M E M O R A N D U M

TO: Right of Way Stakeholders

FROM: Ryan Mooney, Division Manager, Right of Way Management, Transportation and Public Works Department

DATE: February 16, 2024

SUBJECT: **Austin Strategic Mobility Plan Street Levels Update**

The purpose of this memorandum is to provide an update on implementation of the Austin Strategic Mobility Plan (ASMP) to our permitting processes and traffic control plans (TCPs).

The ASMP was adopted by the Austin City Council in April 2019. The ASMP included a new categorization of streets from level 0 (alley) to level 5 (freeway). Shortly thereafter, the City launched a public process to update the Transportation Criteria Manual. Chapter 8 of the manual introduced the ASMP street levels for ROW permitting and reviews. Since then, we have gradually shifted to the use of the new ASMP street levels in place of the old classification system (i.e. residential, collector, arterial). That gradual shift is now coming to finality as we set **March 1, 2024**, to be the full, effective date for use of the new ASMP street levels.

Current city standard details and TxDOT standard details will be impacted by this change. We've developed a guide to reference the existing standard details (which still reference the residential, collector, arterial classifications) to the new ASMP street levels so that they can continue to be used appropriately. That guide is attached.

Per the Texas Manual on Uniform Traffic Control Devices and the Texas Engineering Practices Act, the design, selection, and placement of temporary traffic control should be performed by persons knowledgeable about the fundamental principles of temporary traffic control and based on engineering judgment. This includes the selection of a standard detail, with consideration given to type of roadway, road user conditions, duration of operation, physical constraints, and nearness of the work area to road users. City, state, and federal rules and regulations, including the general notes included in permit conditions, continue to apply.

Should you have any questions or would like to discuss the issue further, please do not hesitate to contact Darren Ujano, ROW Supervising Engineer, at (512) 974-6042 or via email at Darren.Ujano@austintexas.gov.

Enclosure: Guide for Functional to ASMP

City of Austin Standard Details:

The use of these standard details is governed by the **Texas Engineering Practice Act** and the latest edition of the **Texas Manual Uniform of Traffic Control Devices (TMUTCD)**. The temporary traffic control (TTC) selected for each situation should be based on engineering judgment with consideration of issues such as type of highway, road user conditions, duration of operation, physical constraints, and the nearness of the work space to road users as per TMUTCD Section 6A.01 Paragraph 13. Any use of standard details must match existing field conditions. The following details is general guidance on what details could be allowed after the appropriate engineering judgement.

Sheet Number	Title	Can be applied to the following:	Notes
804S-1 Sheet 1	Arterial One Lane Closure	Level 3 and 4 streets	
804S-1 Sheet 2	One Way Arterial Two-Lane Closure	Level 3 and 4 streets	Double lane closures prohibited in DAPCZ from Monday through Friday per TCM Section 8.
804S-1 Sheet 3	Two Way Divided Arterial One Lane Closure	Level 3 and 4 streets	
804S-1 Sheet 4	Bypass walkway Sidewalk and Crosswalk Closures	All street levels	• PROWAG R205 and TMUTCD Section 6D.01 Paragraph 9 prioritizes maintaining pedestrian access (diversion path) on the same side of the street compared to full closure of the pedestrian path and detour across the street • When existing pedestrian facilities are disrupted, closed or relocated in a temporary traffic control (TTC) zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk (TMUTCD Section 6D.02)

804S-1 Sheet 5	Collector/Residential Lane Closures	**REFER TO THE 804S-2 SERIES FOR FLAGGING. DO NOT USE THIS SHEET.**	
804S-1 Sheet 6	Typical Traffic Control Plan for Shifting Traffic	Level 3 and 4 streets	
804S-1 Sheet 7	Typical Traffic Control Plan for Shifting Traffic	Level 3 and 4 streets	
804S-1 Sheet 8 and 9	**GENERAL NOTES SHALL APPLY TO ALL SHEETS**		
804S-1 Sheet 10	Bike Lane Closure and Bike Lane Closure with Adjacent Travel Lane	**Bike Lane Closure Only (Left Hand Side)** • Level 1 streets • Level 2 streets where it is under 5,000 ADT **Bike Lane Closure with Adjacent Lane Closure** • **CANNOT** BE USED ON ANY STREET LEVELS (this field condition is typically above 5000 ADT and therefore, cannot be used)	Cyclist merging can only occur when **ALL** of the following field conditions are met: • **30 MPH** or less (not 35 MPH or less as indicated on detail) • Under 5,000 ADT
804S-1 Sheet 11	Bike Lane Adjacent to Curb and Bike Lane Adjacent to Parking Lane	All Street Levels	Protected bike lanes can be used on **ANY** street levels
804S-1 Sheet 12	Shared Bike Lane, Shared Bike Lane Parking Lane, Lane Channelizing into Bike Lane & Parking Lane	• Level 1 streets • Level 2 streets where it is under 5,000 ADT	Cyclist merging can only occur when **ALL** of the following field conditions are met: • **30 MPH** or less (not 35 MPH or less as indicated on detail) • Under 5,000 ADT

804S-1 Sheet 13	Single Lane Closure on a Three Lane Roadway w/ Bike Lanes	• Level 1 streets • Level 2 streets where it is under 5,000 ADT	Cyclist merging can only occur when **ALL** of the following field conditions are met: • **30 MPH** or less (not 35 MPH or less as indicated on detail) • Under 5,000 ADT
804S-1a All Sheets	**DO NOT USE THESE SHEETS.**		
804S-2 Sheet 1	Collector / Residential Street Flagging Operations	**DO NOT USE THIS SHEET, REFER TO 804S-2 SHEET 2 OR TxDOT STANDARD DETAIL TCP(1-2)-18 ONE-LANE TWO-WAY TRAFFIC CONTROL FOR "SELF-REGULATED" OR "STOP/YIELD CONTROLLED" WORK ZONES. USE OF THESE DETAILS MUST COMPLY WITH THE TMUTCD, SUCH AS MAINTAINING CLEAR VISIBILITY, LOW-TRAFFIC VOLUMES, AND SHORT LENGTH WORK ZONES.**	
804S-2 Sheet 2	Flagger Setup for 2 Lane Roadway	Level 1 and 2 Streets	
804S-2 Sheet 3	**GENERAL NOTES APPLY TO ALL SHEETS. NOTE #3 IS VOID. FLAGGERS CANNOT PROVIDE CONFLICTING TRAFFIC DIRECTION TO A TRAFFIC SIGNAL AT A SIGNALIZED INTERSECTION. ONLY TRAFFIC ENFORCEMENT OFFICERS ARE AUTHORIZED TO DIRECT AT SIGNALIZED INTERSECTIONS.**		
804S-2 Sheet 4	Flagger Setup for Vehicles Entering and Existing Work Site	Level 1 and 2 Streets	Two flaggers are REQUIRED by default for this detail. It is not an option.
804-2 Sheet 5	Street Detour Single Direction	Level 1 and 2 Streets (minus Critical Arterials and streets with bike lanes)	Level 3 and 4 will require ROW engineering review due to the high-volume of vehicles being detoured (above 10k+). Bike lane closures will require a detour.
804S-2 Sheet 6	Street Detour Both Directions	Level 1 and 2 (minus Critical Arterials)	Level 3 and 4 will require ROW engineering review due to the high-volume of vehicles being detoured (above 10k+)
804S-2 Sheet 7 & 8	**GENERAL NOTES APPLY TO ALL SHEETS**		
804S-3 All Sheets	Temporary Traffic Control Pavement Markings	All Street Levels	Temporary markings longitudinal pavement markings should match existing line thickness (4"-6")
804S-4 Sheet 1 & 2	Safety Fence	All Street Levels	Safety fence or barricades must comply with ADA/PROWAG compliance when channelizing pedestrians

804S-4 Sheet 3	Large Excavation	All Street Levels	Must meet all positive protection and clear zone requirements as set in the TCM. Safety fence or barricades must comply with ADA/PROWAG compliance when channelizing pedestrians
804S-4 Sheet 4	Work Area Protection	All Street Levels	Must meet all positive protection, clear zone, and slope requirements (TxDOT).
804S-4 Sheet 5, 6, and 7	Steel Plating	Case 1 can be allowed on Level 1 Streets Case 2 can be allowed on Level 1, 2, 3, and 4 streets	
804S-4 Sheet 8 & 9	Material and Equipment Storage		Must meet all positive protection and clear zone requirements as set in the TCM. Safety fence or barricades must comply with ADA/PROWAG compliance when channelizing pedestrians.

TxDOT Standard Details

The use of these standard details is governed by the **Texas Engineering Practice Act** and the latest edition of the **Texas Manual Uniform of Traffic Control Devices (TMUTCD)**. The temporary traffic control (TTC) selected for each situation should be based on engineering judgment with consideration of issues such as type of highway, road user conditions, duration of operation, physical constraints, and the nearness of the work space to road users as per TMUTCD Section 6A.01 Paragraph 13. Any use of standard details must match existing field conditions. The following details is general guidance on what details could be allowed after the appropriate engineering judgement.

*All TxDOT notes shall apply when using these standard details. Take note regarding the **work duration** in order to determine if the detail is allowed.*

Sheet Number	Sheet Name	Can be applied to the following:	Notes
TCP(1-1)-18	Conventional Road Shoulder Work	All Street Levels	
TCP(1-2)-18	One-Lane Two-Way Traffic Control	**TCP(1-2a)** Control With Yield Signs (Less than 2000 ADT) • Level 1 Street only **TCP(1-2b)** Control With flaggers • Level 1 and 2 Streets only (minus Critical Arterials)	• Driveways create a problem that should be monitored by flaggers (TMUTCD TA-10, Note #12)
TCP(1-3)-18	Traffic Shifts on Two Lane Roads	Level 1 and 2 Streets	
TCP(1-4)-18	Lane Closures on Multilane Conventional Roads	Level 3 and 4 Streets	
TCP(1-5)-18	Lane Closures for Divided Highways	Level 2, 3, and 4 Streets	
TCP(1-6)-18	Automated Flagger Assistance Devices (AFAD)	Level 1 and 2 Streets (minus Critical Arterials)	
TCP(2-1)-18	Conventional Road Shoulder Work	All Street Levels	

TCP(2-2)-23	One-Lane Two-Way Traffic Control	**TCP(1-2a)** Control With Yield Signs (Less than 2000 ADT) • Level 1 Street only **TCP(1-2b)** Control With flaggers Level 1 and 2 Streets only (minus Critical Arterials)	• Driveways create a problem that should be monitored by flaggers (TMUTCD TA-10, Note #12)
TCP(2-3)-23	Traffic Shifts on Two-Lane Roads	Level 1 and 2 Streets	**Note that long-term pavement markings are required by TxDOT (TCP2-3b)
TCP(2-4)-18	Lane Closures on Multilane Conventional Roads	Level 3 and 4 Streets	
TCP(2-5)-18	Long Term Lane Closures Multilane Conventional RDS (Roads)	Level 3 and 4 Streets	
TCP(2-6)-18	Lane Closures on Divided Highways	Level 3 and 4 Streets	
TCP(2-7)-23	Diversions and Narrow Bridges	**REQUIRES ROW ENGINEERING REVIEW BEFORE IMPLEMENTING**	
TCP(2-8)-23	Long Term One-Lane Two Way Control	**REQUIRES ROW ENGINEERING REVIEW BEFORE IMPLEMENTING**	
TCP(3-1)-13	Mobile Operations Undivided Highways	All Street Levels	
TCP(3-2)-13	Mobile Operations Divided Highways	Level 3 and 4 Streets	
TCP(3-3)-14	Mobile Operations Raised Pavement marker	All Street Levels	
TCP(3-4)-14	Mobile Operations for Isolated Work Areas Undivided Highways	All Street Levels	
TCP(3-5)-18	Mobile Operations Herbicide Truck Operations	All Street Levels	
TCP(5-1)-18	Shoulder Work for Freeways/Expressways	All Street Levels	

TCP(6-1)-12	Freeway Lane Closures	Level 3 and 4 Streets	
TCP(6-2)-12	Work Area Near Ramp	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-3)-13	Work Area Beyond Ramp	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-4)-12	Work Area at Exit Ramp	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-5)-12	Work Area Beyond Exit Ramp	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-6)-12	Freeway Closure	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-7)-12	Short Duration Freeway Closure Sequence	**REQUIRES ROW ENGINEERING REVIEW BEFORE IMPLEMENTING (DETAIL MENTIONS THAT THIS PLAN IS FOR TRAFFIC VOLUMES WHICH ARE LESS THAN 1000 PASSANGER CARS PER HOUR PER LANE (PCPHPL) [NOT ADT/AADT]).**	
TCP(6-8)-14	Work in Exit Gore for ADT Less than 10,000 ADT	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(6-9)-14	Work in Exit Gore for ADT Greater than 10,000 ADT	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(7-1)-12	Traffic Control Details for Surfacing Operations	Level 1 and 2 Streets	This can ONLY be used when bike lanes are NOT present. This only contains the signs and temporary pavement markings
TCP(S-1)-08A	Traffic Control for Surveying Operations	Level 1 and 2 Streets	
TCP(S-2)-08A	Traffic Control for Surveying Operations	Level 1 and 2 Streets	• Driveways create a problem that should be monitored by flaggers (TMUTCD TA-10, Note #12)
TCP(S-2c)-10	Traffic Control for Surveying Operations	Level 1 and 2 Streets	• Driveways create a problem that should be monitored by flaggers (TMUTCD TA-10, Note #12)

TCP(S-3)-08 TCP(S-4)-08A TCP(S-5)-08	Traffic Control for Surveying Operations	Level 3 and 4 Streets	
TCP(SC-1)-22	Seal Coat Operations One-Lane Two-Way	Level 1 and 2 Streets	• Driveways create a problem that should be monitored by flaggers (TMUTCD TA-10, Note #12)
TCP(SC-2)-22	Seal Coat Operations Multilane Roads (Undivided)	Level 3 and 4 Streets	
TCP(SC-3)-22	Seal Coat Operations Multilane Roads (Center Turn Lane)	Level 3 and 4 Streets	
TCP(SC-4)-22	Seal Coat Operations Near Intersections	Level 1 and 2 Streets	
TCP(SC-5)-22	Seal Coat Operations Divided Highways	Level 3 and 4 Streets	
TCP(SC-6)-22	Seal Coat Operations – Divided Highway	This is typically for Level 5 (which will be deferred to TxDOT)	
TCP(SC-7)-22	Temporary Pavement Markings for Seal Coat Operations	All Street Levels	
TCP(SC-8)-22	Traffic Control Details for Seal Coat Operations	Level 1 and 2 Streets	
-	Traffic Control Plan Emergency Road Closure (Ice Conditions)	This is typically for Level 5 (which will be deferred to TxDOT)	
-	Treatment for Various Edge Conditions (Positive Protection)	All Street levels	Ensure that all requirements also meet the Transportation Criteria Manual (TCM)
BC(1)-21	General Notes and Requirements	All Street Levels	This sheet can be used to accompany the latest City of Austin Right-of-Way (ROW) standard notes

BC(2)-21 BC(3)-21	Work Zone Speed Limits	**REQUIRES ROW ENGINEERING REVIEW BEFORE IMPLEMENTING ANY REGULATORY SPEED LIMITS. PLEASE CONTACT DARREN UJANO AT DARREN.UJANO@AUSTINTEXAS.GOV FOR REVIEW**	
BC(4)-21 BC(5)-21	Temporary Sign Notes Typical Sign Support	All Street Levels	
BC(6)-21	Portable Changeable Message Sign (PCMS)	All Street Levels	Only need to use this sheet when deploying PCMS/DMS
BC(7)-21 BC(8)-21 BC(9)-21 BC(10)-21 BC(11)-21 BC(12)-21	Arrow Panel, Reflectors, Warning Lights & Attenuator Channelizing Devices Pavement Markings Pavement Marking Patterns	All Street levels	
WZ(TD)-17	Traffic Control Plan Typical Details	Barrie Delineation with Modular Glare Screens • All Street Levels Vertical Panels & Opposing Traffic Lane Dividers (OTLD) Separating Two-Way Traffic on Normally Divided Highways • Level 1 and 2 Streets	
WZ(STPM)-23	Work Zone Short Term Pavement Markings	All Street Levels	
WZ(UL)-13	Signing for Uneven Lanes	All Street Levels	
WZ(RCD)-13	Work Zone Road Closure Details	Level 1 and 2 Streets (minus critical arterials and streets with bike lanes)	Level 3 and 4 will require ROW engineering review due to the high-volume of vehicles being detoured (above 10k+). Bike lane closures will require a detour.
WZ(BTS-1)-13	Traffic Signal Work Typical Details	All Street Levels	
WZ(BRK)-13	Work Zone Give Us a Brake	All Street Levels	
WZ(RS)	Temporary Rumble Strips	All Street Levels	Take note of the ADT under Table 1 and Table 2 regarding number

			of rumble strips, distance between strips, and flagger distance
TLRS(1)-17 TLRS(2)-17 TLRS(3)-17 TLRS(4)-17	Temporary Large Roadside Signs Mounting Details	All Street Levels	Note that embedding signs into the ground will require an EX permit
TS-CD-22	Temporary Large Sign Covering Details	This is typically for Level 5 (which will be deferred to TxDOT)	
WZ-ITS(1)-19 WZ-ITS(2)-19 WZ-ITS(3)-19	Temporary Queue Detection System Type 1	All Street Levels	
WZ-ITS(3)-19	Temporary Queue Detection System Type 2	All Street Levels	