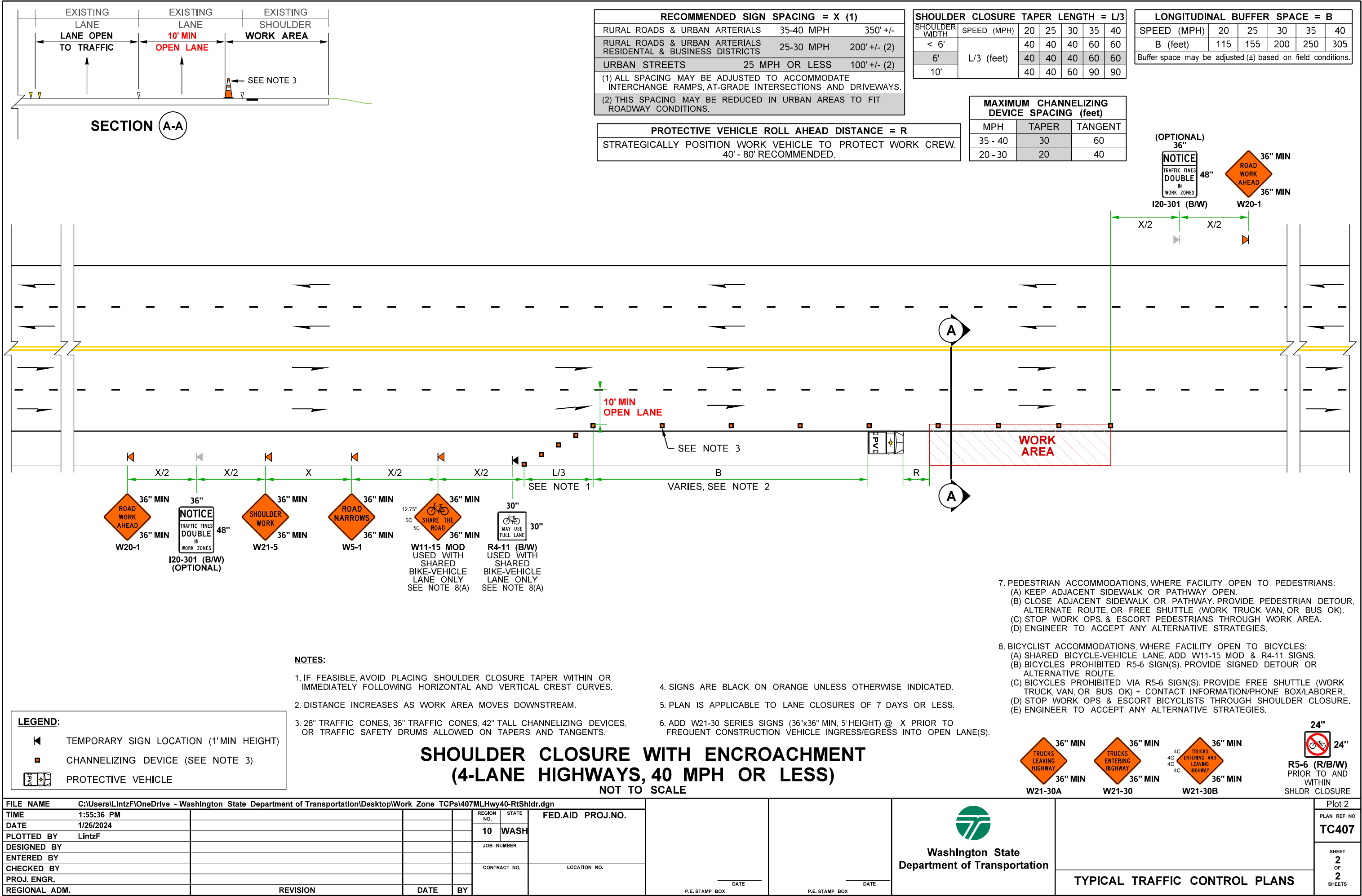
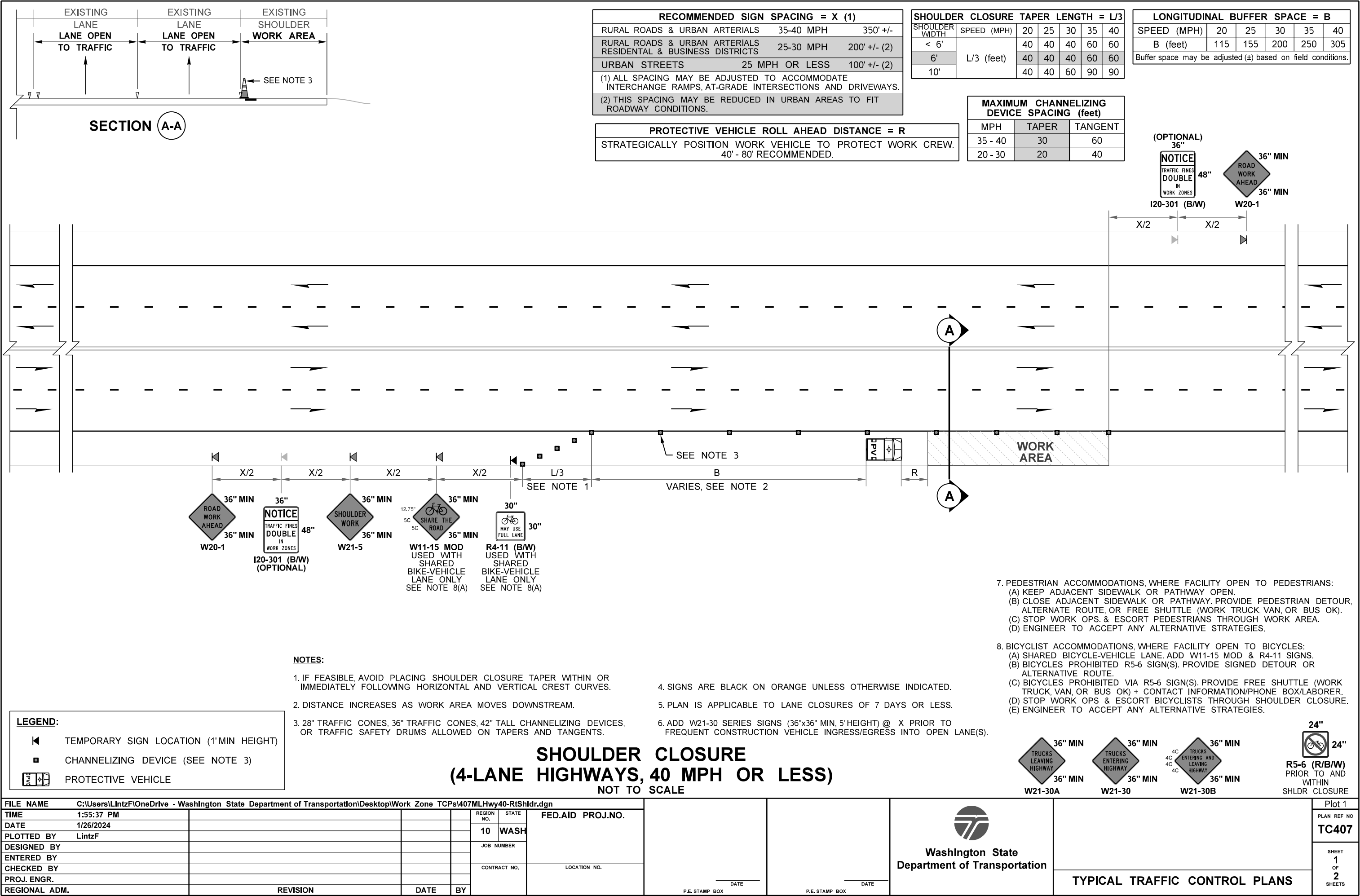
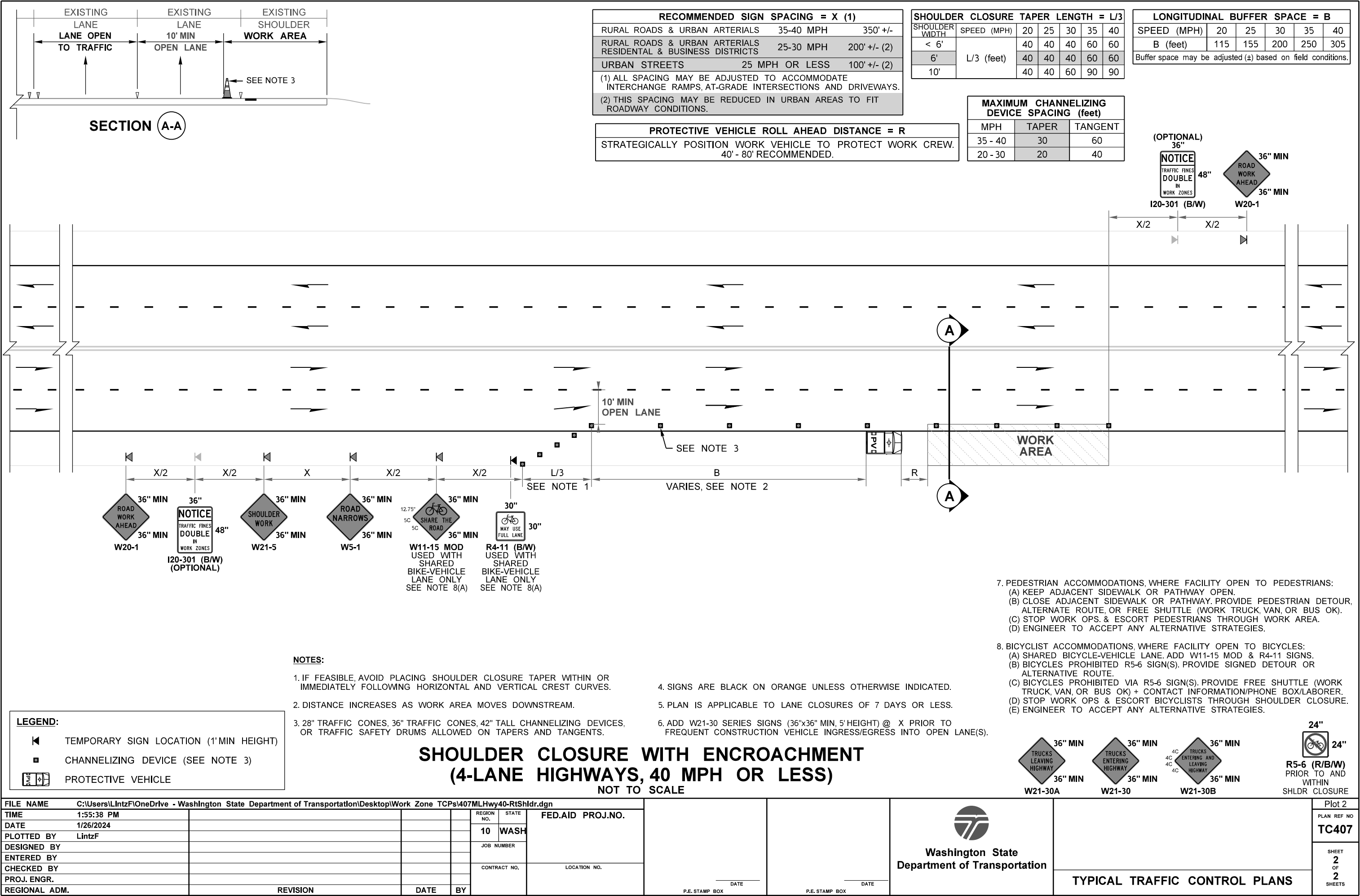
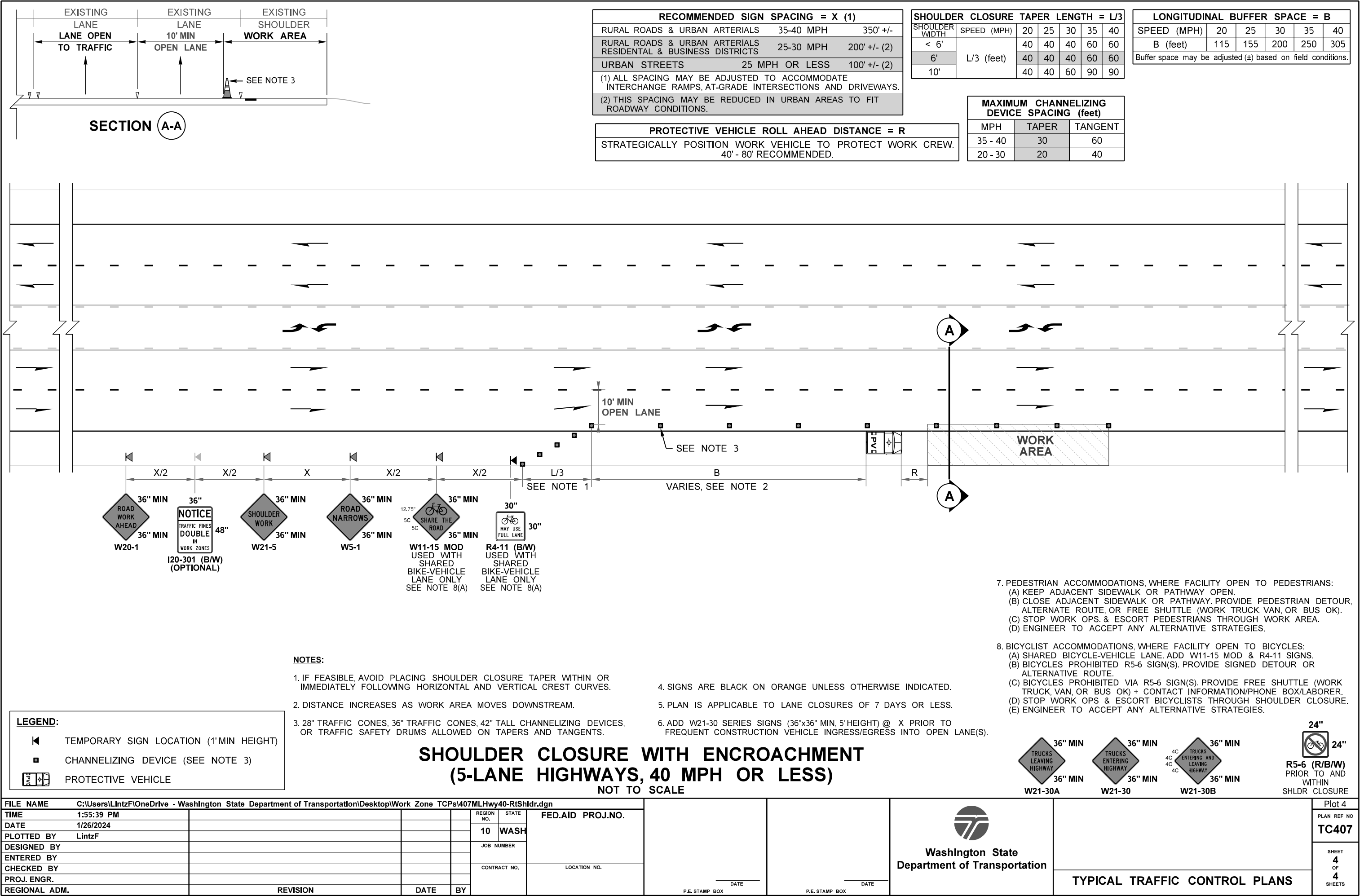


<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="text-align: center;">  <p>Washington State Department of Transportation</p> </div>	<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	Plot 1
				PLAN REF NO TC407
				SHEET 1 OF 2 SHEETS
<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="border: 1px solid black; height: 100px; width: 100%;"></div>		<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="border: 1px solid black; height: 100px; width: 100%;"></div>









WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (January 2024).

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 HQCAEHelpDesk@wsdot.wa.gov.

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>

PLOT USAGE EXPLANATION:

Plot 1: Shoulder closure maintaining existing speed limit on 4-lane highways 40 mph or less.

Plot 2: Shoulder closure with encroachment maintaining existing speed limit on 5-lane highways 40 mph or less.

Plot 3: Shoulder closure maintaining existing speed limit on 5-lane highways 40 mph or less.

Plot 4: Shoulder closure with encroachment maintaining existing speed limit on 5-lane highways 40 mph or less.

Note: Details for at-grade intersections will be added at a future date.

DESIGNER NOTES:

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"**.

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.

C. 36"x36" MIN diamond-shaped work zone signs used on highways 40 mph or lower by WSDOT standard practice (30"x30" signs permitted on local streets/roadways 30 mph or less per MUTCD 6F.02 P09). 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.

D. When positioned behind channelizing devices, temporary signs should be mounted at 5' minimum.

E. Work zone traffic control layout is based on the posted speed limit.

F. Traffic safety drums, 42" tall channelizing devices, 36" traffic cones, & 28" traffic cones allowable for tapers and tangents (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.

G. Maximum channelizing device spacing table for tangents is based on WAC 468-95-301 and may ALWAYS be reduced.


H. It is WSDOT standard practice not to use sequential arrow signs (arrow boards) for shoulder closure tapers. Per MUTCD TA-6, sequential arrow signs (arrow boards) should not be used.

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.

J. No lateral buffer (transverse distance between open lanes and work area) typically used on roadways 40 mph or less. Per MUTCD Section 6C.06 P14, lateral buffer spaces are optional. Actual work area limits may be modified.

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.

SHOULDER CLOSURE (MULTILANE HIGHWAYS 40 MPH OR LESS)

FILE NAME C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\407MLHwy40-RtShldr.dgn																INFORMATIONAL USE ONLY		Plot 5	
TIME	1:55:39 PM				REGION NO.	STATE	FED.AID PROJ.NO.						PLAN REF NO		TC407				
DATE	1/26/2024				10	WASH							SHEET						
PLOTTED BY	LintzF				JOB NUMBER		LOCATION NO.						OF						
DESIGNED BY																			
ENTERED BY																			
CHECKED BY					CONTRACT NO.														
PROJ. ENGR.																			
REGIONAL ADM.		REVISION	DATE	BY									DESIGNER GUIDANCE						
							DATE		DATE				SHEETS						
							P.E. STAMP BOX		P.E. STAMP BOX										