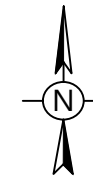


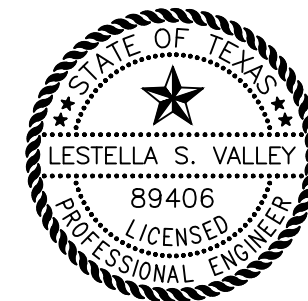
GOOD GOOD GOLF CHAMPIONSHIP
CITY OF AUSTIN, TRAVIS COUNTY, TEXAS

By Joseph Banda at 12:38 pm, 10/12/26

BARRICADING SUMMARY TABLE AND GENERAL NOTES.....	2
TRAFFIC CONTROL PLAN.....	3-4
TRAFFIC CONTROL DETAILS.....	5



NOT TO SCALE



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TBPE REG. NO. F-17453

SUBMITTED BY

Re Stella S. Vallego

LESTELLA S. VALLEY, P.E.
SUN STAR SERVICES, L.L.C.

OCTOBER 8, 2026

DATE _____

BARRICADING SUMMARY TABLE
STREETS

STREETS	ASMP CLASSIFICATION	PROTECTION STATUS	FROM	TO	ALLOWED BARRICADING HOURS	PLANNED IMPROVEMENTS	TRAFFIC CONTROL PLAN SHEET	DURATION	COMMENTS
BARTON CREEK BLVD	LEVEL 3	NOT PROTECTED	CARRANZO DR	COLERA DR	WEEKDAY: 9AM - 7PM, WEEKEND: 7AM - 7PM	SPECIAL EVENT	3 & 4	7 DAYS	NONE
BARTON CLUB DR	LEVEL 1	NOT PROTECTED	BARTON CREEK BLVD	OMNI RESORT & SPA DRIVEWAY	WEEKDAY: 9AM - 7PM, WEEKEND: 7AM - 7PM	SPECIAL EVENT	3 & 4	7 DAYS	NONE
BARTON CREEK BLVD	LEVEL 3	NOT PROTECTED	WIMBERLY LN	NAVIDAD DR	WEEKDAY: 9AM - 7PM, WEEKEND: 7AM - 7PM	SPECIAL EVENT	3 & 4	7 DAYS	NONE

INTERSECTIONS

STREET INTERSECTION	ASMP CLASSIFICATION	PLANNED IMPROVEMENTS	TRAFFIC CONTROL PLAN SHEET	ALLOWED BARRICADING TIMES	DURATION	COMMENTS
BARTON CREEK BLVD / BARTON CLUB DR	LEVEL 3/ LEVEL 2	SPECIAL EVENT	4	WEEKDAY: 9AM - 4PM, WEEKEND: 7AM - 7PM	7 DAYS	NONE
BARTON CREEK BLVD / WIMBERLY LN	LEVEL 3/ LEVEL 2	SPECIAL EVENT	4	WEEKDAY: 9AM - 4PM, WEEKEND: 7AM - 7PM	7 DAYS	NONE

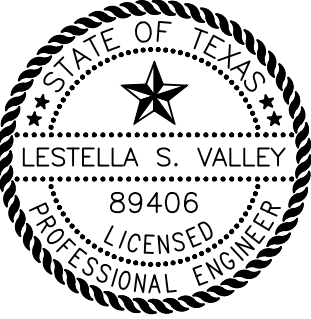
2026 Austin Championship Police Grid			MONDAY 11/9/2026			TUESDAY 11/10/2026			WEDNESDAY 11/11/2026			THURSDAY 11/12/2026			FRIDAY 11/13/2026			SATURDAY 11/14/2026			SUNDAY 11/15/2026		
Position	TYPE	n = Red	START	END	HOURS	START	END	HOURS	START	END	HOURS	START	END	HOURS	START	END	HOURS	START	END	HOURS	START	END	HOURS
EVENT MANAGER																							
Police Lieutenant	Manager		6:00:00 AM	5:00:00 PM	11.00	6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:30:00 PM	12.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Police Lieutenant	Manager														5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Deputy Positions																							
Before Bus Lane	Traffic Control		6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:30:00 PM	12.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Weave Lane	Traffic Control		6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:30:00 PM	12.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Rideshare Entrance	Traffic Control														6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.50
Rideshare Exit	Traffic Control														6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:00:00 AM	6:30:00 PM	12.50
Barton Creek Blvd and Wimberly Lane	Traffic Control		6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:00:00 PM	12.00	6:00:00 AM	6:30:00 PM	12.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Barton Creek Blvd and Barton Club Dr	Traffic Control											5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	5:00:00 AM	6:30:00 PM	13.50	6:00:00 AM	6:30:00 PM	12.50
Main Entry	Access Control											6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00
Preferred Entry	Access Control											6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00
Player Family Dining Parking Lot Door	Access Control		9:00:00 AM	5:00:00 PM	8.00	9:00:00 AM	5:00:00 PM	8.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00
Player Locker Room	Access Control		9:00:00 AM	5:00:00 PM	8.00	9:00:00 AM	5:00:00 PM	8.00	6:00:00 AM	6:30:00 PM	12.50	6:00:00 AM	6:30:00 PM	12.50	6:00:00 AM	6:30:00 PM	12.50	6:00:00 AM	6:30:00 PM	12.50	7:00:00 AM	6:30:00 PM	11.50
Back 9 Roamer	Access Control											9:00:00 AM	6:00:00 PM	9.00	9:00:00 AM	6:00:00 PM	9.00	9:00:00 AM	6:00:00 PM	9.00	9:00:00 AM	6:00:00 PM	9.00
Golf Group Roamer	Access Control											6:00:00 AM	6:30:00 PM	12.50	6:00:00 AM	6:30:00 PM	12.50	6:00:00 AM	6:30:00 PM	12.50	7:00:00 AM	6:30:00 PM	11.50
Golf Group Roamer	Access Control											6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00
Golf Group Roamer	Access Control											6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00
Child Care Resort	Access Control											9:00:00 AM	5:00:00 PM	8.00	8:00:00 AM	6:00:00 PM	10.00	8:00:00 AM	6:00:00 PM	10.00	8:00:00 AM	6:00:00 PM	10.00
Command Dispatcher	Command											6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	6:30:00 AM	6:30:00 PM	12.00	7:30:00 AM	6:30:00 PM	11.00

COUNTY NOTES:

1. CONTRACTOR SHALL HAVE AN APPROVED RIGHT OF WAY (ROW) PERMIT AND TRAFFIC CONTROL PLAN (TCP) IN ELECTRONIC OR PAPER FORMATS ON SITE AT ALL TIMES WHEN WORKING IN THE ROW.
3. EXISTING DRIVEWAYS SHALL NOT BE CLOSED EXCEPT WITH ADVANCE NOTICE TO THE AFFECTED BUSINESSES/RESIDENTS AND APPROVAL FROM THE ROW DIVISION OF GOVERNING AGENCY.
4. ACCEPTABLE CRASHWORTHY SIGN SUPPORT CAN BE FOUND ON TXDOT STANDARD BARRICADE AND CONSTRUCTION DETAIL BC(5), LATEST EDITION. ALL DEVICES SHALL BE SET IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
5. GOVERNING AGENCY'S ENGINEER OR INSPECTOR MAY MAKE OR REQUIRE FIELD ADJUSTMENTS TO ADDRESS ISSUES OF SAFETY AND MOBILITY.



10/08/2026



L. Stella S. Valley

GOOD GOOD
GOLF CHAMPIONSHIP
AUSTIN, TX

TRAFFIC CONTROL PLAN
BARRICADING SUMMARY TABLE
AND GENERAL NOTES

DESCRIPTION:

DATE:

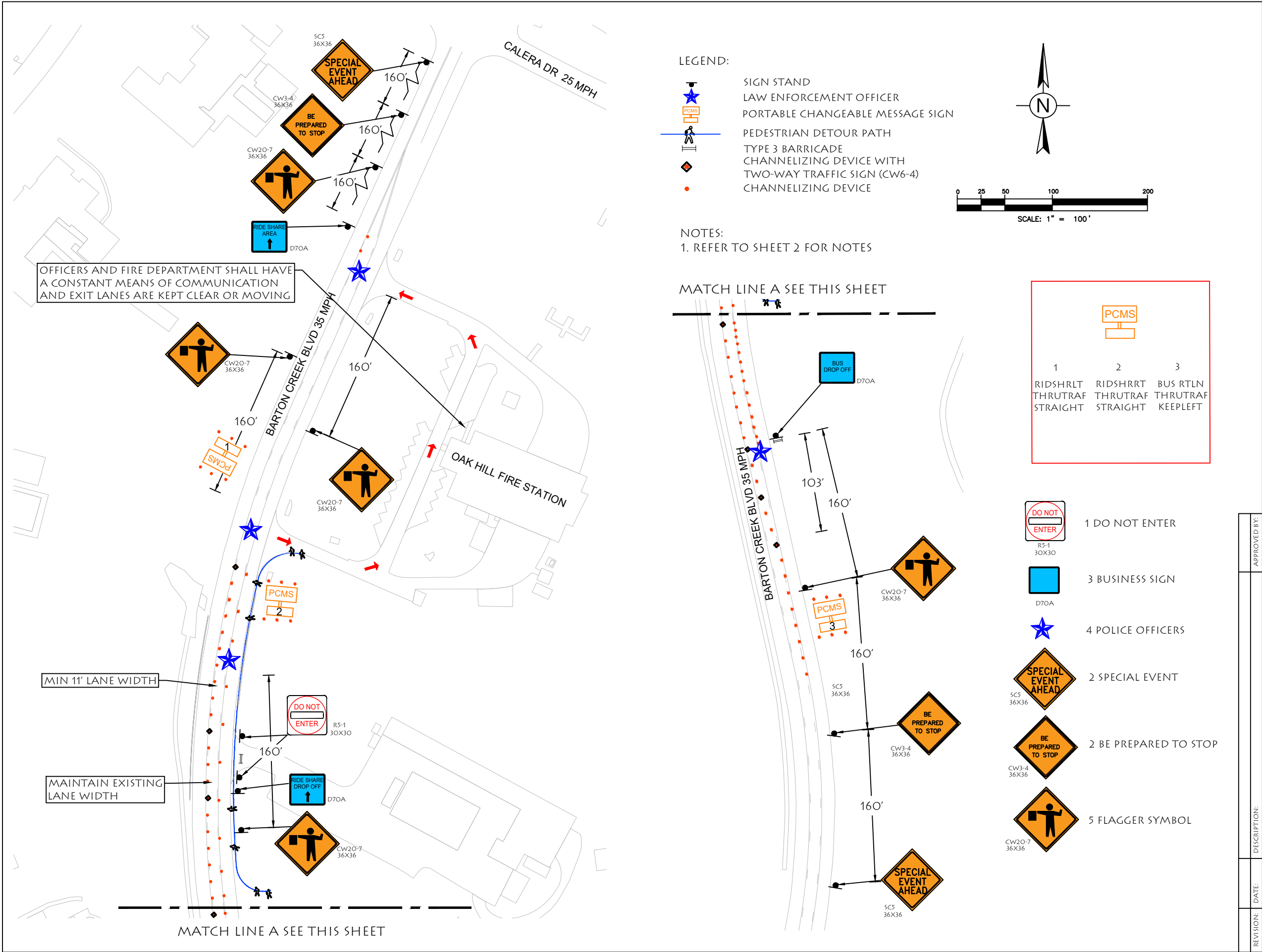
REVISION:

DRAWN BY:
MB

PROJECT NO:
26094

CITY JOB NO:

SHEET:
2 OF 5

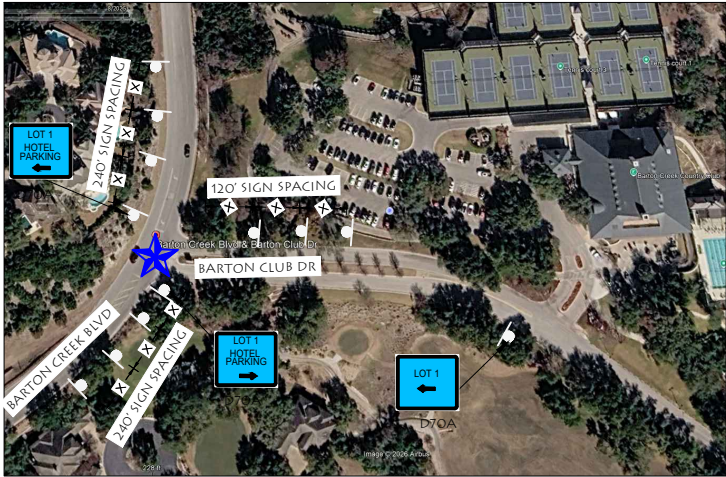


SUN STAR SERVICES, LLC
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TBPE REG. NO. F-17453

10/08/2026

Lestella S. Valley

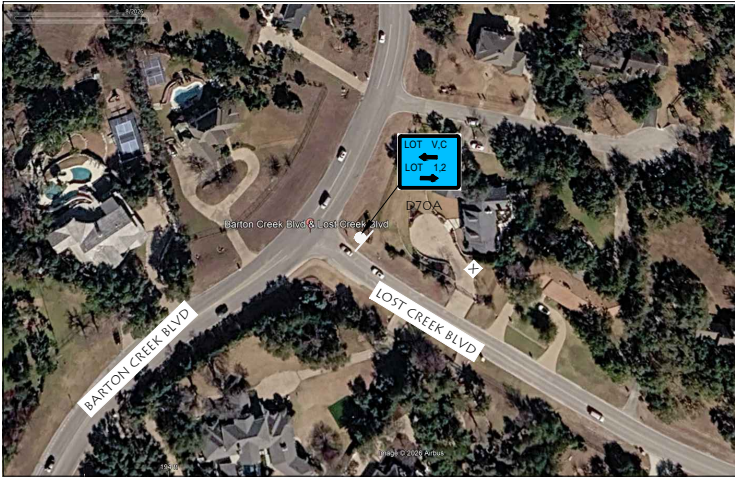
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	GOLF CHAMPIONSHIP	
DATE:	AUSTIN, TX	
	SHEET NAME:	
REVISION:	TRAFFIC CONTROL PLAN	
	PHASE 1	
DRAWN BY: MB		PROJECT NO: 26094
CITY JOB NO:		SHEET: 3 OF 5



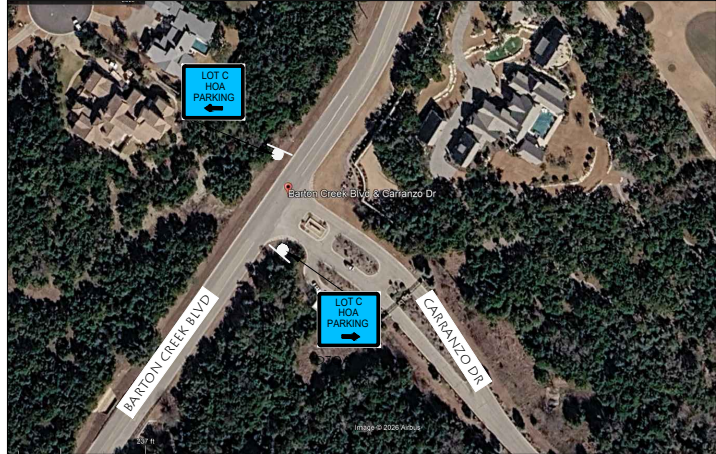
BARTON CREEK BLVD & BARTON CLUB DR



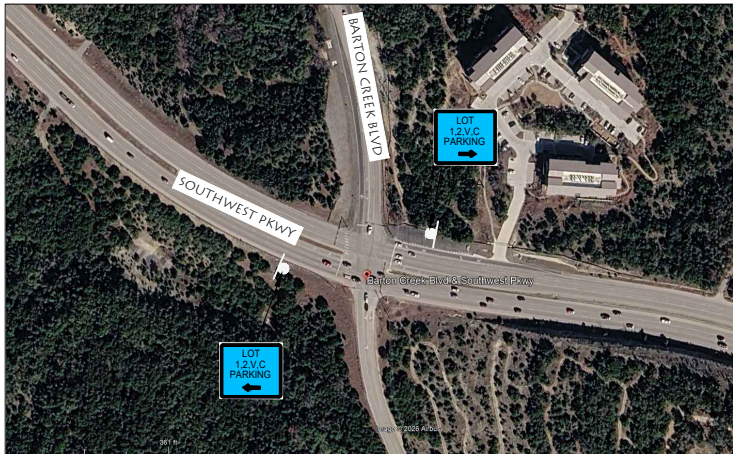
BARTON CREEK BLVD & WIMBERLY LN



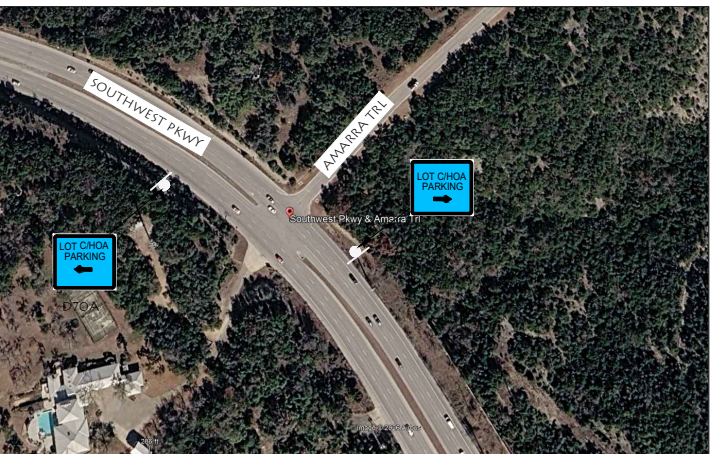
BARTON CREEK BLVD & LOST CREEK BLVD



BARTON CREEK BLVD & CARRANZO DR



BARTON CREEK BLVD & SOUTHWEST PKWY



BARTON CREEK BLVD & AMARRA TRL



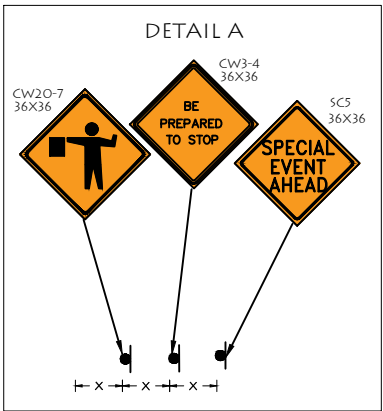
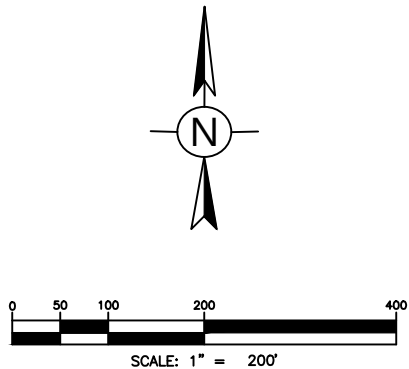
S CAPITAL OF TEXAS HWY AT BARTON CREEK SQUAR ENTRANCE

-  12 BUSINESS SIGN
-  2 POLICE OFFICERS
-  6 SPECIAL EVENT
-  6 BE PREPARED TO STOP
-  6 FLAGGER SYMBOL

LEGEND:

 SIGN STAND

 LAW ENFORCEMENT OFFICER



DESCRIPTION:	GOOD GOOD	
PROJECT NAME:	GOLF CHAMPIONSHIP	
SHEET NAME:	AUSTIN, TX	
DATE:	DRAWN BY:	PROJECT NO:
REVISION:	MB	26094
CITY JOB NO:		SHEET:
		4 OF 5

Section 6B.04 Advance Warning Area

Standard:
When the work space is within the traveled way, except for short-duration and mobile operations, advance warning shall provide a general message that work is taking place and shall supply information about highway conditions. TTC devices shall indicate how vehicular traffic can move through the TTC zone.

- Support:**
- The advance warning area is the section of highway where road users are informed about the upcoming transition and activity areas or incident area.
 - The advance warning area may vary from a single sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to a series of signs in advance of the TTC zone activity area.

Guidance:

- Typical distances for placement of advance warning signs on freeways and expressways should be longer because drivers are conditioned to uninterrupted flow. Therefore, the advance warning sign placement should extend on these facilities as far as 1/2 mile or more.
- On urban streets, the effective placement of the nearest warning sign to the TTC zone, in feet, should range from 4 to 8 times the speed limit in mph, with the high end of the range being used when speeds are relatively high. When two or more advance warning signs are used on higher-speed streets, such as major arterials, the advance warning area should extend a greater distance (see Table 6B-1A).

- Option:**
- When a single advance warning sign is used (in cases such as low-speed residential streets), the advance warning area may be as short as 100 feet if assuming a 25 mph posted speed.

Guidance:

- Since rural highways are normally characterized by higher speeds, the effective placement of the first warning sign to feet should be substantially longer—from 8 to 12 times the speed limit in mph. Since two or more advance warning signs are normally used for these conditions, the advance warning area should extend 1,500 feet or more for open highway conditions (see Table 6B-1A).
- The distances contained in Table 6B-1A are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted for field conditions, if necessary, by increasing or decreasing the recommended distances.

- Support:**
- The need to provide additional reaction time for a condition is one example of justification for increasing the sign spacing. Conversely, decreasing the sign spacing might be justified in order to place a sign immediately downstream of an intersection or major driveway such that traffic turning onto the roadway in the direction of the TTC zone will be warned of the upcoming condition.
 - Advance warning may be eliminated when the activity area is sufficiently removed from the road users' path so that it does not interfere with the normal flow.

Table 6B-1A. (TX) Suggested Advance Warning Sign Spacing		
Road Classification	Posted Speed (MPH)	Sign Spacing "X" (Feet)
Conventional Highway	25	100
	35	120
	40	160
	45	240
	50	320
	55*	400
	60*	400
	65*	400
	70*	800
	75*	800
Expressway Freeway	80*	1,000
	85*	1,000
	All Speeds	See Typical Applications (Chapter 6P)

*Distance between signs should be increased to have 1,500 feet advance warning (See Section 6B.04.07).

*Distance between signs should be increased to have 1/2 mile or more advance warning (See Section 6B.04.04).

Figure 6F-1. Height and Lateral Location of Signs — Typical Installations

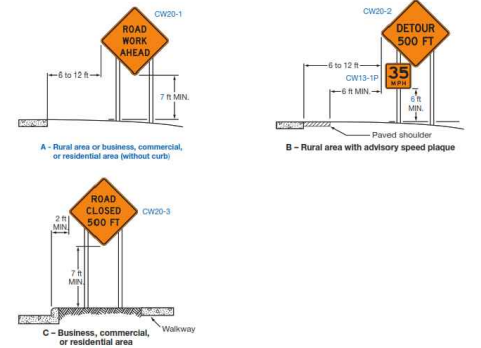


Figure 6F-2. Methods of Mounting Signs Other Than on Posts

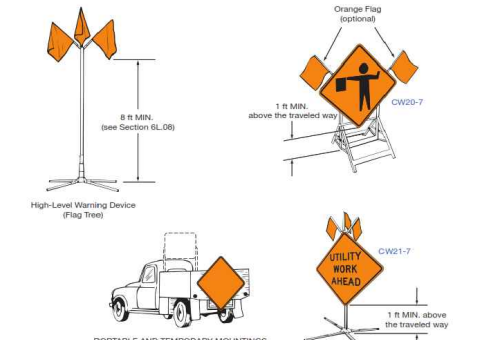
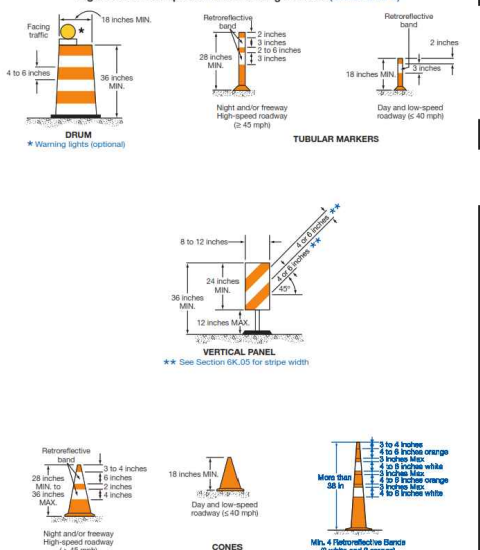


Figure 6K-1. Examples of Channelizing Devices (Sheet 1 of 2)



Guidance:

- If used, shoulder tapers should have a length of at least 1/2 L (see Tables 6B-3 and 6B-4A). If a shoulder is used as a travel lane, either through practice or during a TTC activity, a normal merging or shifting taper should be used.

- Support:**
- A downstream taper might be useful in termination areas to provide a visual cue to the driver that access is available back into the original lane or path that was closed.

Guidance:

- If used, a downstream taper should have a minimum length of 50 feet and a maximum length of 100 feet with devices placed at a spacing of approximately 20 feet.

- Support:**
- The one-lane, two-way taper is used in advance of an activity area that occupies part of a two-way roadway in such a manner that a portion of the road is used alternately by traffic in each direction.

Guidance:

- A taper having a minimum length of 50 feet and a maximum length of 100 feet with channelizing devices at approximately 20-foot spacing should be used to guide traffic into the one-lane section, and a downstream taper should be used to guide traffic back into their original lane.

- Support:**
- An example of a one-lane, two-way traffic taper is shown in Figure 6B-3.

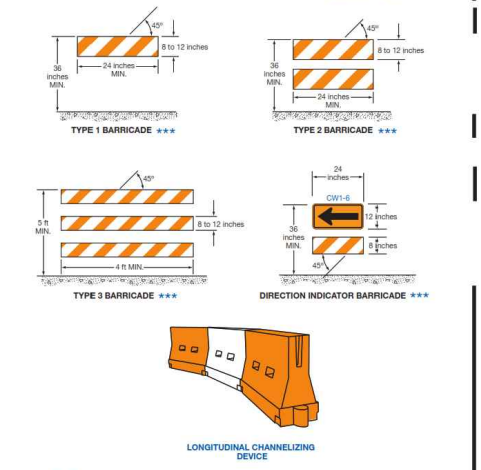
Table 6B-4A. (TX) Merging Taper Lengths and Spacing of Channelizing Devices

Posted Speed	Formula	Minimum Desirable Taper Lengths				Suggested Maximum Spacing of Channelizing Devices	
		10' Offset	11' Offset	12' Offset	On a taper	On a tangent	
25	$L = \frac{WS}{200}$	150'	165'	180'	30'	60'	
35		200'	220'	240'	35'	70'	
40		260'	280'	300'	40'	80'	
45		330'	360'	390'	45'	90'	
50		400'	440'	480'	50'	100'	
55		480'	530'	580'	55'	110'	
60		570'	630'	700'	60'	120'	
65		680'	750'	830'	65'	130'	
70		810'	890'	980'	70'	140'	
75		960'	1050'	1150'	75'	150'	
80	$L = WS$	1,120'	1,230'	1,350'	80'	160'	
85		1,300'	1,420'	1,550'	85'	170'	

Taper lengths have been rounded off.

L = Length of Taper (Feet) W = Width of Offset (Feet) S = Posted Speed (MPH)

Figure 6K-1. Examples of Channelizing Devices (Sheet 2 of 2)



*** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Notes for Figure 6P-27 — Typical Application 27 Closure at the Side of an Intersection

- Guidance:**
- The situation depicted can be simplified by closing one or more of the intersection approaches. If this cannot be done, and/or when capacity is a problem, through vehicular traffic should be directed to other roads or streets.
 - Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be used to direct road users within the intersection.

Standard:

- At night, flagger stations shall be illuminated, except in emergencies.

- Option:**
- Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
 - For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
 - A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

- When used, the BE PREPARED TO STOP sign should be located before the flagger symbol sign.
- ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.

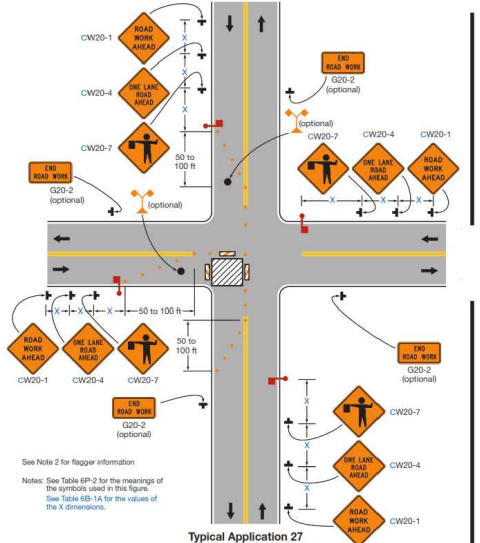
- Support:**
- Turns may be prohibited as required by vehicular traffic conditions, such as where the streets are so narrow that it might be physically impossible to make certain turns, especially for large vehicles.

- Option:**
- Positive protection devices may be used per Section 6M.02.
 - Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

- Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

Figure 6P-27. Closure at the Side of an Intersection (TA-27)



See Note 2 for flagger information.

Notes: See Table 6P-2 for the meanings of the symbols used in this figure. See Table 6B-1A for the values of the X dimensions.

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TBPE REG. NO. F-17433

10/08/2026

STATE OF TEXAS
LESTELLA S. VALLEY
89406
LICENSED PROFESSIONAL ENGINEER

LeStella S. Valley

GOOD GOOD
GOLF CHAMPIONSHIP
AUSTIN, TX

TRAFFIC CONTROL PLAN

STANDARD NOTES & DETAILS

DESCRIPTION:

APPROVED BY:

PROJECT NAME:

SHEET NAME:

DATE:

REVISION:

DRAWN BY:

CITY JOB NO:

PROJECT NO:

SHEET:

5 OF 5