

- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
 "##" ARE CHANGEABLE VALUES BASED ON REAL-TIME TRAVEL DELAY TIMES IN MINUTES.
- 4. ADJUST SWZS COMPONENTS LOCATION TO AVOID CONFLICTS WITH TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS SWZS COMPONENTS MAY BE POLE-MOUNTED. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN LANE CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
- 5. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES MINIATURE PCMS (~6'WIDE, 12+INCH CHARACTERS) ALLOWED FOR PCMS1 ONLY UNLESS ACCEPTED BY ENGINEER.
- 6. PCMS1 AND TRAFFIC SENSOR A ARE OPTIONAL DURING SINGLE LEFT LANE CLOSURES, BUT MAY REMAIN IN PLACE FOR THE DOUBLE LEFT LANE CLOSURE.
- 7. ESTIMATED TRAVEL DELAY TIMES SHALL BE ACCURATE WITHIN 5 MINUTES.
- 8. WHEN FEASIBLE, LOCATE SIDE FIRE TRAFFIC SENSOR PRIOR TO ANY OPEN RAMPS.
- 9. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 10. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES APE 1ESS THAM 55 MILES. ARE LESS THAN 5.5 MILES.

ADDED PC	MS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD
LEGEND:	
8	TRAFFIC SAFETY DRUM
#	TRAFFIC SENSOR (SEE NOTE 6)
TTS#	PORTABLE TRAVEL TIME SENSOR (SEE NOTE 7)
SFTS→	SIDE FIRE TRAFFIC SENSOR (SEE NOTE 8)
((•)	SMART SEQUENTIAL ARROW SIGN (CONNECTED)
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTES 5 & 6)
H	PAN-TILT-ZOOM (PTZ) CAMERA
	TEMPORARY BARRIER
H	TEMPORARY IMPACT ATTENUATOR (TL-3)

			SYMI		RIGGI SPEE (mph) (FIC TION Flow																
			s	_	<35	_	Slov		-														(OPTIC	ONAL)
QI LOC	UEU		TR		IC					IS 8	PCN	IS 7	PCN	IS 6	PCM	IS 5	PCN	IS 4	PCN	IS 3	PCM	S 2	PCN	IS 1
1			G		E					2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
(n	niles	5)		RAF	FIC	CONI	OITIO	N	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC										
ı	None		FF	FF	FF F	FF	FF	FF		(Blank)	LEFT LANE CLOSED	1 MILE AHEAD		(Blank)		(Blank)								
0.01	то	0.5	FF	FF	FF F	F F	F FF	SL		(Blank)		(Blank)		(Blank)	• •	(Blank)	SINGLE LANE CLOSURE	2 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 0.5 MILE		(Blank)
0.51	то	1.4	FF	FF	FF F	FF	FSI	SL		(Blank)		(Blank)		(Blank)	SINGLE LANE CLOSURE	3 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 1 MILE	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL
1.41	то	2.4	FF	FF	FF F	FS	LSI	_ SL		(Blank)		(Blank)	SINGLE LANE CLOSURE	4 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 2 MILES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL
2.41	то	3.4	FF	FF	FF S	LS	LSI	_ SL		(Blank)	SINGLE LANE CLOSURE	5 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 3 MILES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL
3.41	то	4.4	FF	FF :	SL S	LS	LSI	SL	SINGLE LANE CLOSURE	6 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 4 MILES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL
5.41	то	6.4	FF	SL	SL S	LS	LSI	SL	LANE CLOSURE 6 MILES	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 5 MILES	4 MILES TO MERGE POINTS	USE ALL 3 LANES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL
	5.41+		SL	SL	SL S	LS	LSI	SL	SLOW OR STOPPED TRAFFIC	NEXT 6 MILES	LANE CLOSURE 5 MILES	## MINUTE DELAY	4 MILES TO MERGE POINTS	USE ALL 3 LANES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGING HELPS	MINIMIZE DELAYS FOR ALL

6-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): SINGLE LEFT LANE CLOSURE

NOT TO SCALE

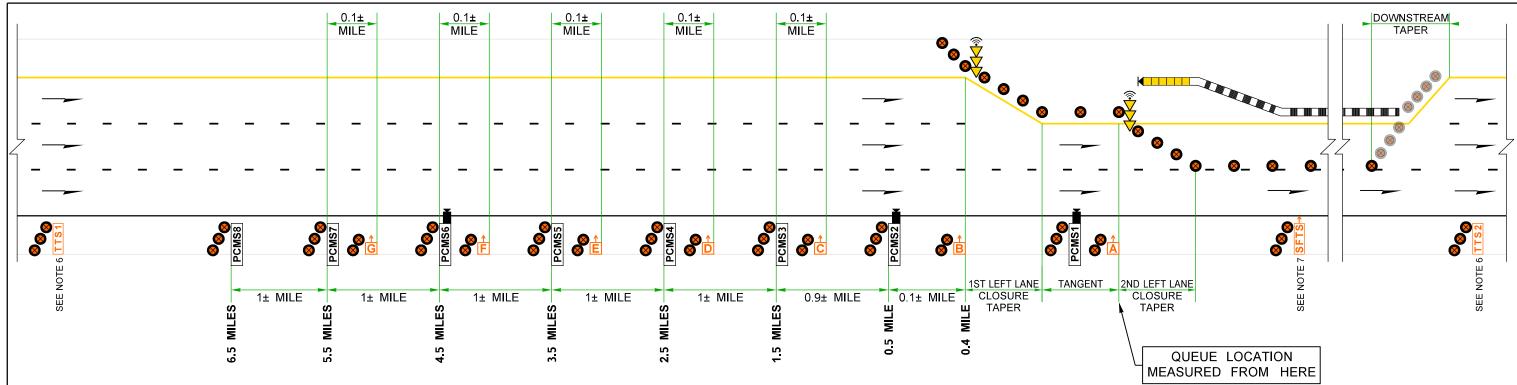
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FILE NAME	C:\Users\LintzF\OneDrive - Wa	shington State Department of Transportation\Desktop\W	ork Zone TCI	Ps\162	Fwy6M	IIIeSWZS	52Lt.dgn
TIME	1:52:58 PM				REGION NO.	STATE	FED.AID PROJ.NO.
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PROJ. ENGR.							
REGIONAL ADM.		REVISION	DATE	BY			



PLAN REF NO TC162 2 TYPICAL TRAFFIC CONTROL PLANS

Plot 1



NOTES:

- 1. THIS PLAN IS USED IN CONJUNCTION WITH A INTERMEDIATE-TERM 3-LANE FREEWAY DOUBLE LEFT LANE CLOSURE TRAFFIC CONTROL PLAN.
- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
 "##" ARE CHANGEABLE VALUES BASED ON REAL-TIME TRAVEL DELAY TIMES IN MINUTES.
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- 8. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 9. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ADEL LESS THAN SE MILES.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

LEGEND:	
8	TRAFFIC SAFETY DRUM
#	TRAFFIC SENSOR
TTS#	PORTABLE TRAVEL TIME SENSOR (SEE NOTE 6)
SFTS→	SIDE FIRE TRAFFIC SENSOR (SEE NOTE 7)
((•)	SMART SEQUENTIAL ARROW SIGN (CONNECTED)
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 5)
H	PAN-TILT-ZOOM (PTZ) CAMERA
	TEMPORARY BARRIER
K	TEMPORARY IMPACT ATTENUATOR (TL-3)

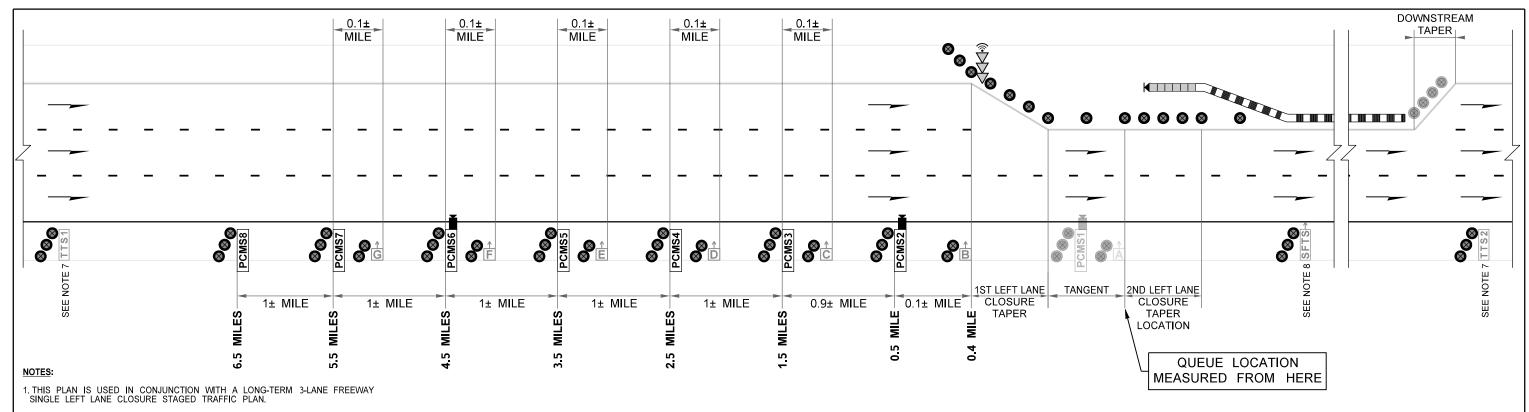
SYMBOL	TRIGGER SPEED (mph)	TRAFFIC CONDITION
FF	35+	Free Flow
SL	<35	Slowed

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		JEUI					S	EN:	SO	RS	PCM	IS 8	PCM	IS 7	PCN	IS 6	PCM	IS 5	PCM	IS 4	PCN	IS 3	PCM	IS 2	PCN	1S 1
	LOC	AII	ON	G	F	Е	D	С	В	Α	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
L	(m	iles	i)					NDI			2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC										
	N	lone		FF	FF	FF	FF	FF	FF	FF		(Blank)	2 LEFT LANES CLOSED	1 MILE AHEAD		(Blank)	• •	(Blank)								
S. [0.01	то	0.5	FF	FF	FF	FF	FF	FF	SL		(Blank)		(Blank)		(Blank)		(Blank)	DOUBLE LANE CLOSURE	2 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 0.5 MILE		(Blank)
	0.51	то	1.4	FF	FF	FF	FF	FF	SL	SL		(Blank)		(Blank)		(Blank)	DOUBLE LANE CLOSURE	3 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 1.5 MILE	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS
	1.41	то	2.4	FF	FF	FF	FF	SL	SL	SL		(Blank)		(Blank)	DOUBLE LANE CLOSURE	4 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 2.5 MILES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS
	2.41	то	3.4	FF	FF	FF	SL	SL	SL	SL		(Blank)	DOUBLE LANE CLOSURE	5 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 3.5 MILES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS
	3.41	то	4.4	FF	FF	SL	SL	SL	SL	SL	DOUBLE LANE CLOSURE	6 MILES AHEAD	TRAFFIC BACKUPS PRESENT	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 4.5 MILES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS
	5.41	то	6.4	FF	SL	SL	SL	SL	SL	SL	2 LANE CLOSURE 6 MILES	## MINUTE DELAY	SLOW OR STOPPED TRAFFIC	NEXT 5.5 MILES	4 MILES TO MERGE POINTS	USE ALL 3 LANES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS
	6	.41+		SL	SL	SL	SL	SL	SL	SL	SLOW OR STOPPED TRAFFIC	NEXT 6.5 MILES	2 LANE CLOSURE 5 MILES	## MINUTE DELAY	4 MILES TO MERGE POINTS	USE ALL 3 LANES	3 MILES TO MERGE POINTS	USE ALL 3 LANES	2 MILES TO MERGE POINTS	USE ALL 3 LANES	ZIPPER MERGE 1 MILE	USE LEFT LANE TOO	ZIPPER MERGE HERE	TAKE TURNS	ZIPPER MERGE HERE	TAKE TURNS

6-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): DOUBLE LEFT LANE CLOSURE

NOT TO SCALE

							NOT TO SCALE			
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PLOTTED BY	LintzF			''	VASI					10.02
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SYMBOI TRIGGER TRAFFIC

- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
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 ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

ABBED 1 OII	WE WILESONGE. HOW TO BROKETS TREELINT / SEEW TRAITIO / WILE/ID
LEGEND:	
8	TRAFFIC SAFETY DRUM
#	TRAFFIC SENSOR (SEE NOTE 6)
TTS#	PORTABLE TRAVEL TIME SENSOR (SEE NOTE 7)
SFTS→	SIDE FIRE TRAFFIC SENSOR (SEE NOTE 8)
((•)>>	SMART SEQUENTIAL ARROW SIGN (CONNECTED)
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTES 5 & 6)
>	PAN-TILT-ZOOM (PTZ) CAMERA
	TEMPORARY BARRIER
K	TEMPORARY IMPACT ATTENUATOR (TL-3)

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	_	FF	35+			Flow															(OPTI	ONALI
OUEUE	+-	SL	<35	, ,	Slow	vea															`	
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LOCATION	G	ΙFΙ	ΕII	D C	В	A	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
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	╀																CLOSED	AHEAD				
		.			_			(51 1)		(51 1)		(51 1)		(DI I)	SINGLE	2	TRAFFIC	##	SLOW OR	NEXT		(5)
0.01 TO 0.5			FF	-	-	- SL		(Blank)	la .	(Blank)		(Blank)		(Blank)	LANE CLOSURE	MILES AHEAD	BACKUPS PRESENT	MINUTE DELAY	STOPPED TRAFFIC	0.5 MILE		(Blank)
	+	+		_	+								SINGLE	3	TRAFFIC	##	SLOW OR	NEXT	ZIPPER	TAKE	ZIPPER	MINIMIZE
0.51 TO 1.4	FE	FF	FE E	E F	= _{SI}	SI		(Blank)		(Blank)		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	1	MERGE	TURNS	MERGING	DELAYS
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1.41 TO 2.4	FF	FF	FF	FSL	LSL	SL		(Blank)		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	2	MERGE	LEFT	MERGE	TURNS	MERGING	DELAYS
											CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILES	1 MILE	LANE TOO	HERE		HELPS	FOR ALL
									SINGLE	5	TRAFFIC	##	SLOW OR	NEXT	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	MINIMIZE
2.41 TO 3.4	FF	FF	FF	s∟∣St	∟∣SL	_ SL		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	3	TO MERGE		MERGE	LEFT	MERGE	TURNS	MERGING	DELAYS
	₩	\perp			+				CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HELPS	FOR ALL
3.41 TO 4.4	1		C. C	.		C.	SINGLE LANE	6 MILES	TRAFFIC	## MINUTE	SLOW OR	NEXT	3 MILES TO MERGE	USE ALL	2 MILES TO MERGE	USE ALL	ZIPPER MERGE	USE LEFT	ZIPPER MERGE	TAKE	ZIPPER	MINIMIZE
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	+			_	+		LANE	##	SLOW OR	NEXT	4 MILES	USE	3 MILES	USE	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	MINIMIZE
5.41 TO 6.4	FF	SL	SLS	L SI	SL	SL	CLOSURE	MINUTE	STOPPED	5	TO MERGE		TO MERGE	ALL	TO MERGE		MERGE	LEFT	MERGE	TURNS	MERGING	DELAYS
3111	1			- -	_		6 MILES	DELAY	TRAFFIC	MILES	POINTS	3 LANES	POINTS	3 LANES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HELPS	FOR ALL
	1						SLOW OR	NEXT	LANE	##	4 MILES	USE	3 MILES	USE	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	MINIMIZE
6.41+	SL	. SL	SLS	L SI	∟∣SL	SL		6	CLOSURE	MINUTE	TO MERGE		TO MERGE	ALL	TO MERGE		MERGE	LEFT	MERGE	TURNS	MERGING	DELAYS
							TRAFFIC	MILES	5 MILES	DELAY	POINTS	3 LANES	POINTS	3 LANES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HELPS	FOR ALL
6.41+	SL	. SL	SLS	SL SI	L SI	SL		_												TURNS		

6-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): SINGLE LEFT LANE CLOSURE

NOT TO SCALE

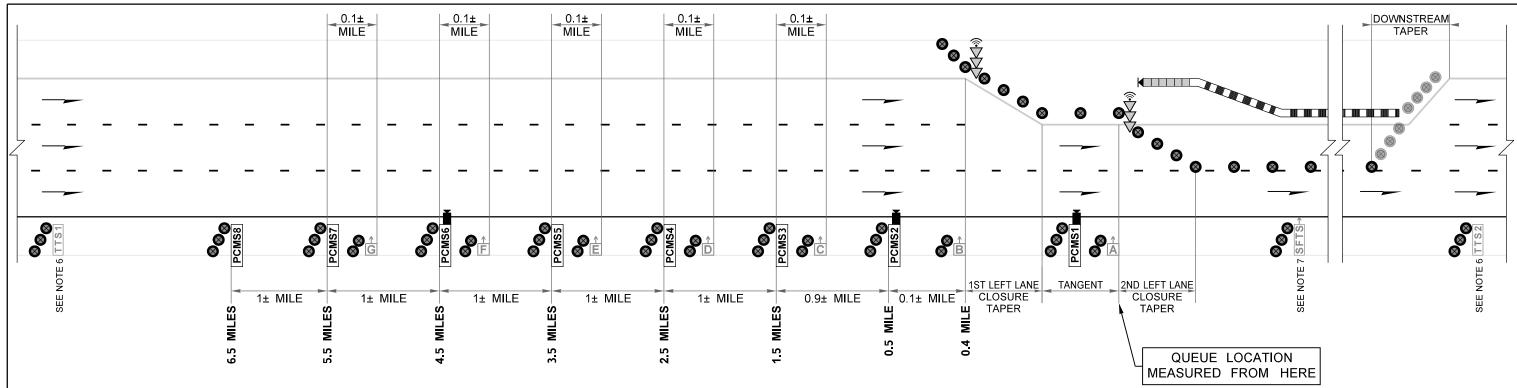
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PROJ. ENGR.							
REGIONAL ADM.	,	REVISION	DATE	BY			



PLAN REF NO TC162 2 TYPICAL TRAFFIC CONTROL PLANS

Plot 1



NOTES:

- 1. THIS PLAN IS USED IN CONJUNCTION WITH A INTERMEDIATE-TERM 3-LANE FREEWAY DOUBLE LEFT LANE CLOSURE TRAFFIC CONTROL PLAN.
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LEGEND:	
Ø	TRAFFIC SAFETY DRUM
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SFTS→	SIDE FIRE TRAFFIC SENSOR (SEE NOTE 7)
((•)	SMART SEQUENTIAL ARROW SIGN (CONNECTED)
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 5)
H	PAN-TILT-ZOOM (PTZ) CAMERA
	TEMPORARY BARRIER
K	TEMPORARY IMPACT ATTENUATOR (TL-3)

SYMBOL	TRIGGER SPEED (mph)	TRAFFIC CONDITION
FF	35+	Free Flow
SL	<35	Slowed

	QUI OC	EUE				IC	SE	NSC	DRS	PCM	IS 8	PCM	IS 7	PCN	IS 6	PCM	IS 5	PCM	S 4	PCN	IS 3	PCM	S 2	PCN	1S 1
"			' ' [(G 📗	F I	ΕL	$D \mid C$) B	A	1	2	1	2	1	2	1	2	1 1	2	1	2	1	2	1	2
	(mi	les)		TI	RAF	FIC.	CON	DITIO	N	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC	2.0 SEC				
																				2 LEFT	1				
	No	ne	F	F F	FFF	F∣F	F F	F FF	FF		(Blank)		(Blank)		(Blank)		(Blank)		(Blank)	LANES	MILE		(Blank)		(Blank)
L			_							-				-		-				CLOSED	AHEAD				
3.																		DOUBLE	2	TRAFFIC	##	SLOW OR	NEXT		
- 1	0.01 7	O 0.	5 F	F F	FFF	FFF	F F	F FF	F∣SL		(Blank)		(Blank)		(Blank)		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	0.5		(Blank)
L			_											-		-		CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILE		
														-		DOUBLE	3	TRAFFIC	##	SLOW OR	NEXT	ZIPPER	TAKE	ZIPPER	TAKE
- '	0.51	TO 1.	4 F	F F	FF	F∣F	F F	F SI	₋∣SL		(Blank)		(Blank)		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	1.5	MERGE	TURNS	MERGE	TURNS
L														-		CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILE	HERE		HERE	
										-				DOUBLE	4	TRAFFIC	##	SLOW OR	NEXT	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	TAKE
- 1	1.41	TO 2.	4 F	F F	FFF	F∣F	F∣S	L SI	₋∣SL		(Blank)		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	2.5	MERGE	LEFT	MERGE	TURNS	MERGE	TURNS
L			_											CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILES	1 MILE	LANE TOO	HERE		HERE	
										-		DOUBLE	5	TRAFFIC	##	SLOW OR	NEXT	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	TAKE
	2.41	TO 3.	4 F	:F F	FFF	F S	ŝL∣S	L∣SI	₋∣SL		(Blank)	LANE	MILES	BACKUPS	MINUTE	STOPPED	3.5	TO MERGE	ALL	MERGE	LEFT	MERGE	TURNS	MERGE	TURNS
\perp			4	_						-		CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HERE	
			. _	_ _	_ _		_	.	1	DOUBLE	6	TRAFFIC	##	SLOW OR	NEXT	3 MILES	USE	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	TAKE
	3.41	O 4.	4 F	F F	FS	SL S	s∟∣S	L∣SI	₋∣SL	LANE	MILES	BACKUPS	MINUTE	STOPPED	4.5	TO MERGE	ALL	TO MERGE	ALL	MERGE	LEFT	MERGE	TURNS	MERGE	TURNS
\perp			_	_	_					CLOSURE	AHEAD	PRESENT	DELAY	TRAFFIC	MILES	POINTS	3 LANES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HERE	
			. _	_ _	. _	. .	_	.	l	2 LANE	##	SLOW OR	NEXT	4 MILES	USE	3 MILES	USE	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	TAKE
	5.41	O 6.	4 F	F 8	iL S	3L S	s∟∣s	L SI	₋∣SL	CLOSURE	MINUTE	STOPPED	5.5	TO MERGE	ALL	TO MERGE	ALL	TO MERGE	ALL	MERGE	LEFT	MERGE	TURNS	MERGE	TURNS
\perp			_							6 MILES	DELAY	TRAFFIC	MILES	POINTS	3 LANES	POINTS	3 LANES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HERE	
	_		١.	_	. _	. _	_	.	l	SLOW OR	NEXT	2 LANE	##	4 MILES	USE	3 MILES	USE	2 MILES	USE	ZIPPER	USE	ZIPPER	TAKE	ZIPPER	TAKE
	6.4	11+	8	SL S	iL S	SL S	šL∣S	∟∣Sl	₋ SL		6.5	CLOSURE	MINUTE	TO MERGE	ALL	TO MERGE	ALL	TO MERGE	ALL	MERGE	LEFT	MERGE	TURNS	MERGE	TURNS
L			丄							TRAFFIC	MILES	5 MILES	DELAY	POINTS	3 LANES	POINTS	3 LANES	POINTS	3 LANES	1 MILE	LANE TOO	HERE		HERE	

6-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): DOUBLE LEFT LANE CLOSURE

NOT TO SCALE

							NOT TO SCALL			
FILE NAME	C:\Users\LintzF\OneDrive - Wash	Ington State Department of Transportation\Des	ktop\Work Zone TCF	s\162Fwy6MlleSW	ZS2Lt.dgn					Plot 2
TIME	1:52:59 PM			REGION STAT	FED.AID PROJ.NO.	1			1	PLAN REF NO
DATE	1/5/2024			10 WAS					1	TC162
PLOTTED BY	LintzF			II WAS	'T				1	10102
DESIGNED BY				JOB NUMBER				Washington State	1	SHEET
ENTERED BY								_	1	2
CHECKED BY				CONTRACT NO	LOCATION NO.	1		Department of Transportation	 	OF OF
PROJ. ENGR.						DATE	DATE	-	TYPICAL TRAFFIC CONTROL PLANS	2 SHEETS
REGIONAL ADM	l	REVISION	DATE	ву		P.E. STAMP BOX	P.E. STAMP BOX			JACE 18

WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (January 2024).	DESIGNER NOTES:						
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 email HQCAEHelpDesk@wsdot.wa.gov.	A. Region Transportation Operations will determine if and what queue mitigation system is (Traffic Manual 5-9). For additional information, see Traffic Manual 5-17 or Work Zone Traffic Control						
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	B. These typical traffic control plans may be modified for site-specific situations and/or WSDOT Region Typical Traffic Control Plans are not "Standard Plans" .	Transportation Operations standard practices.					
TYPICAL TCP USAGE EXPLANATION:	C. If the long-term staged traffic control plan does not use temporary barriers, this Typical TCP can be	modified to reflect channelization devices instead.					
Plot 1: Supplements long-term single left lane closure on 3-lane freeways.	D. When used, include 3 of the following Smart Work Zone System General Special Provisions list	sted below:					
Plot 2: Supplements long-term single left lane closure on 3-lane freeways with a intermediate-term double left lane closure in place.	1-10.3(3).OPT3.FR1 Specifications 1-10.4(2).OPT5.GR1 Measurement (Traffic Control as Bid Items) 1-10.5(2).OPT3.GR1 Payment						
	E. If traffic queues regularly exceed 6 miles, use the 9-mile Smart Work Zone System (TC172).						
	F. Except for projects requiring them in the Provisions, Pan-Tilt-Cameras (PTZ Cameras) are optional ar or deleted. PTZ Cameras are used remotely by Agency to monitor incidents and queues.	nd may be mounted on different PCMSs as desired					
	G. The side-fire traffic sensor is used to obtain traffic volume and speed data per General Special Provision requirements.						
	H. These Smart Work Zone Systems are very adaptable for a variety of situations, including being used queued work zone. Contact State Work Zone Engineers for guidance at HQWorkZone@wsdot.wa.go	on multiple roadways concurrently leading into a v.					
6 MU E QUEUE V	VARNING SYSTEM						
·	DOUBLE LEFT LANE CLOSURE						
		Plot 3					
	INFORMA	ATIONAL USE ONLY TC16					
		T INCLUDE THIS SHEET IN ACT PS&Es or TCP SUBMITTALS.					

DESIGNER GUIDANCE