ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED

(45+ MPH HIGHWAYS)

NOT TO SCALE

WORK AREA

SEE NOTE 4

SEE TC320, SHEET 2.

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS

SEE TC320, SHEET 2.

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FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS

SEE TC320, SHEET 2.
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9 FOR LEGEND TABLES AND ADDITIONAL NOTES SEE TC320, SHEET 1.
10 WORK MAY OCCUR ACROSS INTERSECTING ROADWAY APPROACH (ON SAME SIDE AS LANE CLOSURE) BY HOLDING ACCESS TRAFFIC UP TO 5 MINUTES AND RESTRICTING TURNS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING APPROACH MAY BE REMOVED.
11 SINGLE FLAGGER MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING TRAFFIC THROUGH INTERSECTION.
12 WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY HOLDING ACCESS TRAFFIC UP TO 5 MINUTES AND RESTRICTING TURNS INTO ACCESS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.
13 PAVEMENT MARKINGS MAY VARY.

48"x48" signs required on 45+ mph roadways

FLOWER PADDLE

NOTE 10
SEE NOTE 10

NOTE 11
SEE NOTE 11

NOTE 12

W20-1
MIN 36"

W20-4
MIN 36"

W20-7A
MIN 36"

W20-7B
MIN 36"

FLAGGER PADDLE

NOTE 10
SEE NOTE 10

NOTE 11
SEE NOTE 11

NOTE 12

W21-1201 (W/R, B/O)

SIDE LANE MARKINGS

Pavement Markings May Vary.

Mainline. Channelization devices delineating access may be removed.

Traffic up to 5 minutes and restricting turns into access from

Alternating 1-lane, 2-way traffic: flagger-controlled (45+ MPH Highways)

Not to scale

Washington State
Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

TC320

LintzF
6/2/2022
3:14:13 PM
C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\320Hwy45+AltTrafficFlagger.dgn
ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED
(45+ MPH HIGHWAYS)

NOTES:
1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER.
2. IF LONGITUDINAL BUFFER SPACE IS REDUCED FROM DISTANCES LISTED IN TABLE, UPGRADE PROTECTIVE VEHICLE TO A TRANSPORTABLE ATTENUATOR.
3. 28" TRAFFIC CONES RECOMMENDED. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS MAY ALSO BE USED.
4. BICYCLISTS MAY BE COMBINED WITH ALTERNATING VEHICULAR TRAFFIC.
5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
   1-07.8(1) HIGH-VISIBILITY APPAREL
   1-10.3(1) A Flaggers and Nighttime Illumination
   1-10.3(2) A Traffic Control Procedures
   9-35.1 24-INCH STOP/SLOW PADDLE SIZE
6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. ACTUAL CENTERLINE PAVEMENT MARKINGS MAY VARY.

NOTE 1:
- 6 + DEVICES
- 50' - 100' TAPER
- PV
- FLAGGER
- PROTECTIVE VEHICLE (SEE NOTE 2)
- OPTIONAL CHANNELIZATION DEVICE
- SEE NOTE 3
- 28" REFLECTIVE TRAFFIC CONE (SEE NOTE 1)
- FLAGGER PADDLE W21-1201 (W/R, B/O)
- 24" (OTHERWISE, USE PILOT CAR OPERATION)

NOTE 2:
-MaxLength (feet)
- Speed (MPH)
- Longitudinal Buffer Space = B
- Work Ahead
- Work Area
- Traffic
- Alternating
- Lane Open to
- Shoulder
- Work Area
- Shoulder
- Work Area
- Alternating Traffic
- Temporary Sign Location
- 28" Reflective Traffic Cone (See Note 1)
- Optional Channelization Device
- Protective Vehicle (See Note 2)
- STOP

NOTE 3:
- See TC320, Sheet 2.
- See intersecting roadway details
- See notes 1 & 2
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.
- See special provisions.

NOTE 4:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 5:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 6:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 7:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 8:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 9:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

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NOTE 12:
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- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 13:
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- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 14:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 15:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 16:
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NOTE 18:
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NOTE 19:
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NOTE 20:
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NOTE 22:
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NOTE 24:
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- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 25:
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- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 26:
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- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 27:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 28:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 29:
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NOTE 30:
- See notes 1 & 2.
- See Table, Upgrade Protective Vehicle to a Transportable Attenuator.

NOTE 31:
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9 FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC320, SHEET 1.
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13 PAVEMENT MARKINGS MAY VARY.

TC 320
ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

NOT TO SCALE
IMPORTANT: An extensive library of updated work zone cells are now available for work zone signs, caution signs (generic and route-specific), tables, legends, and symbols. Use these updated cells in all traffic control plans; at minimum, replace all work zone tables in all traffic control plans. This Typical Traffic Control Plan has updated cells (as of June 2022) already incorporated, but some cells have been modified.


WSDOT Staff:
1. Cell libraries are automatically updated by CAE.
2. Manually update or replace Microstation cells at least annually. For technical support and guidance see https://wsdot.wa.gov/engineering-standards/design-topics/engineering-applications/technical-support-guidance

External Cells:
1. Manually installed WSDOT cell libraries into Microstation. For download and installation instructions see https://wsdot.wa.gov/engineering-standards/design-topics/engineering-applications/software-resources-update.
2. Manually update or replace Microstation cells at least annually. For technical support and guidance see https://wsdot.wa.gov/engineering-standards/design-topics/engineering-applications/technical-support-guidance.

PRINTING IN FULL COLOR OR GRAYSCALE (WHITE/BLACK):

Even though the work zone cells are full color, CAE has programmed Colors 224-229 (used for the work zone cells and the centerline) to print in grayscale automatically when designs print in black/white.

For this to function properly (otherwise it will print out as a solid black grid), DESIGNERS MUST FIRST UPDATE THEIR COLOR TABLE AND THEN REPLACE THE OLD WORK ZONE CELLS (or Update if the new work zone cells are already used).

1. Update color table by selecting Settings -> Color Table. In the Color Table, select File -> Default and click Attach and Close.
2. Replace the old work zone cells using the Replace Cells command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either Single or Global mode (Single will just replace that one cell, Global replaces all cells matching the selected cell's name).

A. Contact Region Traffic Operations to determine which Typical TCP(s) to utilize, as their are several variations available (or soon will be).
B. These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standard practices.
C. Typical TCPs are not "Standard Plans".
D. See MUTCD Table 6-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.
E. The work zone design speed is typically the posted speed limit (or the work zone speed limit when in effect). For split speed limits (STATE LIMIT 65 TRUCKS 60), use the higher 65 mph for work zone design. For this Typical TCP, the work zone design speed is based on the existing posted speed limit for sign spacing, channelization device spacing, buffer, and road shared spaces.
F. "Flagger tapers" are always 50'-100' per closed lane with 6 devices minimum (10'-20' spacing on the taper), regardless of the posted speed limit or lane width per MUTCD 6C.38, Paragraph 15. Never use "L" for these tapers.
G. Channelization devices types may be modified (vertical panel channelization devices prohibited). 28" reflective traffic cones are recommended on flagger-controlled alternative traffic (especially for access delineation to maintain visibility for turning motorists). 36" reflective traffic cones, 42" tall channelization devices, or traffic safety cones may be used. Warning lights on channelization devices is being phased out in Washington. Contact Region Traffic Operations for information regarding their standard practices.

H. Mapping channelization devices types may be modified (vertical panel channelization devices prohibited). 28" reflective traffic cones are recommended on flagger-controlled alternative traffic (especially for access delineation to maintain visibility for turning motorists). 36" reflective traffic cones, 42" tall channelization devices, or traffic safety cones may be used. Warning lights on channelization devices is being phased out in Washington. Contact Region Traffic Operations for information regarding their standard practices.

Maximum channelization devices spacing table for tapers is based on WAC 468-95-301 and may always be reduced.

J. Sequential arrow prohibited at flagger tapers per WSDOT standard practice and per MUTCD Guidance TA-10.
K. Per MUTCD Section 6C.06, longitudinal buffer spaces are optional. Using longitudinal buffer spaces listed in MUTCD Table 6C-2 is recommended as best practice when feasible, but may be adjusted based on engineering judgment. The Longitudinal Buffer Space table is acceptable in Typical TCPs; however, all-specific traffic control plans should include actual buffer distances that have been verified in the field, on SR view, or via Google Maps.

L. The lateral buffer (transverse distance between open travel lanes and work area) is optional. No lateral buffer has been provided in these Typical TCPs due to the low speeds of alternating traffic. Actual work zone lengths may be modified.

M. WSDOT best practice is to place a protective vehicle (PV) in the closed lane in advance of the work area for flagger-controlled alternating traffic, but provide a full longitudinal buffer space to provide enough vehicle an opportunity to stop at the posted speed limit on 45+ mph roadways before impacting the PV. If the longitudinal buffer distance must be reduced or eliminated on 45+ mph roadways with flagger-controlled alternating traffic, then upgrade the PV to a transportable attenuator (TAL). Additional PVs (or TAs) may be added prior to multiple work crews within a work area.

N. Placement channelization devices transversely (at 0° and 3-foot spacing) is an optional strategy to stop move errant drivers traveling within the closed travel lane. Actual buffer distances may be adjusted. Contact Region Traffic Operations for additional guidance.

O. The downstream taper of 5°-100' is required on 1-lane, 2-way traffic configurations.

P. Duration of traffic holds for driveways, business accesses, and/or roadway approaches is listed as 5 minutes in this Typical Traffic Control Plan, but may be adjusted. Contact Region Traffic Operations for additional guidance.

TYPICAL TCP USAGE EXPLANATION:

Plot 1: Flagger-controlled 1-lane, 2-way alternating traffic on 45+ mph 2-lane highways unshielded within the existing open lane up to 1000' ±/maximum between mainline flaggers and up to 2 driveway, business access, and/or intersecting roadways.

* To shift open lane over onto shoulder, see TC323
* For temporary transverse rumble strips, see TC322
* When mainline flaggers are separated more than 100 feet or when 3+ driveways, business access, and/or intersecting roadways are present, use TC323 (Pilot Car Operation TCP)
* For corridors with high volumes (exceeding 800 vehicles/hour in all directions), contact Region Traffic Operations to determine if the High Volume Version (TC324) should be used.
* For flagged-controlled traffic through signalized intersections, see TC327
* For flagger-controlled traffic through roundabouts, see TC328
* If not published yet, they will be added in the future.

Plot 2: Details for intersecting roadways and driveway/business access for Plot 1.

* When 3+ driveways, business access, and/or intersecting roadways are present, use TC323 (Pilot Car Operation TCP)

Other Alternating Traffic TCPs (45s 40s mph):


* TC325 for variations of flagger-controlled alternating traffic
* TC335 for AFAD-controlled alternating traffic
* TC345 for temporary signal-controlled alternating traffic plans
* TC505 for traffic holds
* If not published yet, they will be added in the future.

Other Alternating Traffic TCPs (40s mph or less):


* TC425 for variations of flagger-controlled alternating traffic
* TC435 for AFAD-controlled alternating traffic
* TC445 for temporary signal-controlled alternating traffic plans
* TC505 for traffic holds
* If not published yet, they will be added in the future.

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

SHEET OF

FILE NAME: C:\#_\Traffic\TrafficTCPs - Washington State Department of Transportation\Desktop\Traffic Zone TCP\WSDOT\Traffic\TrafficTCPs - Traffic TCPs

TIME: 3:14:15 PM

PLOT 1:

TC320

PLOTTED BY: LINTZ

DESIGNED BY: HAAPALA & LINTZ

CHECKED BY: S. HAAPALA

PLOT 2:

Interesting traffic holds for driveways, business accesses, and/or roadway approaches is listed as 5 minutes in this Typical Traffic Control Plan, but may be adjusted. Contact Region Traffic Operations for additional guidance.