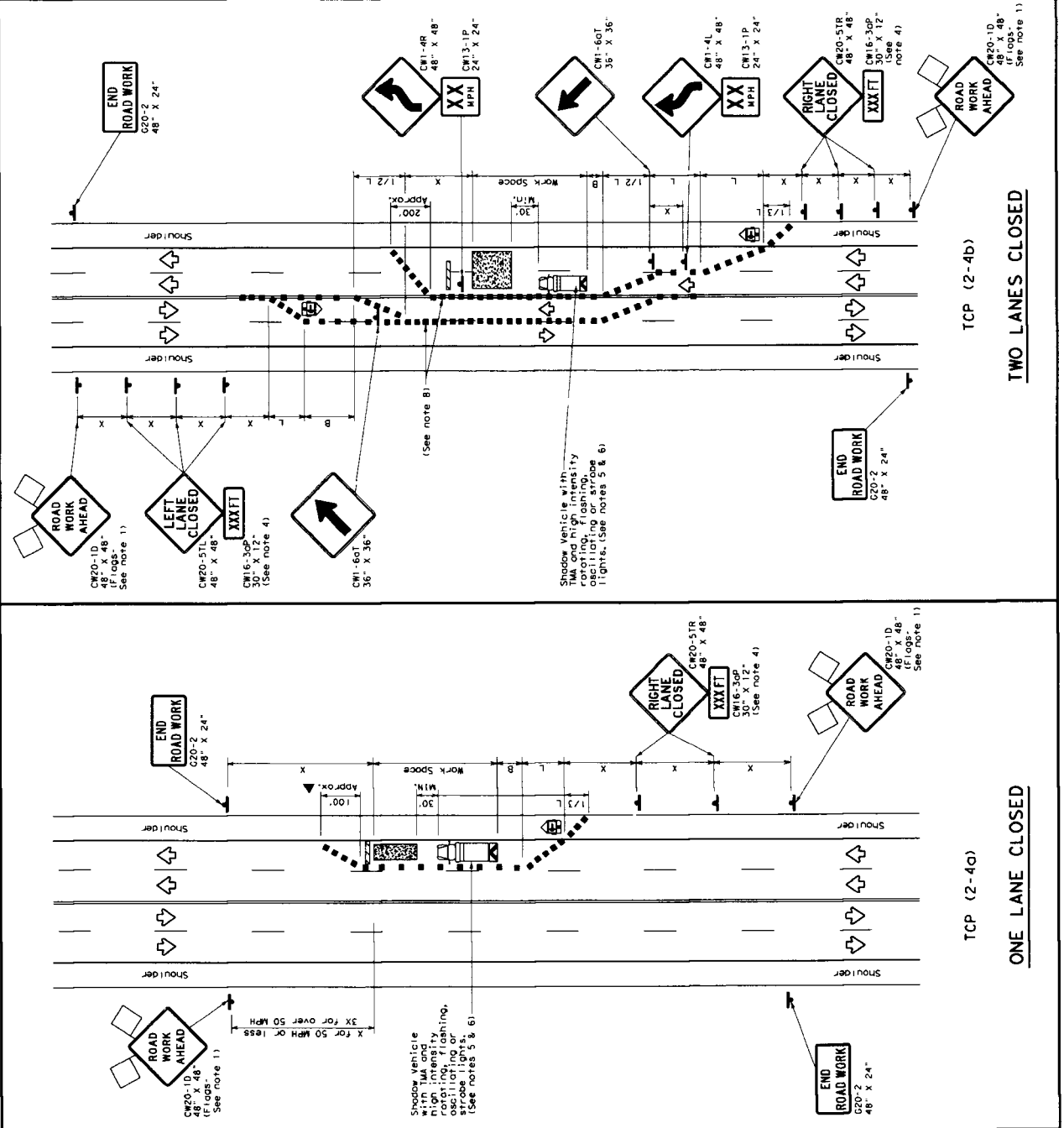
TRAFFIC SHIFTS ON TWO-LANE ROADS

TCP (2-3) - 18

DATE: 8-95 3-03
 FILE: 15012-3-18-02P
 DRAWN: J. B. COOPER
 CHECKED: J. B. COOPER
 PROJECT: 15012-3-18

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DATE: 8-95 3-03
 FILE: 15012-3-18-02P
 DRAWN: J. B. COOPER
 CHECKED: J. B. COOPER
 PROJECT: 15012-3-18



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	Formula	Minimum Taper Lengths (ft)	Suggested Maximum Spacing of Devices (ft)	Minimum Sign Spacing (ft)	Suggested Maximum Buffer Spacing (ft)
30	$10' + \frac{11}{100}L$	100	30	120	90
35	$15' + \frac{11}{100}L$	150	35	120	120
40	$20' + \frac{11}{100}L$	205	40	120	155
45	$25' + \frac{11}{100}L$	265	45	120	195
50	$30' + \frac{11}{100}L$	330	50	120	240
55	$35' + \frac{11}{100}L$	400	55	120	295
60	$40' + \frac{11}{100}L$	480	60	120	350
65	$45' + \frac{11}{100}L$	570	65	120	410
70	$50' + \frac{11}{100}L$	670	70	120	475
75	$55' + \frac{11}{100}L$	780	75	120	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 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.
- The downstream taper is optional. When used, it should be 100 feet minimum length.
- For short duration applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a D1616-30P supplemental plaque.
- 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 safety of the work. The Shadow Vehicle should be equipped with rotating, flashing, oscillating or strobe lights, (see notes 5 & 6). Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-4a)

- If this TCP is used for a left lane closure, CR20-51L "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-4b)

- For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on taper at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, or 1/2(S) where S is the speed in mph. This tighter device spacing is intended for the area of conflicting markings, not the entire work zone.

Texas Department of Transportation

TRAFFIC CONTROL PLAN
LANE CLOSURES ON MULTILANE
CONVENTIONAL ROADS

TCP (2-4) - 18

DATE	10/20/18	BY	JK
PROJECT	1000	SECTION	185
SCALE	AS SHOWN	COUNTY	
APP'D		DATE	

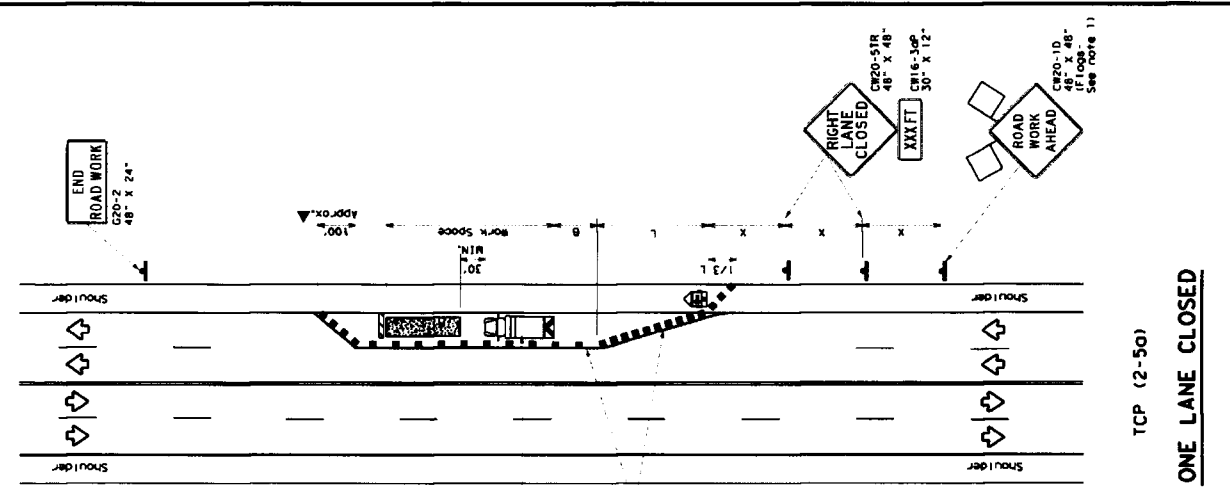
TCP (2-4b)

TWO LANES CLOSED

TCP (2-4a)

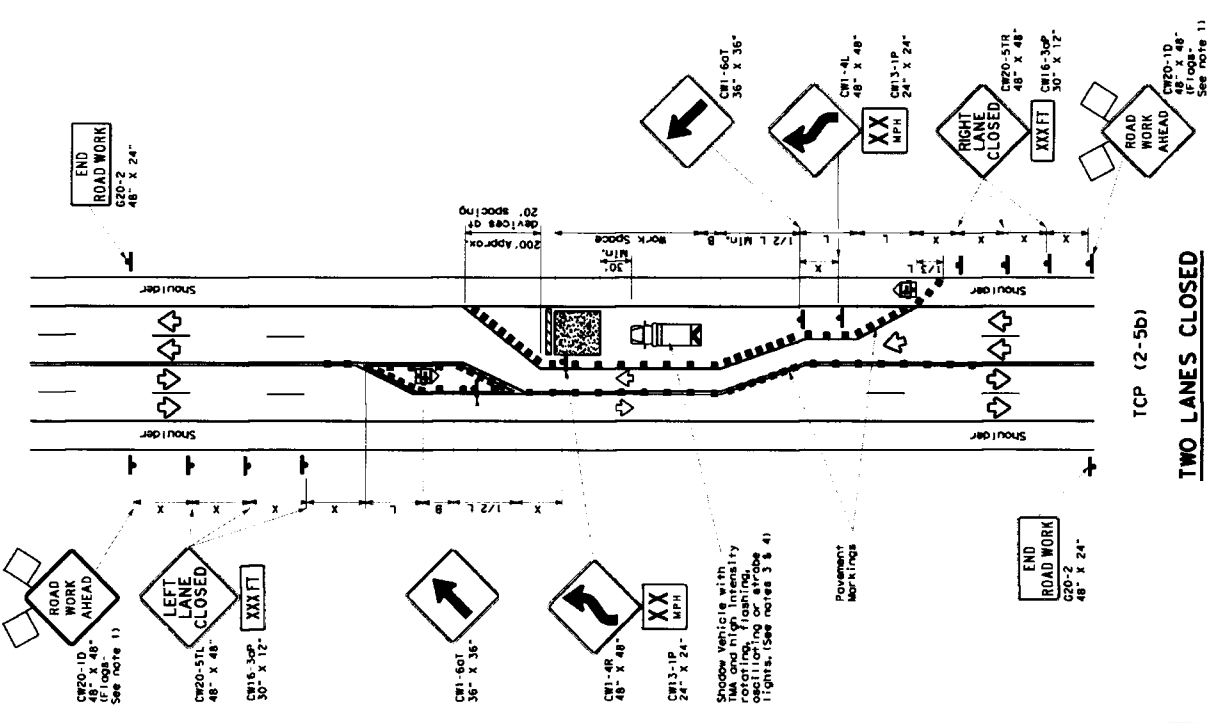
ONE LANE CLOSED

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TCP (2-50)

ONE LANE CLOSED



TCP (2-5b)

TWO LANES CLOSED

LEGEND

	Type 3 Barricade		Channelizing Devices
	Truck Mounted Attenuator (TMA)		Variable Message Sign (VMS)
	Flashing Arrow Board		Traffic Flow
	Sign		Flagger
	F100		

Posted Speed*	Minimum Desirable Taper Lengths (ft)	Suggested Spacing of Channelizing Devices (ft)	Minimum Spacing of Channelizing Devices (ft)	Suggested Longitudinal Buffer Space (ft)
30	150'	165'	180'	30'
35	185'	205'	225'	35'
40	225'	245'	270'	40'
45	285'	295'	320'	45'
50	350'	360'	390'	50'
55	420'	435'	465'	55'
60	500'	520'	550'	60'
65	600'	630'	660'	65'
70	700'	740'	780'	70'
75	825'	875'	930'	75'
80	900'	960'	1020'	80'
85	1000'	1070'	1140'	85'
90	1100'	1185'	1260'	90'
95	1200'	1305'	1380'	95'
100	1300'	1435'	1500'	100'

* 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 TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GENERAL NOTES

1. This standard is intended to be used in conjunction with the following standards, which are required:
 - a. TMA and high intensity rotating lights, as specified in the standard.
 - b. Channelizing devices, as specified in the standard.
 - c. Variable message signs, as specified in the standard.
 - d. Flashing arrow boards, as specified in the standard.
 - e. Signs, as specified in the standard.
 - f. F100, as specified in the standard.
2. All traffic signs shall be illuminated, 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.
3. 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. The Shadow Vehicle should be equipped with TMA and high intensity rotating lights, as specified in the standard. The Shadow Vehicle should be positioned in the closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space. The Shadow Vehicle should be 100 feet (approximately) per lane, with channelizing devices spaced at 20 feet.

TCP (2-50)

4. This TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED".
5. This TCP is used for a right lane closure, CW20-5TR "RIGHT LANE CLOSED".
6. This TCP is used for a two-lane closure, CW20-5TL and CW20-5TR "LEFT LANE CLOSED" and "RIGHT LANE CLOSED".

TCP (2-5b)

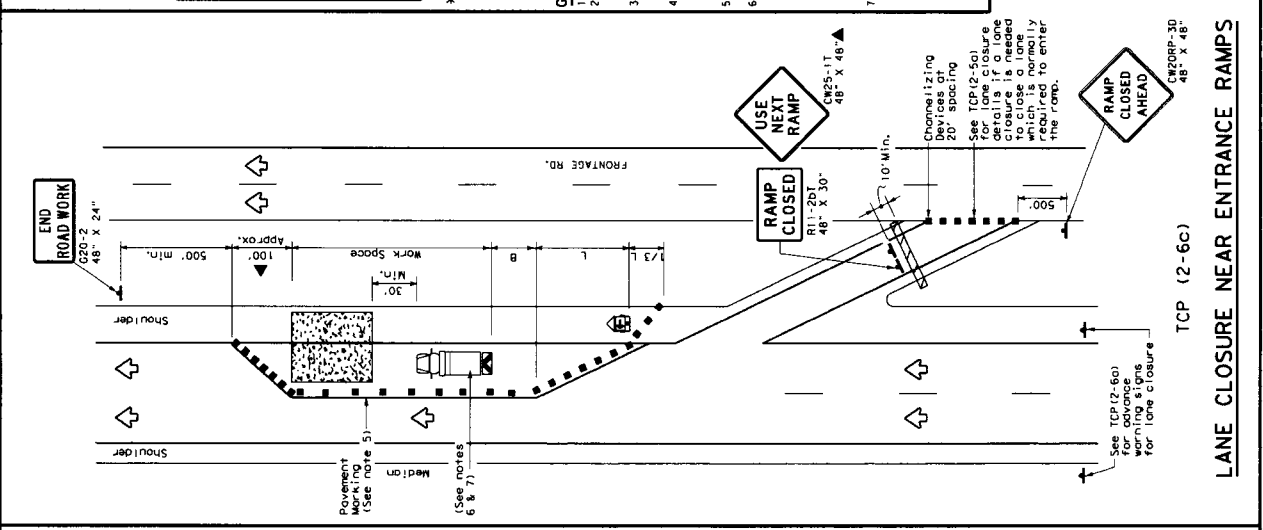
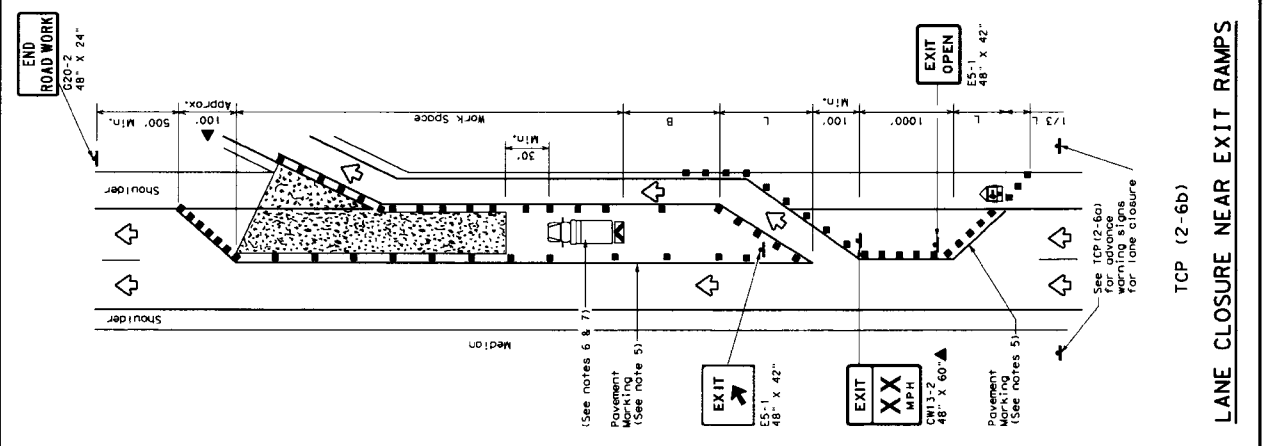
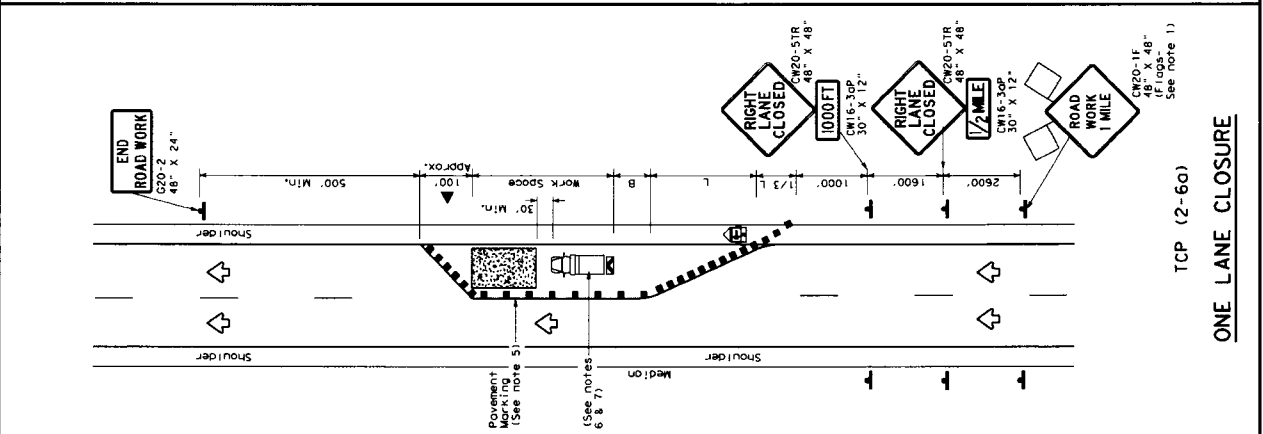
7. Conflicting pavement markings shall be removed for long-term projects.

Texas Department of Transportation
 Traffic Operations Division
 Standard

TRAFFIC CONTROL PLAN
LONG TERM LANE CLOSURES
MULTILANE CONVENTIONAL RDS.

TCP (2-5) - 18

Project: _____
 Date: _____
 Revision: _____



LEGEND

Channelizing Devices	Truck Mounted Attenuator (TMA)
Portable Changeable Message Sign (PCMS)	Traffic Flow
Flagger	

Posted Speed (MPH)	Minimum Taper Lengths (ft)	Minimum Channelizing Device Spacing (ft)	Minimum Sign Spacing (ft)	Minimum Buffer Space (ft)	Suggested Longitudinal Spacing (ft)
30	150'	165'	180'	30'	120'
35	205'	225'	245'	35'	160'
40	265'	295'	320'	40'	200'
45	330'	370'	405'	45'	240'
50	400'	450'	495'	50'	280'
55	475'	535'	585'	55'	320'
60	560'	630'	690'	60'	360'
65	650'	735'	810'	65'	400'
70	750'	850'	940'	70'	440'
75	860'	980'	1080'	75'	480'

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

TYPICAL USAGE

MOBILE	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 devices shown in dashed lines, which are optional. Devices in the plans, or for routine maintenance work, when approved by the Engineer.
- Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
- Channelizing devices used along the work space or along tangent sections of a road, should be placed on the shoulder or along tangent sections of the road. If night time conditions make it difficult to see at least two VPS, the VPS may be placed on each channelizing device.
- The placement of pavement markings may be omitted on Intermediate-term stationary work zones with the approval of the Engineer.
- Shoulder work zones with high intensity flashing, flashing, oscillating flashing, oscillating or strobe lights. A Showdown 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 zone conditions require the traffic control to remain in place, Type 3, Showdown Vehicle and TMA.
- Additional Showdown Vehicles with TMA's may be substituted for the closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

Traffic Operations Standard

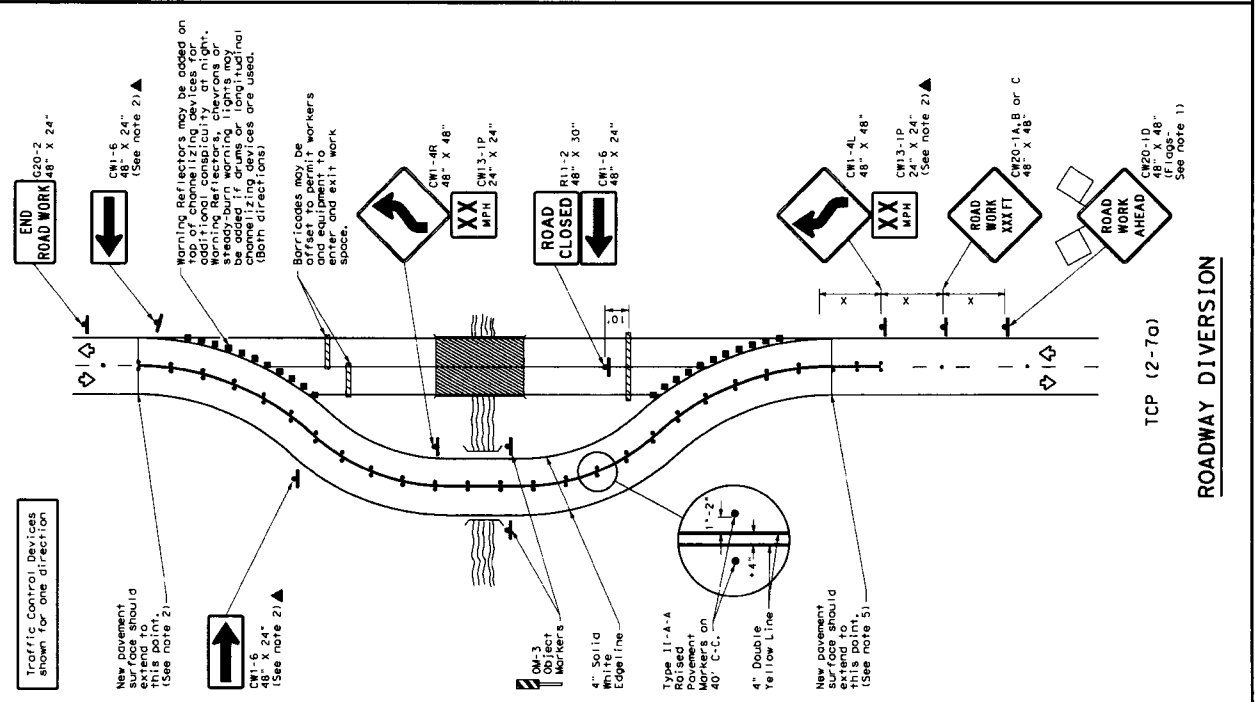
TEXAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

LANE CLOSURES ON DIVIDED HIGHWAYS

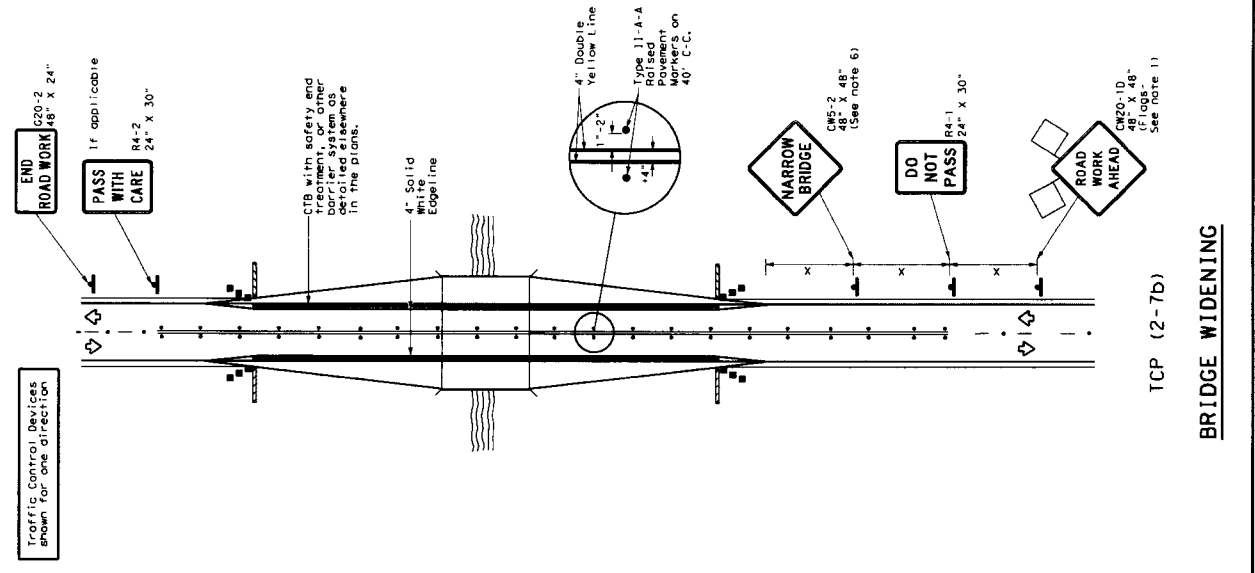
TCP (2-6) - 18

DATE:	10/25/16	BY:	SM	CHK:	SM
PROJECT:	1000	SECTION:	185	DATE:	10/25/16
SCALE:	AS SHOWN	DATE:	10/25/16	SCALE:	AS SHOWN
PROJECT NO.:	1-37-2-18	COUNTY:		SCALE:	



TCP (2-7a)

ROADWAY DIVERSION



TCP (2-7b)

BRIDGE WIDENING

LEGEND

██████	Type 3 Barricade	■	Channelizing Devices
▣	Trailer Mounted Attenuator (TMA)	▣	Truck Mounted Attenuator (TMA)
▣	Flashing Arrow Board	••••	Raised Pavement Markers Ty 11-AA
▣	Sign	↔	Traffic Flow
▣	Flag	○	Flagger

Posted Speed * (mph)	Formula	Minimum Taper Length * (ft)	Suggested Maximum Speed * (mph)	Minimum Sign Spacing (ft)	Minimum Sign Spacing on a Curve (ft)	Minimum Sign Spacing on a Grade (ft)	Minimum Sign Spacing on a Curve and Grade (ft)	Minimum Sign Spacing on a Curve and Grade (ft)	Minimum Sign Spacing on a Curve and Grade (ft)
30	$L = \frac{MS^2}{60}$	150'	15	30'	30'	60'	120'	120'	90'
35	$L = \frac{MS^2}{60}$	205'	22.5'	35'	70'	140'	140'	120'	120'
40	$L = \frac{MS^2}{60}$	265'	29.5'	40'	80'	160'	160'	155'	155'
45	$L = \frac{MS^2}{60}$	330'	37'	45'	90'	180'	180'	195'	195'
50	$L = \frac{MS^2}{60}$	405'	45'	50'	100'	200'	200'	240'	240'
55	$L = \frac{MS^2}{60}$	495'	54'	55'	110'	220'	220'	295'	295'
60	$L = \frac{MS^2}{60}$	600'	64'	60'	120'	240'	240'	350'	350'
65	$L = \frac{MS^2}{60}$	720'	75'	65'	130'	260'	260'	410'	410'
70	$L = \frac{MS^2}{60}$	855'	87'	70'	140'	280'	280'	475'	475'
75	$L = \frac{MS^2}{60}$	1005'	100'	75'	150'	300'	300'	540'	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 TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓	✓	✓	✓

GENERAL NOTES

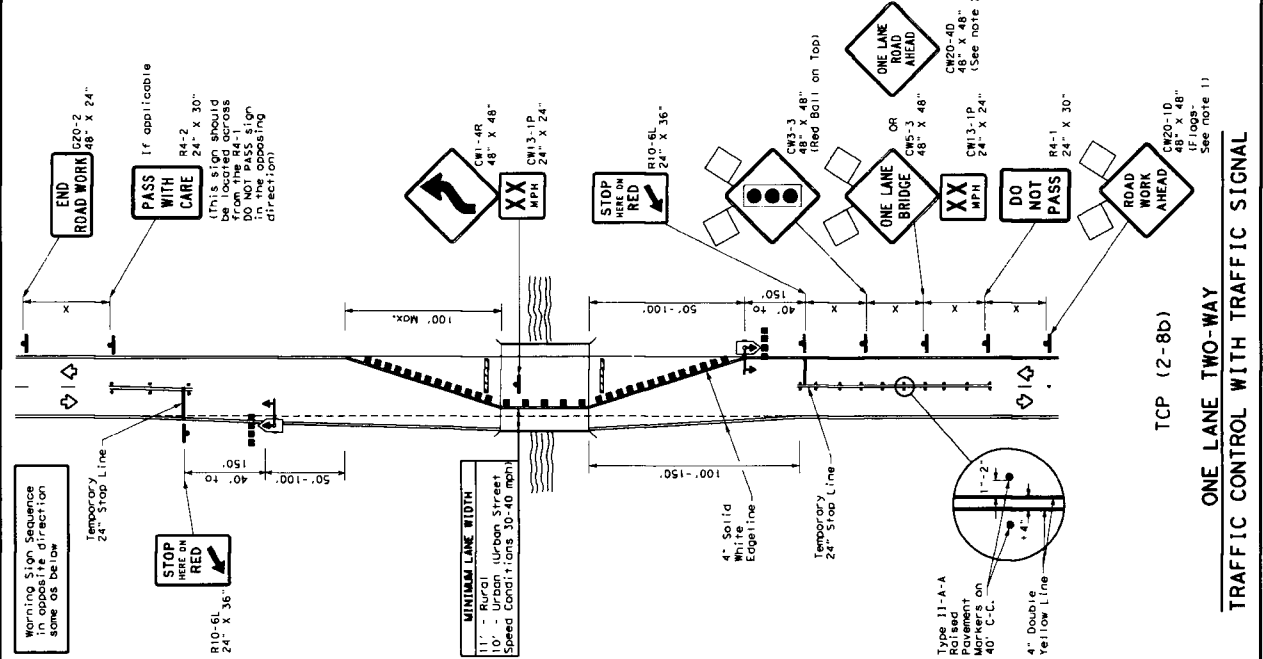
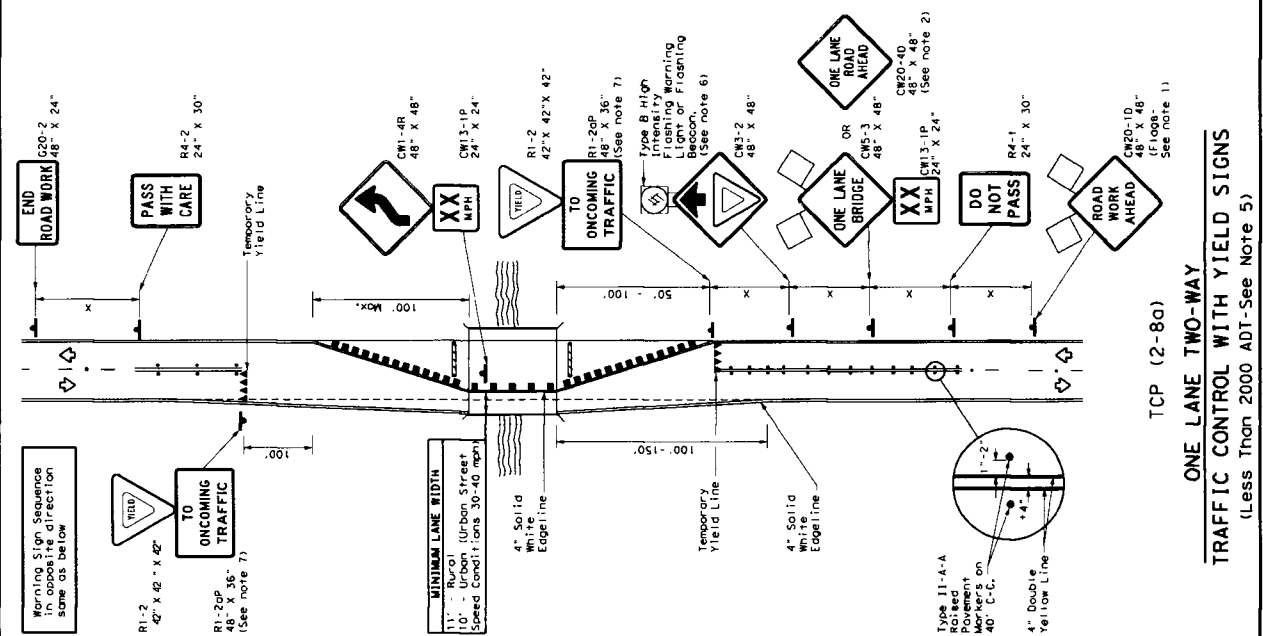
- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- TCP (2-7a)
- Raised pavement markers shall be placed 40 feet c-c on a centerline throughout project.
- Roadway diversion design requirements should be based on posted speed limit or prevailing speed.
- New pavement surface should be extended across existing roadway where existing markings are in place during project to prevent conflict with construction area pavement marking.
- TCP (2-7b)
- The CW5-2 "Narrow Bridge" sign may be omitted if lane and shoulder widths are maintained.

Texas Department of Transportation

TRAFFIC CONTROL PLAN
DIVERSIONS AND
NARROW BRIDGES
TCP (2-7)-18

FILE: TCP2-7-18.dwg
 DATE: December 1985
 DRAWN BY: J. J. ...
 CHECKED BY: ...
 PROJECT NO.: ...
 SHEET NO.: ...

DISCLAIMER: The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the consequences of this standard if used for any purpose not intended by the Texas Department of Transportation.



LEGEND

Type 3 Barricade	Channelizing Devices
Sign	Traffic Flow
Flag	Flagger
Raised Pavement Markers by 11-AA	Temporary or Portable Traffic Signal

Posted Speed	Formula	Minimum Taper Length (ft)	Minimum Spacing of Channelizing Devices (ft)	Suggested Maximum Spacing of Channelizing Devices (ft)	Minimum Spacing of Channelizing Devices (ft)	Minimum Longitudinal Spacing of Barricade (ft)	Stopping Sight Distance (ft)
30	$L = 10 \cdot \frac{V^3}{S^3}$	100	10	10	60	120	200
35	$L = 15 \cdot \frac{V^3}{S^3}$	150	15	15	90	160	250
40	$L = 20 \cdot \frac{V^3}{S^3}$	200	20	20	80	240	305
45	$L = 25 \cdot \frac{V^3}{S^3}$	250	25	25	70	320	360
50	$L = 30 \cdot \frac{V^3}{S^3}$	300	30	30	60	400	425
55	$L = 35 \cdot \frac{V^3}{S^3}$	350	35	35	55	500	495
60	$L = 40 \cdot \frac{V^3}{S^3}$	400	40	40	50	600	570
65	$L = 45 \cdot \frac{V^3}{S^3}$	450	45	45	45	700	645
70	$L = 50 \cdot \frac{V^3}{S^3}$	500	50	50	40	800	730
75	$L = 55 \cdot \frac{V^3}{S^3}$	550	55	55	35	900	820

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

TYPICAL USAGE

MOBILE	SHORT TERM DURATION	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY

GENERAL NOTES

- Flags attached to signs where shown are required.
- When this TCP is used at a location which does not involve a bridge, a 48" x 48" CW20-40 "ONE LANE ROAD AHEAD" sign should be used in lieu of the CW5-3 "ONE LANE BRIDGE" sign. The CW13-1P Advisory Speed Plaque is required with either warning sign.
- Raised pavement markers shall be placed 40 feet c-c on centerline between pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 20 feet is required. For more information on channelizing devices, see the following: [http://www.txdot.gov/traffic/signs/signs.htm](#) intended for the area of conflicting information and not the entire work zone.

TCP (2-8b)

- Traffic control by CW3-2 "YIELD AHEAD" symbol signs for one lane two-way traffic control operations should be limited to work spaces less than 2000 ADT. If work spaces are more than 2000 ADT, overhead, portable traffic signals should be used.
- If power is available, a flashing beacon should be attached to the CW3-2 "YIELD AHEAD" symbol sign for emphasis.
- The R1-2 "YIELD" and R1-2aP "TO ONCOMING TRAFFIC" signs and other regulatory signs shall be installed at 7 foot minimum mounting height.

TCP (2-8a)

- A list of approved Portable Traffic Signals can be found in the "Companion Work Zone Traffic Signal Devices" list.
- Portable traffic signals should be located to provide adequate stopping sight distance for approaching motorists (See table above).

Texas Department of Transportation
TRAFFIC CONTROL PLAN
LONG TERM ONE-LANE
TWO-WAY CONTROL
TCP (2-8) - 18

DATE: 10/20/11	SCALE: 1/2" = 1'-0"	PROJECT: 11-0000	SECTION: 11-0000
DESIGNED BY: J. B. ...	CHECKED BY: J. B. ...	APPROVED BY: J. B. ...	DATE: 10/20/11

Frontier Communications
218 S. Thomas St
Tupelo MS 38801

APPROVAL:

Gary Worley
Joel Keltor
Joel Keltor
Joel Keltor

The Commissioner's Court of Brown County offers no objections to the location on the right-of-way and/or crossing of your proposed buried line as shown by accompanying drawings and notice dated 09-26-2022, except as noted below:

It is further intended that the Commissioner's Court may require the owner to relocate This line, subject to provisions of governing laws, by giving thirty (30) days written notice.

The installation shall not damage any part of the county road and adequate provisions must be made to cause a minimum inconvenience to traffic and adjacent property owners.

Please notify Gary Worley, Commissioner of Precinct # 1,

Twenty-four (24) hours prior to starting construction of the line, in order that we may have a representative present.

BROWN COUNTY COMMISSIONERS COURT
OF BROWNWOOD, TEXAS

BY:

Joel Keltor
Joel Keltor

Exceptions and/or special requirements:

SUBJECT TO BROWN COUNTY SPECIFICATIONS

for
boring a road. CR 237