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| <div><div><div>WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (January 2024).</div><div><p>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 HQCAEHlpDesk@wsdot.wa.gov.</p><p>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</p><div><u>PLOT USAGE EXPLANATION:</u></div><div><p>Plot 1: Right shoulder closure maintaining existing speed limit on a 4-lane divided highway with 45 mph or higher speed limits.</p><p><u>Note:</u> Detail sheets for Interchange ramps can be found in TC102. Details for at-grade intersections will be added at a future date.</p></div></div></div><div><div>DESIGNER NOTES:</div><div><p>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".</p><p>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.</p><p>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.</p><p>D. When positioned behind channelizing devices, temporary signs should be mounted at 5' minimum.</p><p>E. Work zone traffic control layout is based on the posted speed limit.</p><p>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.</p><p>G. Maximum channelizing device spacing table for tangents is based on WAC 468-95-301 and may ALWAYS be reduced.</p><p>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.</p><p>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.</p><p>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.</p><p>K. Per MUTCD TA-6, the downstream taper not used. Eliminating it allows construction vehicles to accelerate out of work area into reopened lane to minimize traffic impacts and increase safety.</p></div></div></div> | | |
| <div>RIGHT SHOULDER CLOSURE (45+ MPH 4-LANE DIVIDED HIGHWAYS)</div> | | |
| | INFORMATIONAL USE ONLY | Plot 2 |
| | DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALS. | TC311 |
| | DESIGNER GUIDANCE | |