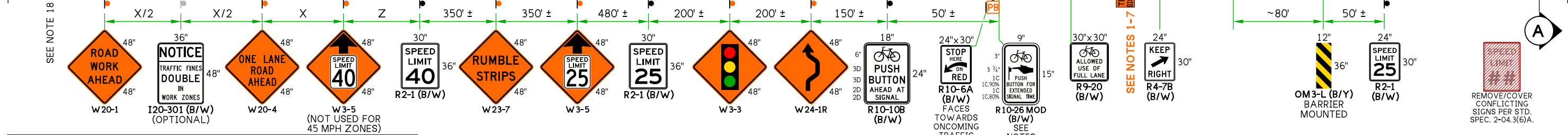
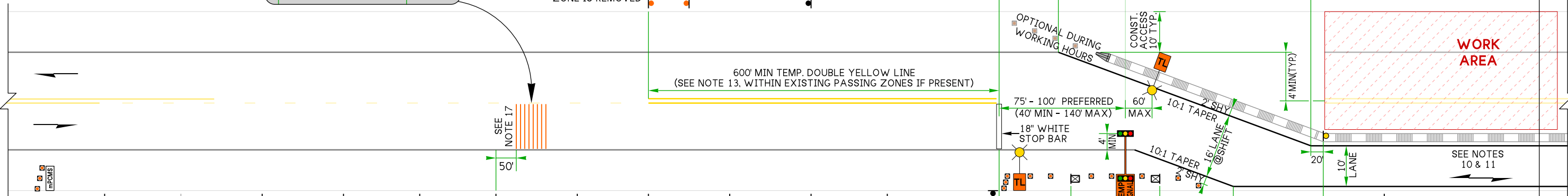

















FOR DRIVEWAY, BUSINESS ACCESS, AND
INTERSECTING ROADWAY DETAILS
SEE TC341, SHEET 3 AND 4.

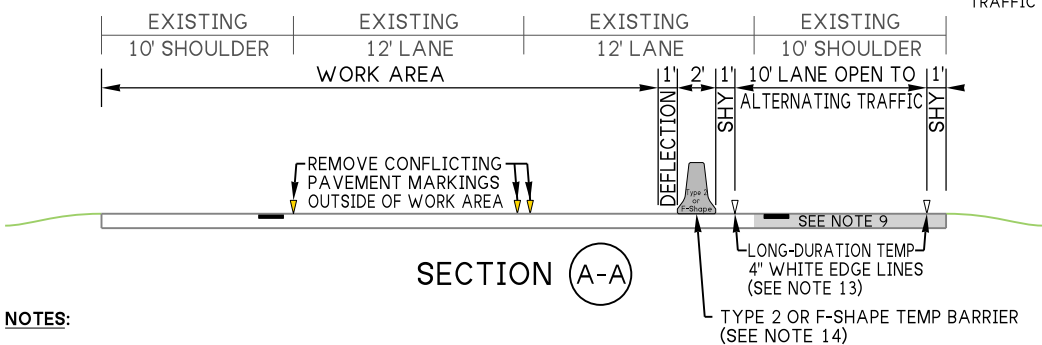
6"

6", SEE NOTE 17

8 STRIPS @ 4' SPACING

[illegible]

- ### LEGEND:
- | | |
|-------------------------------------------------------------------------------------|-------------------------------------------------------|
|  | CLASS A SIGN LOCATION (POST OR BARRIER-MOUNTED) |
|  | CLASS A TRIPOD-MOUNTED SIGN LOCATION (1' MIN HEIGHT) |
|  | CLASS A TRIPOD-MOUNTED SIGN LOCATION (5' MIN HEIGHT) |
|  | 28" TRAFFIC CONES (SEE NOTE 12) |
|  | UNANCHORED TEMPORARY BARRIER (SEE NOTE 14) |
|  | SLOPED BARRIER TERMINAL (SEE NOTE 14) |
|  | TYPE 3 BARRICADE |
|  | PROTECTIVE VEHICLE |
|  | TEMPORARY TRAFFIC SIGNAL (SEE NOTES 1 - 7) |
|  | COMPACT TEMP. TRAFFIC SIGNAL (SEE NOTES 1 - 7) |
|  | RESIDENTIAL DRIVEWAY TEMP. SIGNAL (SEE NOTES 23 - 25) |
|  | TEMPORARY BICYCLE PUSH-BUTTON (SEE NOTES 1, 7, & 8) |
|  | TEMPORARY LIGHTING (SEE NOTE 7) |
|  | ADHESIVE TEMPORARY RUMBLE STRIPS (SEE NOTE 17) |
|  | mini PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 18) |



- NOTES:**
- TYPE 2 OR F-SHAPE TEMP BARRIER
(SEE NOTE 14)
1. **ENGINEER SHALL APPROVE TEMP TRAFFIC SIGNAL TIMING PLANS. AT LEAST 3 SEPARATE SIGNAL TIMING PLANS NEEDED.**
(1) TIMING PLAN FOR ONLY VEHICLES, EXCLUDING BICYCLES. (2) OFF-PEAK TIMING PLAN FOR ONLY VEHICLES DURING SPECIFIC DAYS/HOURS DETERMINED BY ENGINEER, BUT TYPICALLY OVERNIGHT HOURS. (3) MODIFIED PLAN, ACTIVATED BY BICYCLE PUSH-BUTTON, EXTENDING ALL-RED CLEARANCE INTERVAL **ONCE** FOR BICYCLES TO CLEAR AT 10 ± MPH.
2. **USE TIMED TEMPORARY SIGNALS** THAT CONTINUOUSLY ALTERNATE PERMITTED DIRECTIONS OF TRAVEL TO BOTH DIRECTIONS OF MAINLINE, INTERSECTING ROADWAY APPROACHES, AND BUSINESS ACCESSES. RESIDENTIAL DRIVEWAYS MAY BE CONTROLLED BY EITHER TRADITIONAL TEMPORARY SIGNAL OR A RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL.
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.

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

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. WHEN FEASIBLE, PROVIDE AT LEAST 4 FEET OF LATERAL CLEARANCE BETWEEN EDGE OF TRAVEL LANE TO TEMP SIGNAL, PUSH-BUTTON, AND TEMPORARY LIGHTING TO ALLOW BICYCLISTS TO PASS. DEVICES MAY BE 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.

FILE NAME 341_1_Hwy45*AltTrafficTimedTempSignalRS25WZSLSharedLn.dgn				REGION NO.	STATE	FED. AID PROJ. NO.	 PRELIMINARY PLAN	SEE CERTIFICATION SHEET DATE STAMP BOX	SEE CERTIFICATION SHEET DATE STAMP BOX	TYPICAL TRAFFIC CONTROL PLANS	PLAN REF NO.	
TIME 2:50:58 PM				10	WASH	JOB NUMBER					LOCATION NO.	TC341
DATE 11-SEP-2025												
PLOTTED BY LintzF												
DESIGNED BY												
ENTERED BY						CONTRACT NO.				LOCATION NO.	SHEET 1 OF 4 SHEETS	
CHECKED BY												
PROJ. ENGR.												
REGIONAL ADM.	REVISION		DATE	BY								

\\Traffic\HQ_Traffic_Connect\HQ Work Zone\Typical TCPs\TC300s\projectstore.wsdot.wa.gov\WSDOT\

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS
SEE TC341, SHEETS 3 & 4.

WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT ###

= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.
MODIFY WAIT TIME DISPLAY WHEN BICYCLE PUSH-BUTTON IS ACTIVATED.

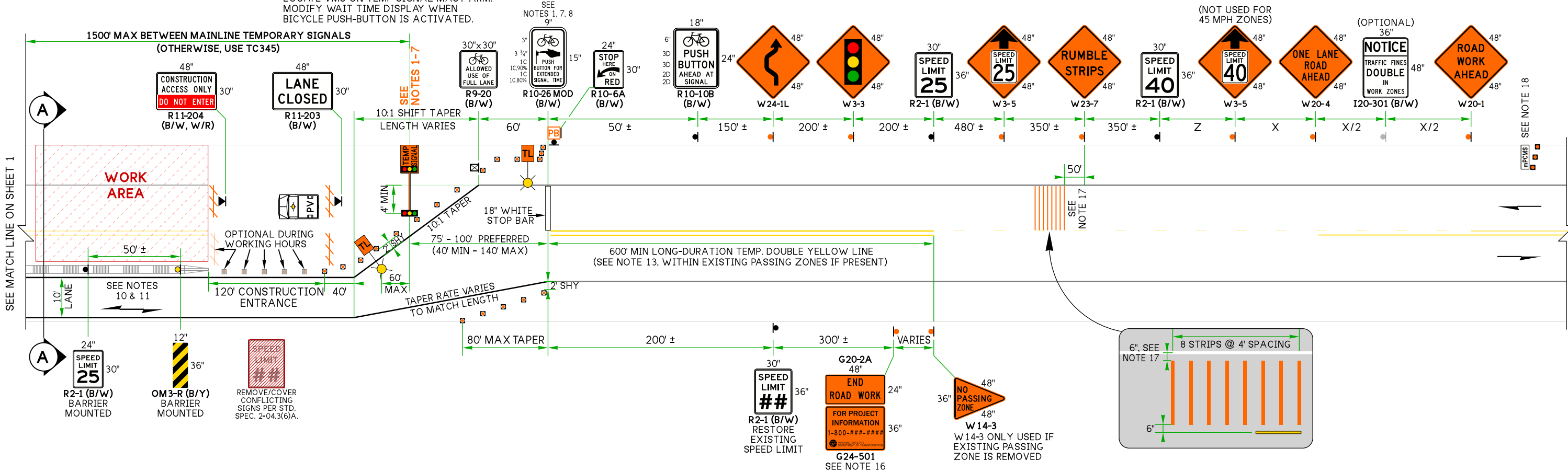
MAXIMUM CHANNELIZING DEVICE SPACING	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING (TO 40 MPH) = Z				
EXISTING SPEED LIMIT (MPH)	50	55	60	65
Z	470'	740'	1030'	1340'

W3-5 SIGN NOT USED FOR 45 MPH TO 40 MPH REDUCTIONS.

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

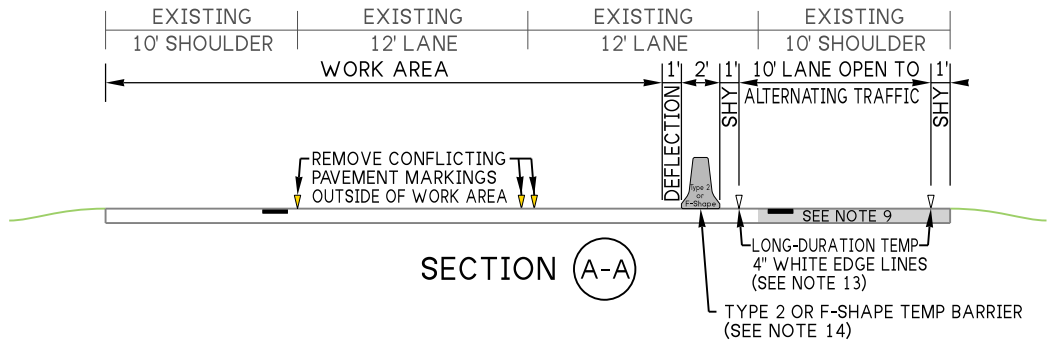
mPCMS		
1	2	3
TRAFFIC SIGNAL 1 MILE	WATCH 4 STOPPED TRAFFIC	ROADWAY NARROWS 12' WIDE
1.5 SEC	1.5 SEC	1.5 SEC



NOTES: CONTINUED FROM SHEET 1.

10. BICYCLIST ACCOMMODATIONS: SHARED VEHICLE-BIKE TRAVEL LANE THROUGH CLOSURE.
11. PEDESTRIAN ACCOMMODATIONS: KEEP ADJACENT SIDEWALK OR PATHWAY OPEN OR CLOSE IT AND PROVIDE DETOUR OR FREE SHUTTLE WITH TEMPORARY PHONE BOX FOR RIDE REQUESTS. ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES.
12. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
13. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (SUPPLEMENT WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40' SPACING IF IN PLACE FOR 30 CALENDAR DAYS OR MORE). LONG-DURATION TEMP 4" WHITE EDGE LINES DO NOT GET SUPPLEMENTED WITH TYPE 2 RPMs. REMOVE ALL OTHER CONFLICTING PAVEMENT MARKINGS OUTSIDE THE WORK AREA.
14. TYPE 2 OR F-SHAPE TEMPORARY CONCRETE BARRIER PERMITTED WITH SLOPED CONCRETE TERMINAL. SEE WSDOT STANDARD PLANS FOR DETAILS. REFLECTIVE WHITE-WHITE DELINEATORS INSTALLED PER STANDARD SPECIFICATION 6-10.3(5).

15. SEE STANDARD SPECIFICATIONS OR SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
16. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
17. SECURE ADVANCED TRAFFIC MARKING, STOP-PAINTING, OR SETON 1/4" x 4" ADHESIVE ORANGE RUMBLE STRIP TO PAVEMENT VIA ADHESIVE (DO NOT USE PRIMER). PAVED SHOULDER LESS THAN 4 FEET, STOP STRIPS 48" FROM EDGE OF PAVED SHOULDER ACCOMMODATE BICYCLES. AVOID PLACING RUMBLE STRIPS WITHIN HORIZONTAL CURVES. ADJUST SIGN SPACING IF NEEDED.
18. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
19. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
20. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 30 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.



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

-HQ\Traffic\HQ_Traffic_Connect\HQ Work Zone\Typical TCPs\TC300s\projectstore.wsdot.wa.gov\WSDOT\

FILE NAME	341_2_Hwy45+AltTrafficTimedTempSignalRS25WZSLSharedLn.dgn
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PLOTTED BY	LintzF
DESIGNED BY	
ENTERED BY	
CHECKED BY	
PROJ. ENGR.	
REGIONAL ADM.	
REVISION	DATE BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		LOCATION NO.

WSDOT
PRELIMINARY PLAN

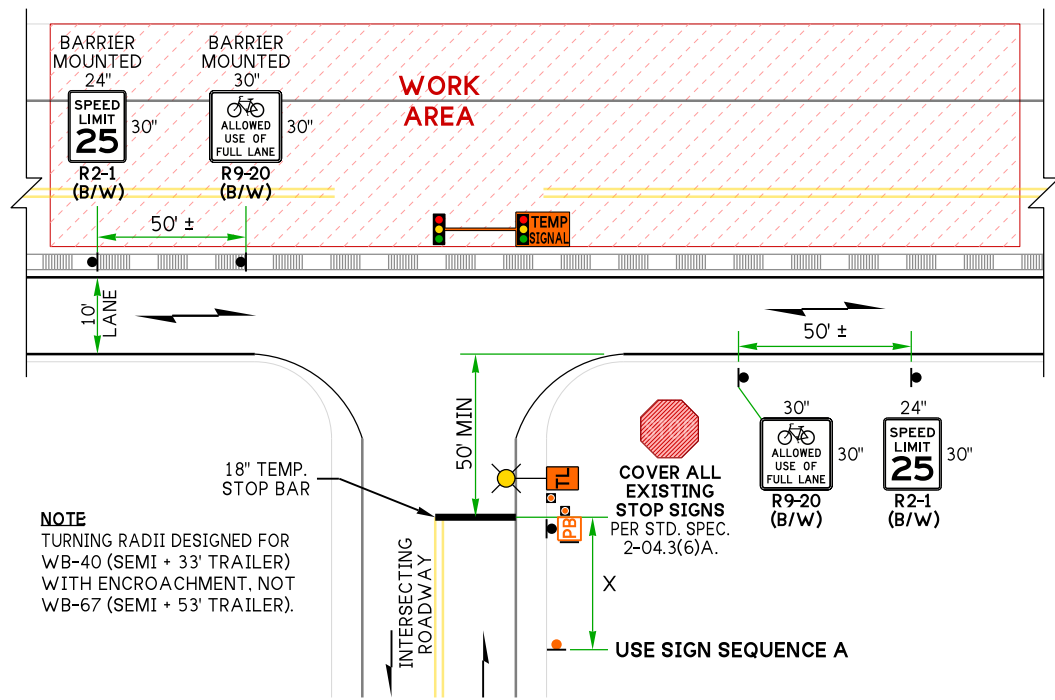
SEE CERTIFICATION SHEET
DATE
STAMP BOX

SEE CERTIFICATION SHEET
DATE
STAMP BOX

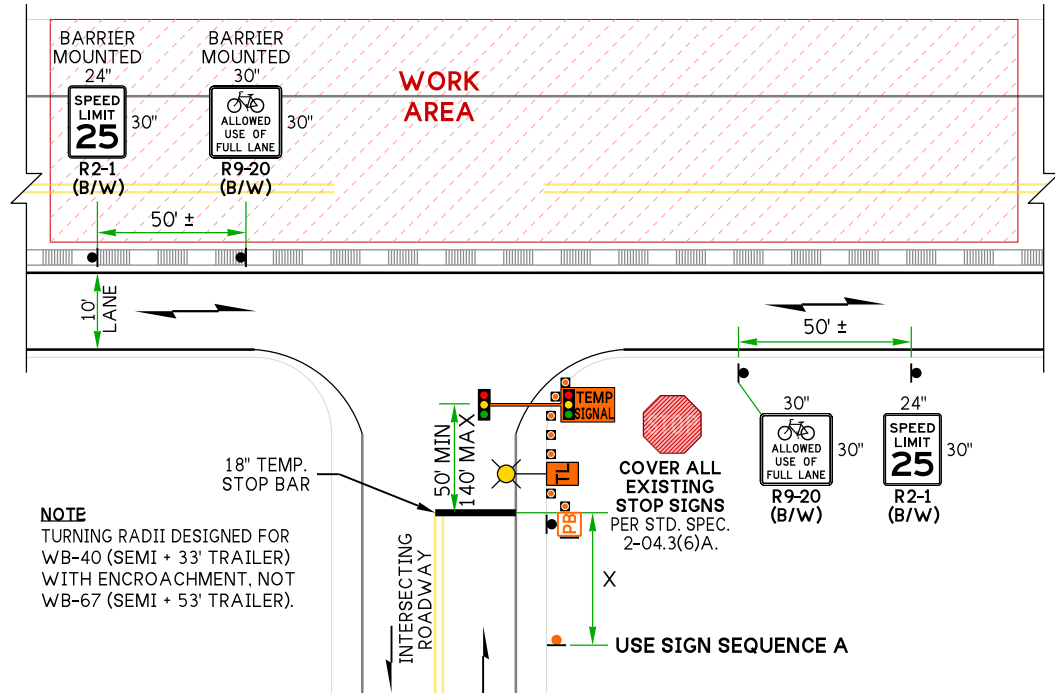
TYPICAL TRAFFIC CONTROL PLANS

PLAN REF NO
TC341
SHEET 2 OF 4 SHEETS

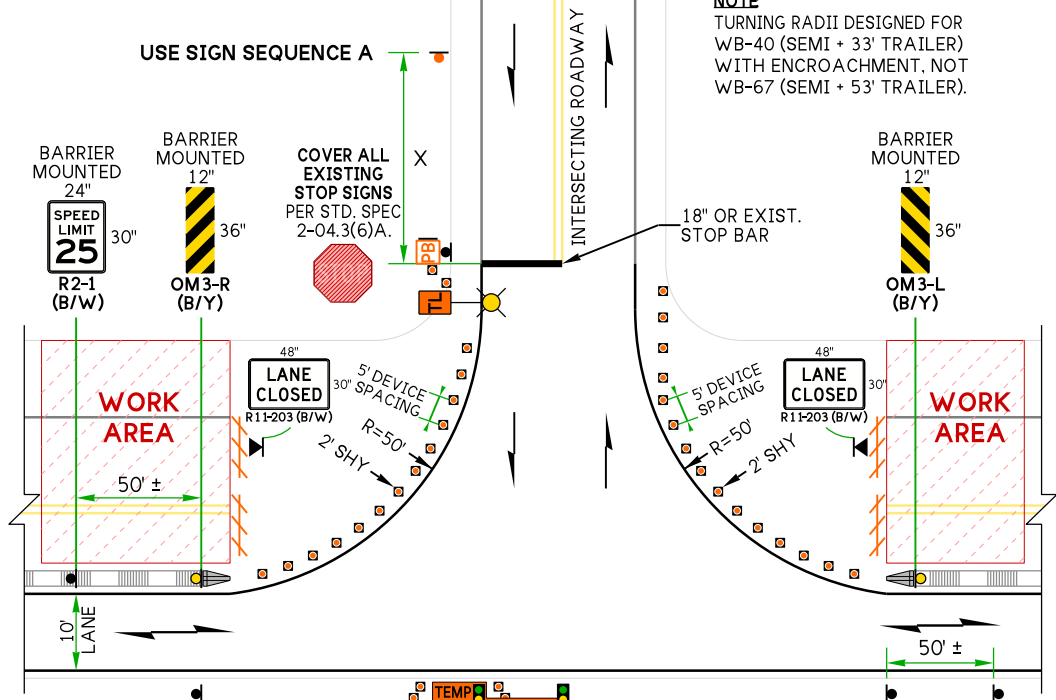
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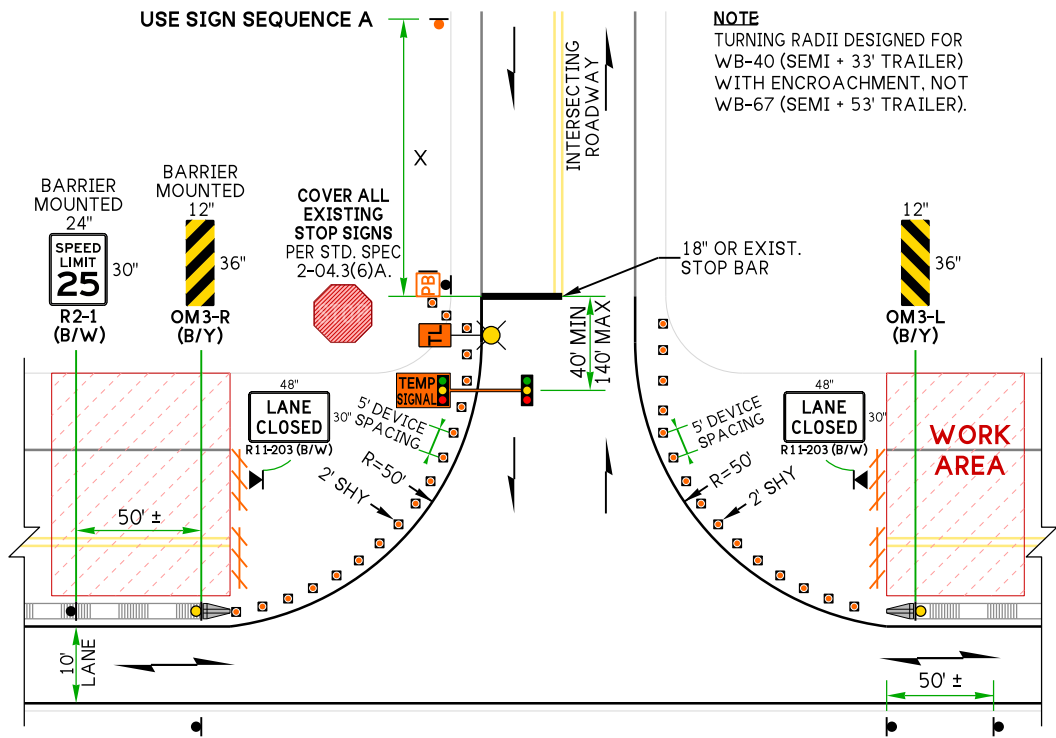
UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE (SIGNAL FAR-SIDE)



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE (SIGNAL NEAR-SIDE)



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SIGNAL FAR-SIDE)



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SIGNAL NEAR-SIDE)

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

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ENTERED BY	
CHECKED BY	
PROJ. ENGR.	
REGIONAL ADM.	
REVISION	
DATE	
BY	

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	



PRELIMINARY PLAN

SEE
CERTIFICATION SHEET
DATE

SEE
CERTIFICATION SHEET
DATE

TYPICAL TRAFFIC CONTROL PLANS

PLAN REF NO
TC341
SHEET 3 OF 4 SHEETS

NOTE
TURNING RADII DESIGNED FOR
WB-40 (SEMI + 33' TRAILER)
WITH ENCROACHMENT, NOT
WB-67 (SEMI + 53' TRAILER).

NOTES:

21. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC340, SHEET 1 AND 2.

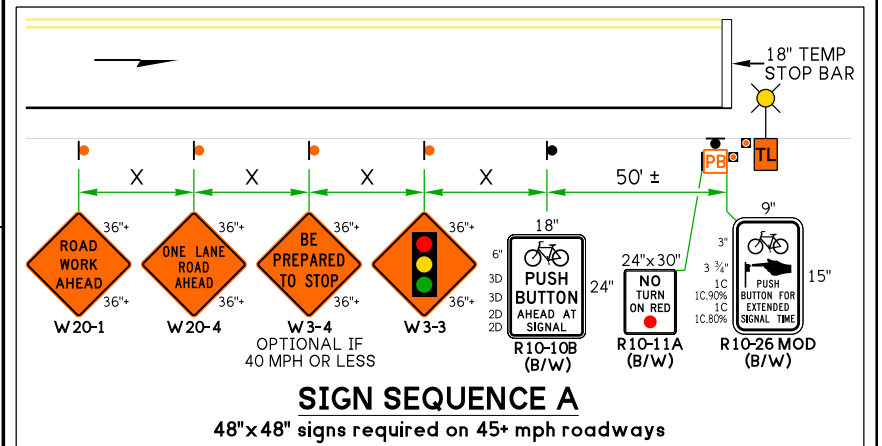


Diagram illustrating the placement of signs and barriers for a work area on a two-lane road with a center turn lane.

Signs:

- R10-26 MOD (B/W):** Push Button for Extended Signal Time. Dimensions: 9" x 3".
- R10-11A (B/W):** No Turn on Red. Dimensions: 18" x 24".

Barriers:

- OM3-R (B/Y):** Barrier Mounted 12" x 36".
- OM3-L (B/Y):** Barrier Mounted 12" x 36".

Work Area: Indicated by red dashed lines and labeled "WORK AREA".

Driveway Access: Indicated by a dashed line and labeled "DRIVEWAY ACCESS".

Spacing: 5' SPACING WITHIN ACCESS.

Note: BICYCLE PUSH BUTTON NOT REQUIRED IF ALL-RED PHASE OF DRIVEWAY COMPACT TEMP. SIGNAL IS TIMED FOR BICYCLES OR VERIFIED BICYCLES ARE NOT PRESENT.

Diagram illustrating a two-lane road with a 10' lane width, showing two work areas separated by a 5' spacing within the access.

Work Area Details:

- Work Area Width: 36"
- Work Area Height: 12"
- Barrier Mounted: OM3-R (B/Y) and OM3-L (B/Y)
- Spacing: 5' SPACING

Signage and Markers:

- R10-26 MOD (B/W) with a bicycle symbol and "PUSH BUTTON FOR EXTENDED SIGNAL TIME" text.
- R10-11B (B/W) "NO TURN ON RED"
- IA-23-1P (B/W) "TURN ONLY IN DIRECTION OF ARROW"
- R10-11B (B/W) "DRIVEWAY OR ACCESS"

Note: BICYCLE PUSH BUTTON NOT REQUIRED IF ALL-RED PHASE OF RESIDENTIAL DRIVEWAY TEMP. SIGNAL IS TIMED FOR BICYCLES OR VERIFIED BICYCLES ARE NOT PRESENT.


The diagram shows a cross-section of a two-lane road. The lane width is indicated as 10' LANE. A dashed line separates the two lanes. A red rectangular area labeled 'WORK AREA' is shown on the right side of the road. A traffic light is positioned at the intersection.

Diagram illustrating the dimensions and components of a traffic signal head:

- Signal Head Dimensions:** 18" (width) x 24" (height).
- Signal Head Label:** R10-11A (B/W).
- Signal Head Components:**
 - NO TURN ON RED (Red circle)
 - DD (Down Arrow)
 - 18" (width)
 - 24" (height)
- Signal Head Mounting:** 3" (height) x 3 3/4" (width).
- Signal Head Components:**
 - 1C (10.90%)
 - 1C (10.90%)
 - 1C (10.90%)
- Signal Head Label:** R10-26 MOD (B/W).
- Signal Head Components:**
 - PUSH BUTTON FOR EXTENDED SIGNAL TIME
 - 1C (10.90%)
 - 1C (10.90%)
 - 1C (10.90%)
- Signal Head Label:** BUSINESS ACCESS.

A diagram showing a 10-foot lane. A red hatched rectangular area labeled "WORK AREA" is positioned in the upper part of the lane. Below the work area, a dashed yellow line runs horizontally. At the bottom of the lane, a traffic light is shown with a red light illuminated. The lane is labeled "10' LANE" on the left side. Arrows indicate the direction of traffic flow.

3"
3 3/4"
1C
1C,90%
1C
1C,80%



R10-26 MOD
(B/W)

A diagram of a 10-foot lane. A red rectangular area labeled "WORK AREA" is shown within the lane. The work area is filled with red diagonal lines. Below the work area, there is a dashed line and a solid line. The lane is labeled "10' LANE" on the left side. A small red and white traffic cone is positioned at the bottom center of the lane.

Diagram illustrating the placement of traffic signs for a right-turn lane:

- R10-11B (B/W)**: NO TURN ON RED. Dimensions: 24" x 24".
- IA-23-1P (B/W)**: TURN ONLY IN DIRECTION OF ARROW. Dimensions: 36" x 24".
- R10-26 MOD (B/W)**: PUSH BUTTON FOR EXTENDED SIGNAL TIME. Dimensions: 3' x 15".
- DRIVEWAY OR ACCESS**: Indicated by a green line.
- RIGHT**: Indicated by a sign above the lane.

PLAN REF NO

C341

SHEET
4
OF
4
SHEETS

