

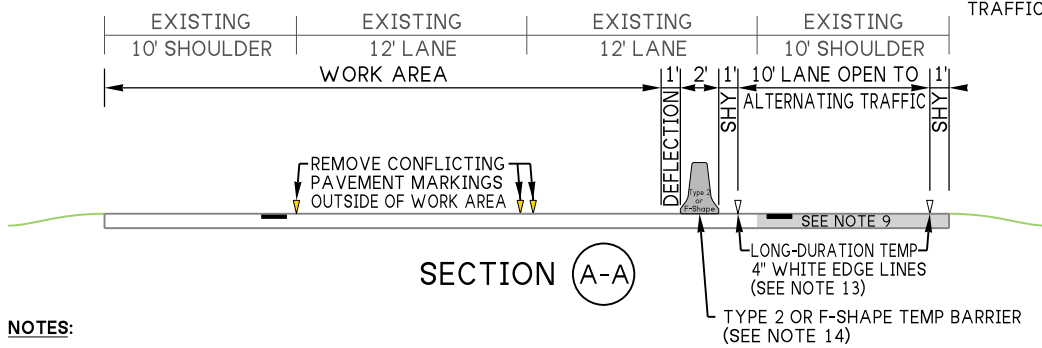
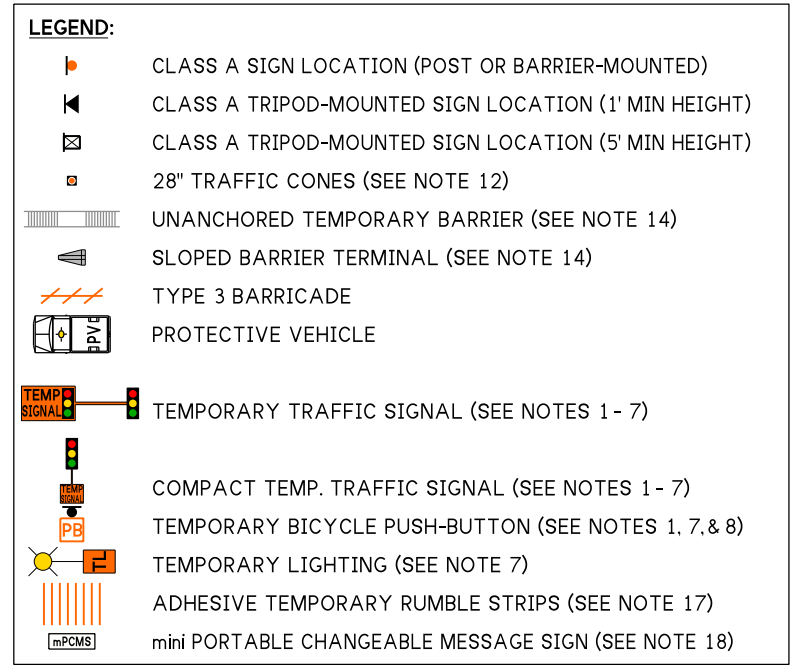
FOR DRIVEWAY, BUSINESS ACCESS, AND
INTERSECTING ROADWAY DETAILS
SEE TC340, SHEET 3 AND 4.

6"

6", SEE NOTE 17

8 STRIPS @ 4' SPACING

FIELD LOCATE 1± MILE PRIOR TO TEMP.
SIGNAL OR UPSTREAM OF EXPECTED
TRAFFIC QUEUE PER STD. SPEC. 2-04.3(6)C.



- NOTES:

1. REGION TRANSPORTATION DEPARTMENTS SHALL APPROVE TEMP TRAFFIC SIGNAL TIMING PLANS. AT LEAST 2 SEPARATE SIGNAL TIMING PLANS NEEDED: (1) TIMING PLAN FOR ONLY VEHICLES AT TEMP. SIGNALS. (2) MODIFIED PLAN, ACTIVATED BY BICYCLE PUSH-BUTTON, EXTENDING ALL-RED CLEARANCE INTERVAL **ONCE** FOR BICYCLES TO CLEAR AT $10 \pm$ MPH.

2. USE **FULLY-ACTUATED TEMP. SIGNALS** WITH VIDEO/RADAR VEHICLE DETECTION. WHEN NO VEHICLES DETECTED AT ANY SIGNALS AND EXISTING SIGNAL PHASE IS COMPLETED, ALL SIGNALS REST IN RED. THIS ALLOWS A GREEN PHASE TO BE PROVIDED TO FIRST VEHICLE DETECTED AND MINIMIZES DELAYS FOR ALL.

3. WAIT-TIME DISPLAY VMS WITH COUNTDOWN TIMERS REQUIRED WHEN MAINLINE SIGNALS ARE NOT IN LINE OF SIGHT. WHEN ALL SIGNALS ARE RESTING IN RED DISPLAY, COUNTDOWN TIMERS MAY DISPLAY "WAIT UP TO 5 MINUTES" OR SIMILAR DEFAULT MESSAGE IN LIEU OF "WAIT ####" COUNTDOWN DISPLAY.

4. TRAFFIC CONTROL MANAGER, TRAFFIC CONTROL SUPERVISOR (PRIMARY AND ALTERNATE), AND WSDOT ENGINEER SHALL BE NOTIFIED VIA EMAIL, TEXT, AND/OR PAGE IF ANY TEMPORARY SIGNAL MALFUNCTIONS. SATELLITE INTERNET ACCESS MAY BE REQUIRED AT LOCATIONS WITH POOR CELLULAR SERVICE.

5. AVOID PLACING TEMPORARY SIGNALS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE OR EXTENDING WORK AREA.

6. TEMPORARY TRAFFIC SIGNALS LOCATED WITHIN 1/4 MILE OF A RAILROAD GRADE CROSSING SHALL BE EVALUATED BY REGION TRANSPORTATION OPERATIONS FOR RAILROAD PREEMPTION REQUIREMENTS.

7. PROVIDE 4' Laterally between edge of travel lane to temp signal, bicycle push-button, and temporary lighting to allow bicyclists to pass. Devices may be post mounted and/or placed behind existing guardrail or barrier, but verify structural loading on temp signal mast arm is sufficient. If gravel leveling pad needed, contact engineer prior to installing. **Temporary illumination mounting height is 20' and 25° tilt-angle with 200 watt maximum LED bulb.**

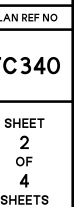
8. BICYCLE PUSH BUTTON IS POST-MOUNTED 3'-6" ABOVE EDGE OF PAVED SHOULDER, FLUSH WITH EDGE LINE. R10-26 MOD SIGN POST-MOUNTED ABOVE THE BICYCLE PUSH-BUTTON AT 4' MOUNTING HEIGHT.

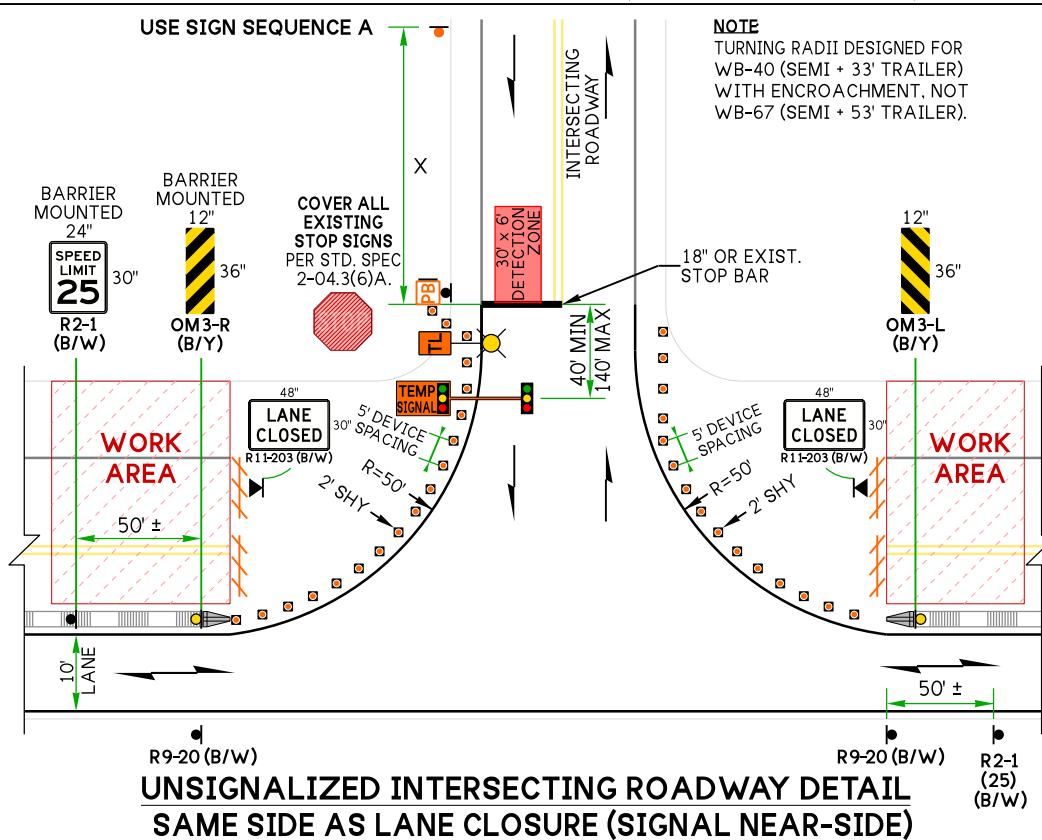
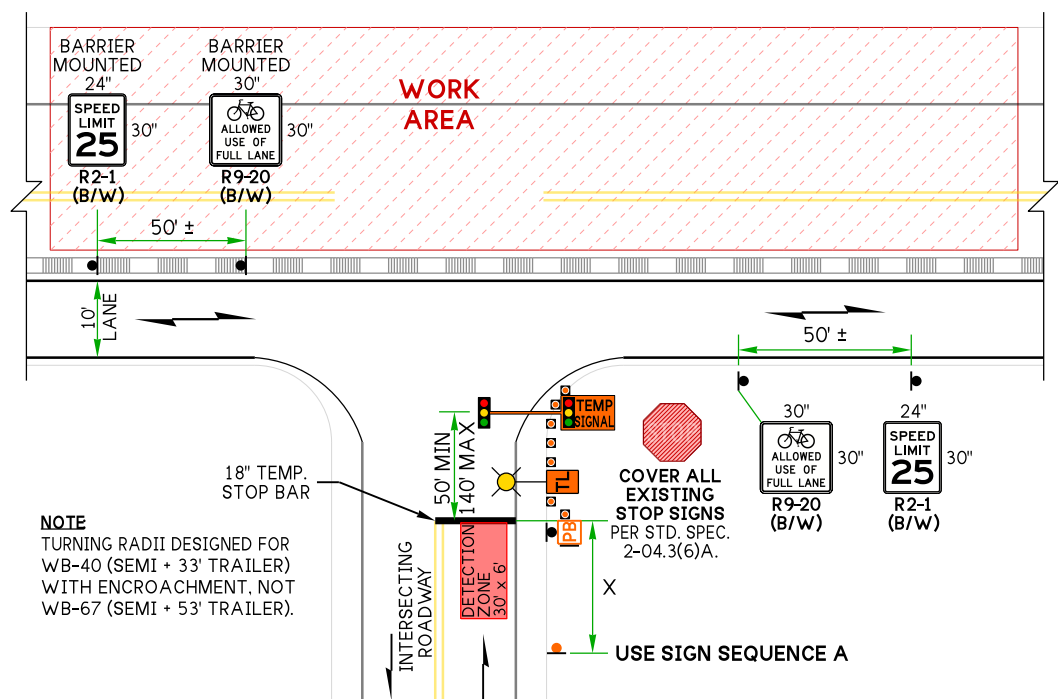
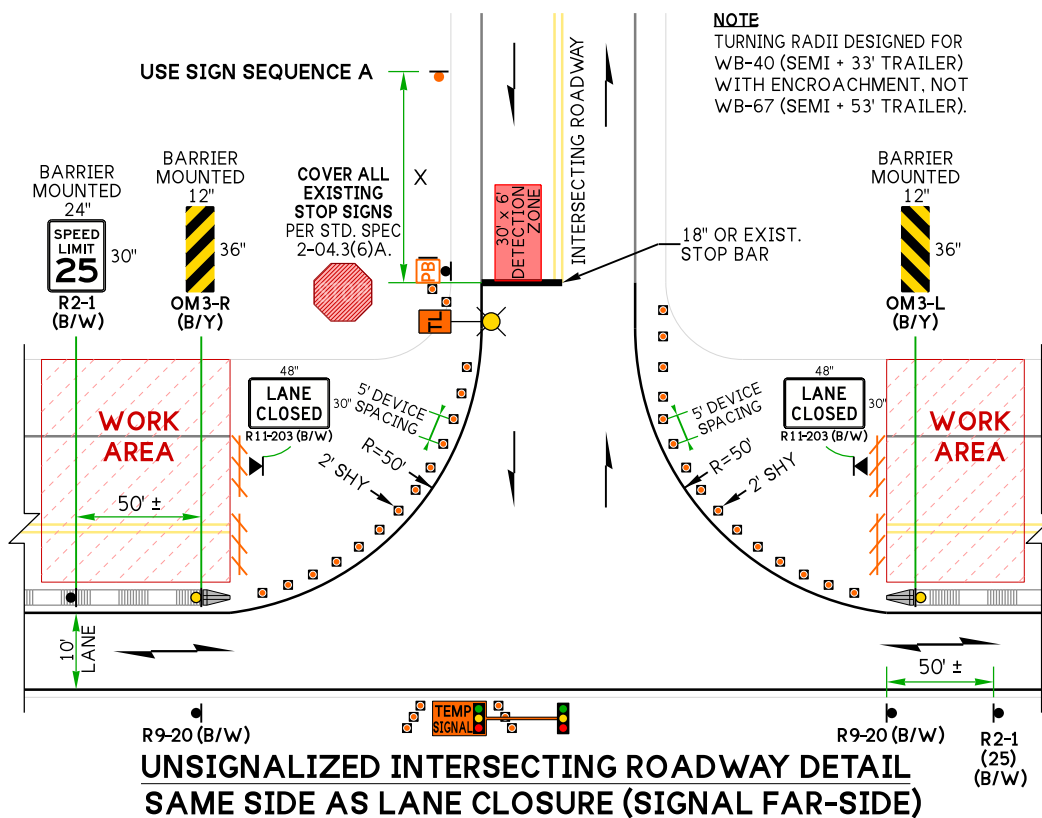
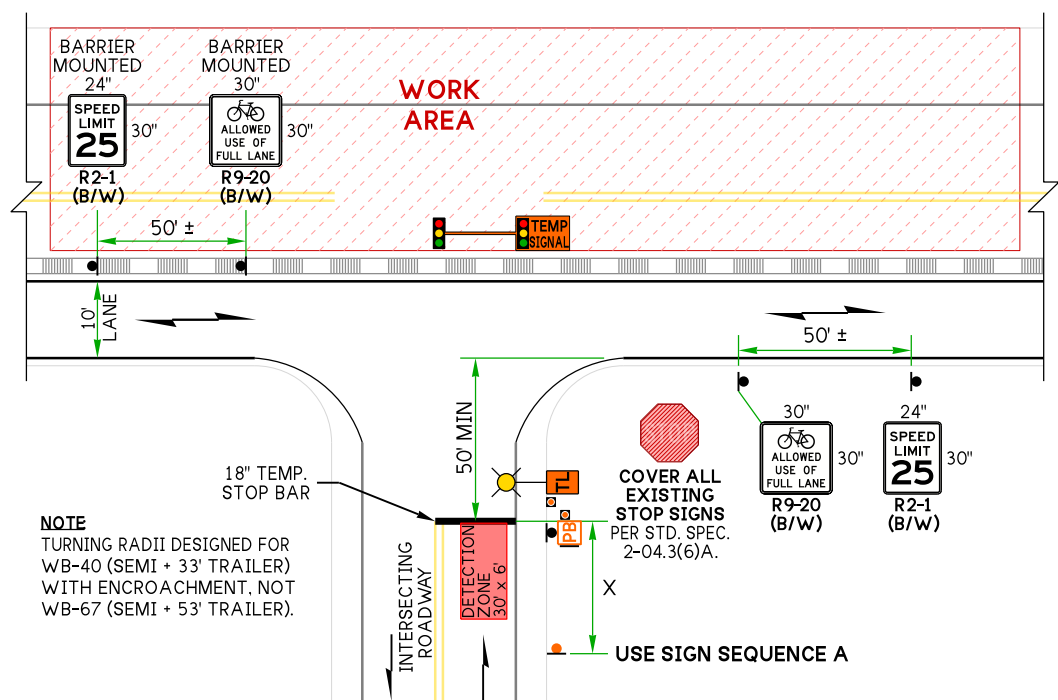
9. EXISTING SHOULDER PAVEMENT MAY NEED TO BE REBUILT TO FULL-DEPTH TO HANDLE TRAFFIC LONG TERM. AT A MINIMUM, REMOVE EXISTING RUMBLE STRIP VIA MILL & HMA FILL. VERIFY EXISTING ITS BOXES AND CATCH BASINS ARE TRAFFIC WORTHY PRIOR TO PLACING TRAFFIC ON SHOULDER LONG-TERM.

NOTES CONTINUED ON SHEET 2.

**ACTUATED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + TEMP BARRIER + SHARED BIKE-VEHICLE LANE (45+ MPH HIGHWAYS, 8+ DAYS)**

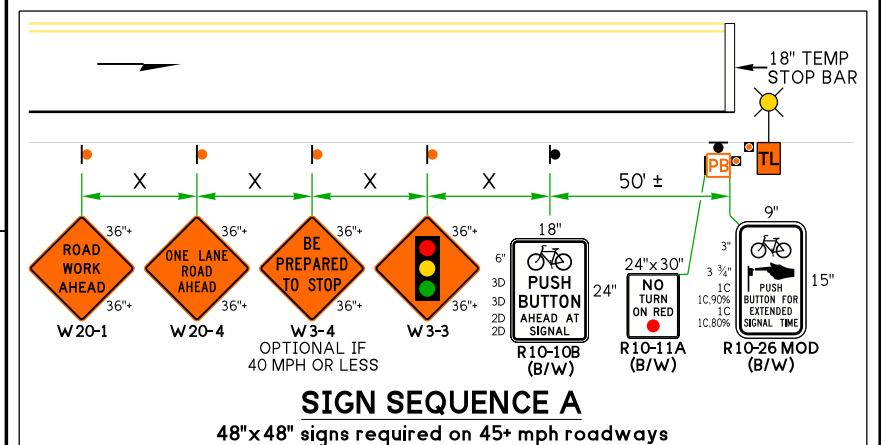
mPCMS		
1	2	3
TRAFFIC SIGNAL 1 MILE	WATCH 4 STOPPED TRAFFIC	ROADWAY NARROWS 12' WIDE
1.5 SEC	1.5 SEC	1.5 SEC





- NOTES:**

21. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC340, SHEET 1 AND 2.
22. **ALL SIGNALS IN ALL-RED + INTERSECTING ROADWAY/BUSINESS ACCESS VEHICLE DETECTED:** ALL OTHER SIGNALS REMAIN IN SOLID RED DISPLAY. INTERSECTING ROADWAY SIGNAL WHERE VEHICLE DETECTED TURNS GREEN UNTIL NO MORE VEHICLES DETECTED OR 8 SECONDS MINIMUM, THEN TURNS YELLOW AND THEN RED. ALL SIGNALS DISPLAY ALL-RED UNTIL INTERSECTING ROADWAY TRAFFIC CLEARS MAINLINE SIGNALS IN BOTH DIRECTIONS AT POSTED SPEED LIMIT (25 MPH).



**ACTUATED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + TEMP BARRIER + RUMBLE STRIPS (45+ MPH HIGHWAYS, 8+ DAYS)**
NOT TO SCALE

FILE NAME340_3_Hwy45*AltTrafficActuatedTempSignalRS25WZSLSharedLn.dgn				REGION NO.	STATE	FED. AID PROJ. NO.	 PRELIMINARY PLAN	SEE CERTIFICATION SHEET DATE	SEE CERTIFICATION SHEET DATE	TYPICAL TRAFFIC CONTROL PLANS	PLAN REF NO.
TIME	2:51:33 PM			10	WASH	TC340					
DATE	11-SEP-2025			JOB NUMBER							
PLOTTED BY	LintzF										
DESIGNED BY											
ENTERED BY											
CHECKED BY				CONTRACT NO.	LOCATION NO.					SHEET 3 OF 4 SHEETS	
PROJ. ENGR.											
REGIONAL ADM.	REVISION	DATE	BY								



RESIDENTIAL DRIVEWAY TEMP SIGNAL ALTERNATIVE
NOT USED, SEE NOTE 24



RESIDENTIAL DRIVEWAY TEMP SIGNAL ALTERNATIVE
NOT USED, SEE NOTE 24

24. RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTs) NOT USED WHEN MAINLINE & INTERSECTING ROADWAY SIGNALS ARE ACTUATED. SEE TC341 FOR TIMED SIGNALS THAT HAVE THE RDTs OPTION.

**ACTUATED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + TEMP BARRIER + RUMBLE STRIPS (45+ MPH HIGHWAYS, 8+ DAYS)**
NOT TO SCALE

FILE NAME				340_4_Hwy45+AltTrafficActuatedTempSignalRS25WZSLSharedLn.dgn				REGION NO.	STATE	FED. AID PROJ. NO.	 PRELIMINARY PLAN	<div>SEE CERTIFICATION SHEET DATE</div> <div>STAMP BOX</div>	<div>SEE CERTIFICATION SHEET DATE</div> <div>STAMP BOX</div>	TYPICAL TRAFFIC CONTROL PLANS	PLAN REF NO
TIME				2:51:00 PM				10	WASH						TC340
DATE				11-SEP-2025				JOB NUMBER							
PLOTTED BY				LintzF				CONTRACT NO.		LOCATION NO.					SHEET 4 OF 4 SHEETS
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PROJ. ENGR.															
REGIONAL ADM.				REVISION				DATE	BY						

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