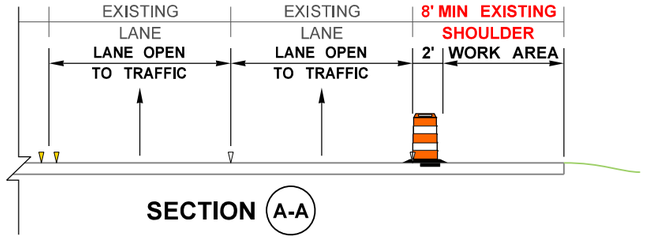

SECTION A-A

RECOMMENDED SIGN SPACING = X (1)		
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RURAL ROADS	45-55 MPH	500'±
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SHOULDER CLOSURE TAPER LENGTH = L/3						
SHOULDER WIDTH	SPEED (MPH)	45	50	55	60	65
< 8'	L/3 (feet)	USE LANE CLOSURE INSTEAD				
8'		120	160	160	160	200
10'		150	200	200	200	240

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (±) based on field conditions.					

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
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45	30	60

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R			
HOST VEHICLE WEIGHT LESS THAN 22,000 lbs.		HOST VEHICLE WEIGHT 22,000+ lbs.	
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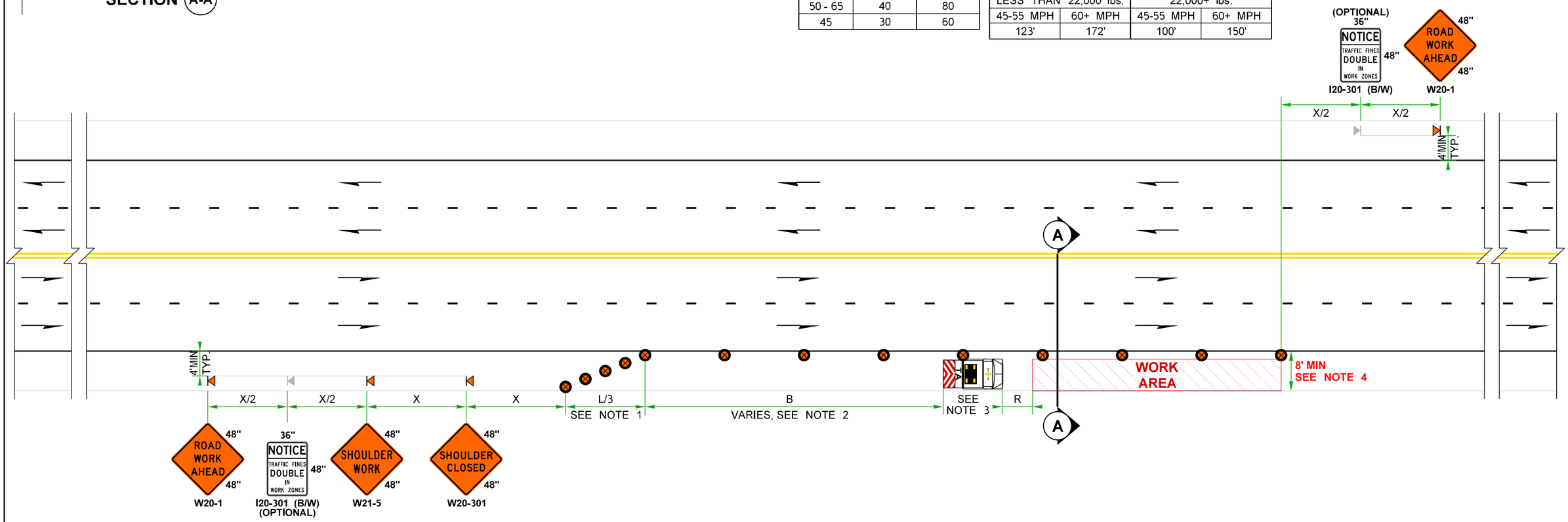
123'	172'	100'	150'



LEGEND:

- TEMPORARY SIGN LOCATION (1' MIN HEIGHT)
- TRAFFIC SAFETY DRUM
- TRANSPORTABLE ATTENUATOR (TL-3)

NOTES:

1. IF FEASIBLE, AVOID PLACING SHOULDER CLOSURE TAPER WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL AND VERTICAL CREST CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
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R5-6 (R/B/W)
PRIOR TO AND WITHIN SHLDR CLOSURE

SHOULDER CLOSURE
(45+ MPH 4-LANE HIGHWAYS)

NOT TO SCALE

FILE NAME	C:\Users\LIntzF\OneDrIve - WashIngton State Department of TransportatIon\Desktop\Work Zone TCPs\307MLHwy45+RtShIdr.dgn							Plot 1
TIME	8:35:39 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC307
DATE	3/29/2024							
PLOTTED BY	LintzF				JOB NUMBER			
DESIGNED BY								
ENTERED BY								
CHECKED BY					CONTRACT NO.		LOCATION NO.	
PROJ. ENGR.								
REGIONAL ADM.		REVISION	DATE	BY				

P.E. STAMP BOX — DATE

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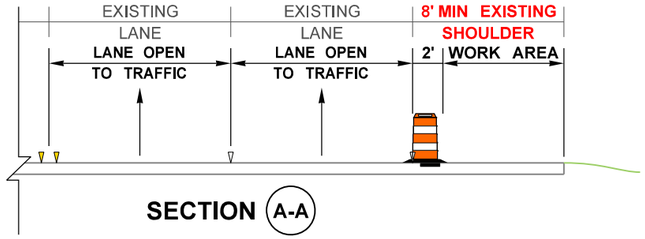
Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

SHEET 1 OF 2 SHEETS



SECTION A-A

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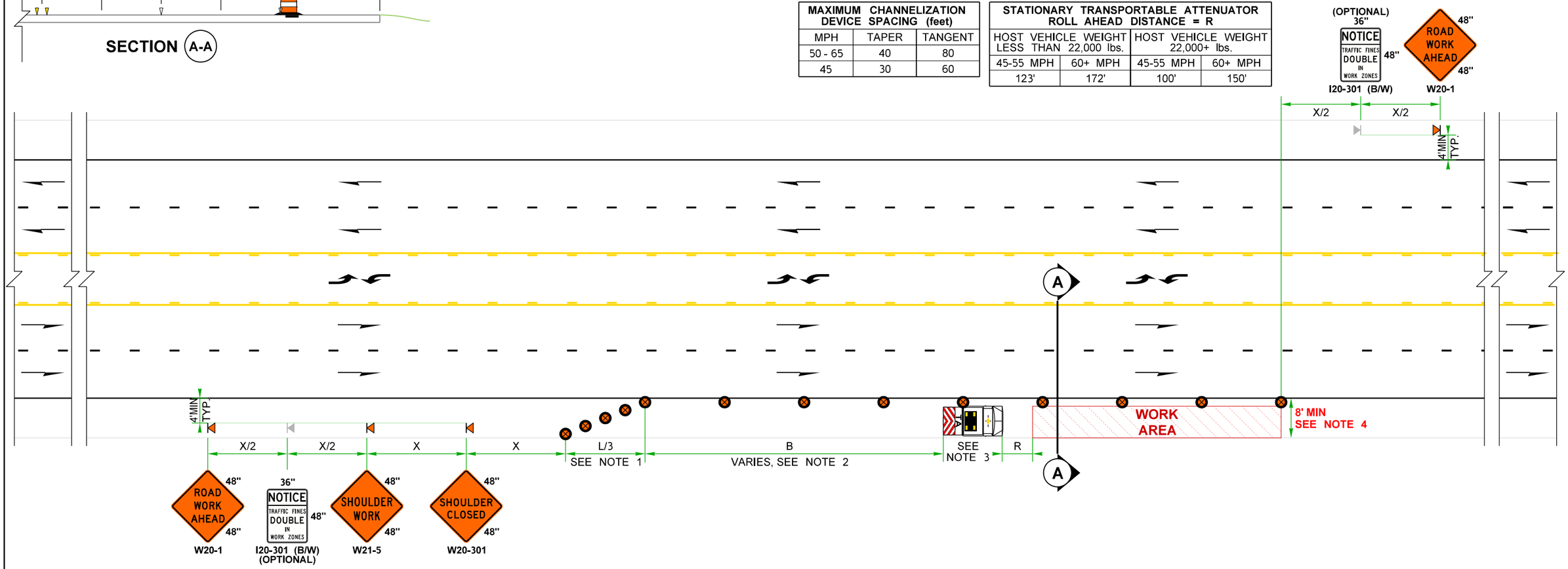

LEGEND:

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- TRAFFIC SAFETY DRUM
- TRANSPORTABLE ATTENUATOR (TL-3)

NOTES:

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R5-6 (R/B/W)
PRIOR TO AND WITHIN SHLDR CLOSURE

SHOULDER CLOSURE
(45+ MPH 5-LANE HIGHWAYS)

NOT TO SCALE

FILE NAME	C:\Users\LIntzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\307MLHwy45+RtShldr.dgn							Plot 2
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DATE	3/29/2024							
PLOTTED BY	LintzF				JOB NUMBER			
DESIGNED BY								
ENTERED BY								
CHECKED BY					CONTRACT NO.		LOCATION NO.	
PROJ. ENGR.								
REGIONAL ADM.		REVISION	DATE	BY				

P.E. STAMP BOX — DATE

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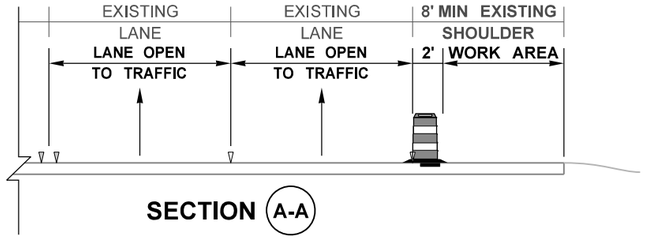
Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

SHEET 2 OF 2 SHEETS



SECTION A-A

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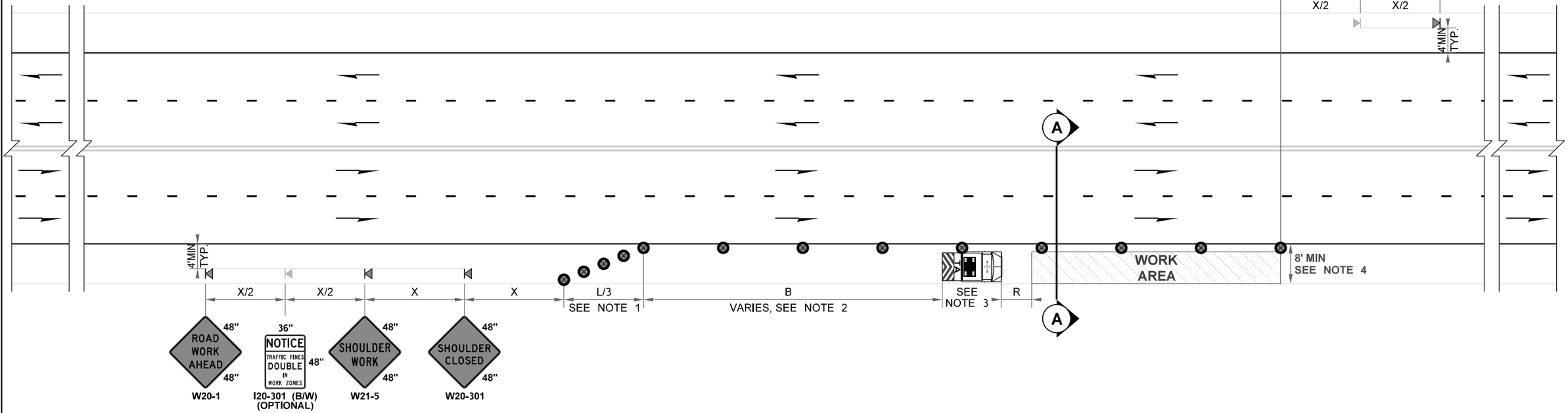

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R5-6 (R/B/W)
PRIOR TO AND WITHIN SHLDR CLOSURE

SHOULDER CLOSURE
(45+ MPH 4-LANE HIGHWAYS)

NOT TO SCALE

FILE NAME	C:\Users\LIntzF\OneDrIve - WashIngton State Department of TransportatIon\Desktop\Work Zone TCPs\307MLHwy45+RtShldr.dgn							Plot 1
TIME	8:35:40 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC307
DATE	3/29/2024							
PLOTTED BY	LintzF				JOB NUMBER			SHEET 1 OF 2 SHEETS
DESIGNED BY								
ENTERED BY								
CHECKED BY					CONTRACT NO.		LOCATION NO.	
PROJ. ENGR.								
REGIONAL ADM.		REVISION	DATE	BY				

P.E. STAMP BOX — DATE

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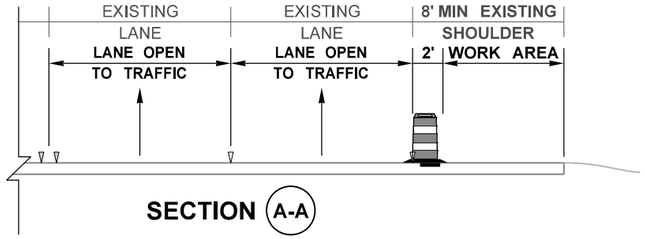
Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS



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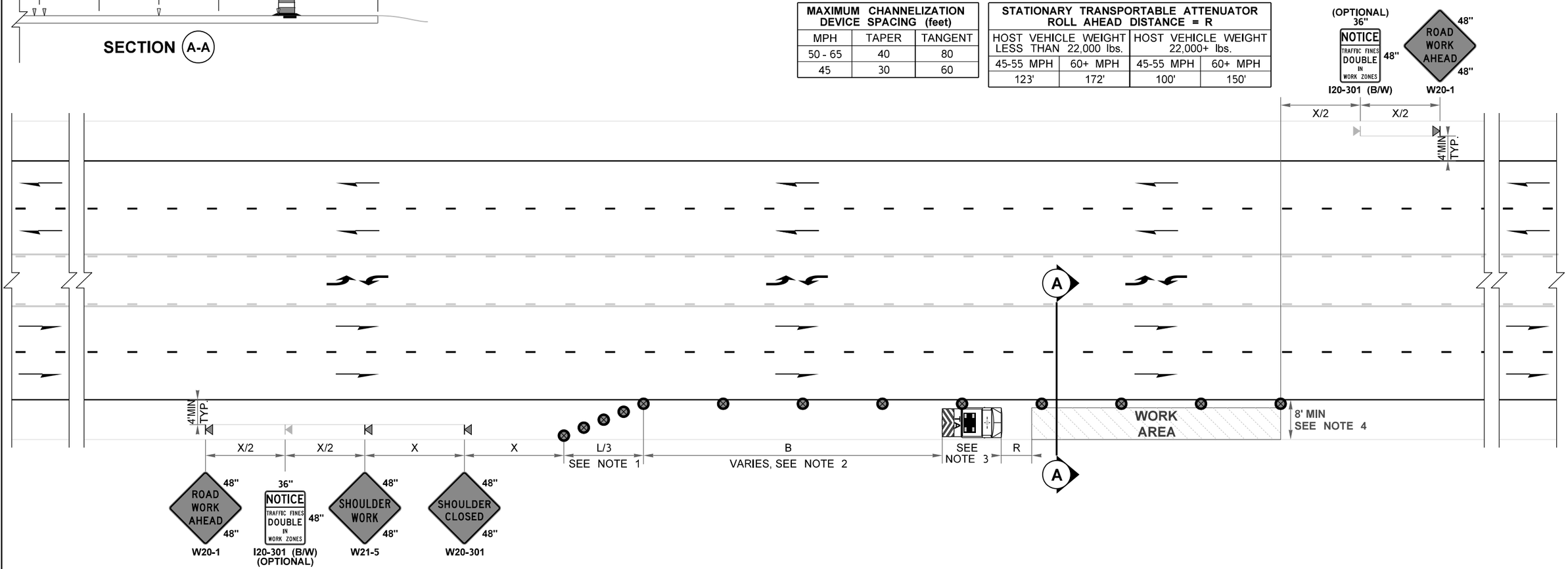

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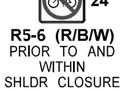

R5-6 (R/B/W)
PRIOR TO AND WITHIN SHLDR CLOSURE

SHOULDER CLOSURE (45+ MPH 5-LANE HIGHWAYS)

NOT TO SCALE

FILE NAME	C:\Users\LIntzF\OneDrIve - WashIngton State Department of TransportatIon\Desktop\Work Zone TCPs\307MLHwy45+RtShldr.dgn							Plot 2
TIME	8:35:40 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC307
DATE	3/29/2024				JOB NUMBER			
PLOTTED BY	LintzF				CONTRACT NO.	LOCATION NO.		SHEET 2 OF 2 SHEETS
DESIGNED BY								
ENTERED BY								
CHECKED BY								
PROJ. ENGR.								
REGIONAL ADM.		REVISION	DATE	BY				

P.E. STAMP BOX — DATE

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Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (March 2024).

WSDOT CAE automatically updates cell libraries on WSDOT and on-site consultant staff computers (no action needed); however, external users or off-site consultants must manually install them. For additional information e-mail HQCAEHelpDesk@wsdot.wa.gov.

Division 4 in WSDOT Plans Preparation Manual, Section 400.06(29), provides updated work zone cell library policy and information for PS&Es. See https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/plans-preparation-manual

PLOT USAGE EXPLANATION:

Plot 1: Shoulder closure maintaining existing speed limit on 4-lane highways with 45 mph or higher speed limits.

Plot 2: Shoulder closure maintaining existing speed limit on 5-lane highways with 45 mph or higher speed limits.

Note: Details for at-grade intersections will be added at a future date.

DESIGNER NOTES:

A. These typical traffic control plans (Typical TCPs) may be modified for project-specific, site-specific situations, and/or WSDOT Region Transportation Operations standard practices. **Typical TCPs are not "Standard Plans".**

B. Because of the minimal traffic impacts of shoulder closures, Portable Changeable Message Signs (PCMSs) are avoided. PCMSs are optional per MUTCD Section 6F.60 and Section 6H and are used to supplement signage and inform motorists of unexpected situations.

C. 48"x48" diamond-shaped work zone signs used on 45+ mph multi lane highways. For shoulder closures, temporary signs are only placed on one shoulder (does not need to be gated). If signs are barrier-mounted, a special rectangular-shaped 24"x48" sign should be used. See MUTCD Table 6F-1 for additional temporary sign size information.

D. When positioned behind channelizing devices, temporary signs should be mounted at 5' minimum.

E. Work zone traffic control layout is based on the posted speed limit.

F. Traffic safety drums, 42" tall channelizing devices, 36" traffic cones, & 28" traffic cones allowable for tangents, but traffic safety drums should be used on tapers (vertical panel channelizing devices prohibited). Warning lights on channelizing devices being phased out in Washington. Contact Region Transportation Operations for information regarding their standard practices.

G. Maximum channelizing device spacing table for tangents is based on WAC 468-95-301 and may ALWAYS be reduced.

H. It is WSDOT standard practice not to use sequential arrow signs (arrow boards) for shoulder closure tapers. Per MUTCD TA-3 & TA-6, sequential arrow signs (arrow boards) should not be used.

I. Longitudinal buffer spaces (B) are optional per MUTCD Section 6C.06 but is desired when practical. Longitudinal buffers are the most adjustable component that may be increased/decreased to move lane closure tapers away from horizontal/vertical curves and from on-ramp merges.

J. The lateral buffer (transverse distance between open lanes and work area) is typically 2 feet on 45+ mph roadways but may be reduced to 1-foot to provide additional work area. Per MUTCD Section 6C.06 P14, lateral buffer spaces are optional. Actual work area limits may be modified.

K. Per MUTCD TA-6, the downstream taper not used. On 45+ mph roadways, heavy construction vehicle traffic ingressing and egressing into work area is not encouraged for shoulder closures (lane closures should be used instead).

SHOULDER CLOSURE (45+ MPH MULTILANE HIGHWAYS)

INFORMATIONAL USE ONLY

DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALs.

DESIGNER GUIDANCE

Plot 3

TC307