1. Avoid placing lane closure tapers within or immediately following horizontal & vertical curves by adjusting longitudinal buffer space.
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. Bikes to upgrade protective vehicle to a transportable attenuator.
5. Accommodate pedestrians via shuttle through lane closure, using the paved shoulder opposite the work area or another method the engineer accepts.
6. See standard specifications for additional requirements: 1-12.10.1 high-visibility apparel, 1-12.31.5A flaggers and nighttime illumination, 1-10.32.5A traffic control procedures, 9-3.1 24-inch stop/slow paddle size.
7. For project-specific requirements, see special provisions.
8. Avoid placing temporary transverse rumble strips within horizontal curves. Adjust sign spacing if needed using one of the following rumble strips: * PSS Roadquake 2 or 2F Temporary Portable Rumble Strip (Black) * Traffic Alert High Speed Rumble Strip (Black)
9. Signs are black on orange unless otherwise indicated.
10. Actual centerline pavement markings may vary.

NOTES:

Temporary sign location
28" reflective traffic cone (see note 3)
Optional channelization device
Protective vehicle (see note 2)
Flagger
Temporary rumble strips (see note 4)

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED + TEMP. RUMBLE STRIPS

(45+ MPH HIGHWAYS)

NOT TO SCALE
ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED + TEMP. RUMBLE STRIPS (45+ MPH HIGHWAYS)

NOTES:

11. For legend, tables, and additional notes see TC322 Sheet 1.

12. Work may occur across intersecting roadway approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating approach may be removed.

13. Single flagger may be added to the intersecting roadway approach to help guide alternating traffic through intersection.

14. Work may occur across driveway or access approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating access may be removed.

15. Pavement markings may vary.

NOTE 12
See note 12

NOTE 13
See note 13

Pavement Markings May Vary.
Channelization Devices Delining Access May Be Removed.
Access Traffic Up To 5 Minutes And Restricting Turns From Mainline.

11. For legend, tables, and additional notes see TC322 Sheet 1.

12. Work may occur across intersecting roadway approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating approach may be removed.

13. Single flagger may be added to the intersecting roadway approach to help guide alternating traffic through intersection.

14. Work may occur across driveway or access approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating access may be removed.

15. Pavement markings may vary.
NOTES:
1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE
2. IF LONGITUDINAL BUFFER SPACE IS REDUCED FROM DISTANCES LISTED IN TABLE, UPGRADE PROTECTIVE VEHICLE TO A TRANSPORTABLE ATTENUATOR.
3. 28" TRAFFIC CONES RECOMMENDED 30" TRAFFIC CONES. 48" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS MAY ALSO BE USED.
4. BICYCLISTS MAY BE COMBINED WITH ALTERNATING VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO FLAGGERS RELEASING ONCOMING TRAFFIC.
5. ACCOMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE, USING THE PAVED SHOULDER OPPOSITE THE WORK AREA, OR ANOTHER METHOD THE ENGINEER ACCEPTS.
6. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
   1-07.8(1) HIGH-VISIBILITY APPAREL
   1-10.3(1A) FLAGGERS AND NIGHTTIME ILLUMINATION
   1-10.3(2A) TRAFFIC CONTROL PROCEDURES
   9-35.1 24-INCH STOP/SLOW PADDLE SIZE
7. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
8. AVOID PLACING TEMPORARY TRANSVERSE RUMBLE STRIPS WITHIN HORIZONTAL CURVES. ADJUST SIGN SPACING IF NEEDED USING ONE OF THE FOLLOWING RUMBLE STRIPS:
   * PSS Roadquake 2 or 2F Temporary Portable Rumble Strip (Black)
   * Traffic Alert High Speed Rumble Strip (Black)
9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
10. ACTUAL CENTERLINE PAVEMENT MARKINGS MAY VARY.
NOTES:
11. For Legend, Tables, and Additional Notes: See TC322, Sheet 1.
12. Work may occur across intersecting roadway approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating approach may be removed.
13. Single flagger may be added to the intersecting roadway approach to help guide alternating traffic through intersection.
14. Work may occur across driveway or access approach by holding access traffic up to 5 minutes and restricting turns from mainline channelization devices delineating access may be removed.
15. Pavement markings may vary.

SIGN SEQUENCE A
48"x48" signs required on 45+ mph roadways

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

NOT TO SCALE

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL PLANS
IMPORTANT: An extensive library of updated work zone cells are now available for work zone signs, detour signs (generic and route-specific), tables, legends, and symbols. Use these updated cells in all traffic control plans; at minimum, replace all old work zone tables in existing traffic control plans. This typical Traffic Control Plan has updated cells (as of July 2022) already incorporated, but some cells have been modified.

1. Contact Traffic Operations to determine which Typical TCP(s) to utilize, as there are several variations available (or soon will be).
2. These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standards practices.
3. 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 may be adjusted based on engineering judgement. The Longitudinal Buffer Space table is acceptable in Typical TCPs; however, site-specific traffic control plans should include actual buffer distances that have been verified in the field, on SR view, or via Google Maps.
4. If not published yet, they will be added in the future.
5. For additional information email TC450s for traffic holds
6. TC430s for AFAD-controlled alternating traffic
7. TC320s for variations of flagger-controlled alternating traffic
8. For flagger-controlled traffic through signalized intersections, see TC327
9. To shift open lane over onto shoulder, see TC321
10. The downstream taper of 50'-100' is required on 1-lane, 2-way traffic configurations.
11. Never use "L" for these tapers.
12. The Longitudinal Buffer Space table is acceptable to use in Typical TCPs; however, site-specific traffic control plans should include actual buffer distances that have been verified in the field, on SR view, or via Google Maps.
13. If insufficient, then upgrade the PV to a transportable attenuator (TA). Additional PVs (or TAs) may be added prior to multiple work crews within a work area. Contact Region Traffic Operations for additional guidance.
14. Providing channelizing devices transversely at 0' and 3-foot spacing is an optional strategy to stop errant drivers traveling within the closed lane(s) but is not shown in the Typical TCP.
15. The longitudinal taper of 59'-100' is required on 1-lane, 2-way traffic configurations.
16. Duration of traffic holds for driveways, business accesses, and/or roadway approaches is listed in 5 minutes in this Typical Traffic Control Plan, but may be adjusted. Contact Region Traffic Operations for additional guidance.
17. When utilizing temporary transverse rumble strips in Contracts, include the three Section 1-10 General Special Provisions for Specification, Measurement, and Payment. (If GSPs not yet available, they soon will be).
18. The Sign Spacing table is acceptable to use in Typical TCPs; however, site-specific traffic control plans should include actual buffer distances that have been verified in the field, on SR view, or via Google Maps.
19. When updating traffic control plans, cell libraries are automatically updated by CAE.
20. Manual update or replace Microstation cells at least annually. For technical support and guidance see https://wsdot.wa.gov/engineering-standards/design-topics/engineering-applications/software-resource-updates
21. Manual update or replace Microstation cells at least annually. For technical support and guidance see https://wsdot.wa.gov/engineering-standards/design-topics/engineering-applications/software-resource-updates
22. Plot 1: Flagger-controlled 1-lane, 2-way alternating traffic with temporary transverse rumble strips on 45+ mph 2-lane highways unpaved within the existing open lane up to 1000' +/- max. between mainline flaggers and up to 2 driveways, business access, and/or intersecting roadways.
   a. Without temporary transverse rumble strips, see TC321
   b. To shift open lane over onto shoulder, see TC321
   c. When mainline flaggers are separated more than 1000 feet or when 3+ driveways, business access, and/or intersecting roadways are present, use TC323 (Pilot Car Operation TCP)
   d. For flagger-controlled traffic through signalized intersections, see TC327
   e. For flagger-controlled traffic through roundabouts, see TC328
   f. Not published yet, will be added in the future.
23. 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)
   a. TC323 for variations of flagger-controlled alternating traffic
   b. TC330 for AADT-controlled alternating traffic
   c. TC340 for temporary signal-controlled alternating traffic plans
   d. TC350 for traffic holds
   e. Not published yet, will be added in the future.
24. Other Alternating Traffic TCPs: 40 mph or less
   a. See Typical Traffic Control Plan Library
   b. TC323 for variations of flagger-controlled alternating traffic
   c. TC330 for AADT-controlled alternating traffic
   d. TC350 for temporary signal-controlled alternating traffic plans
   e. Not published yet, will be added in the future.