

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

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

#:## = MINUTES:SECONDS UNTIL GREEN. LOCATE VMS ON TEMP SIGNAL MAST ARM.

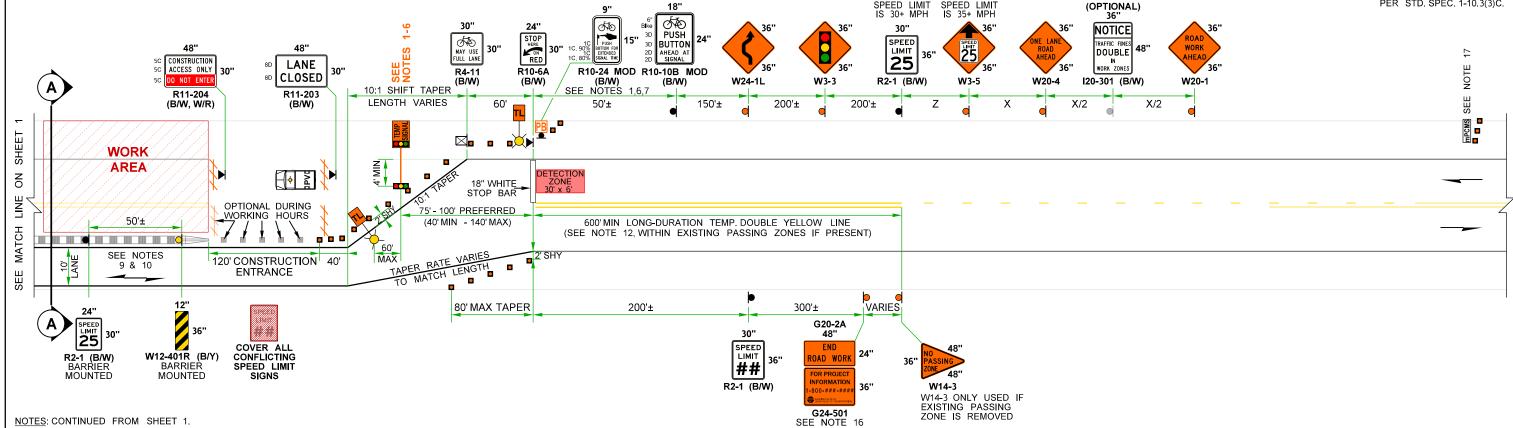
MAXIMUM DEVICE	 	
TAPER	TA	NGENT
10'		20'

SPEED REDUCTION AHEAD	SIGN SE	PACING = Z
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

USE IF EXIST. USE IF EXIST

mPCMS TRAFFIC ROADWAY SIGNAL NARROWS 1.5 MILES | 12' WIDE 2.0 SEC | 2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP SIGNAL PER STD. SPEC. 1-10.3(3)C



- 9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.
- 10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.
- 11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
- 12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40'SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).
- 13. TYPE 2 OR F-SHAPE TEMPORARY BARRIER PERMITTED. SLOPED CONCRETE TERMINAL ALLOWED FOR REGULATORY WORK ZONE SPEED LIMITS 25 MPH OR LESS. TYPE 2 TEMPORARY BARRIER AND SLOPED CONCRETE TERMINAL PER STANDARD PLAN K80-32. F- SHAPE TEMPORARY BARRIER PER STANDARD PLAN C-60.10 (C-60.15 IF SCUPPERS USED FOR DRAINAGE) AND STANDARD PLAN C-60.80 FOR F-SHAPE CONCRETE BARRIER TERMINAL.
- 14. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS: 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

TEMPORARY BARRIER 6-10.3(5)

8-23.3(4)B

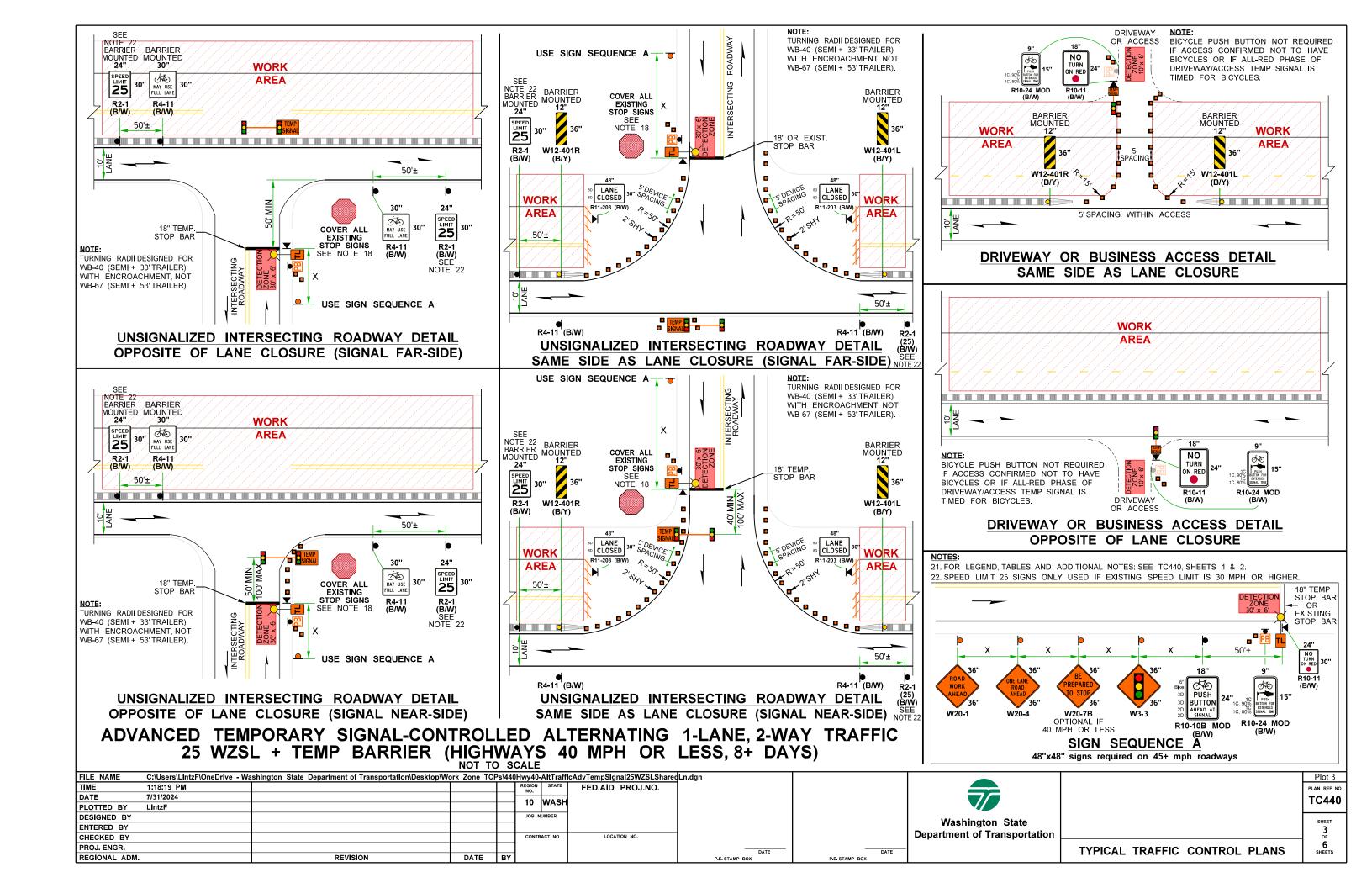
TEMPORARY PAVEMENT MARKINGS - LONG DURATION PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

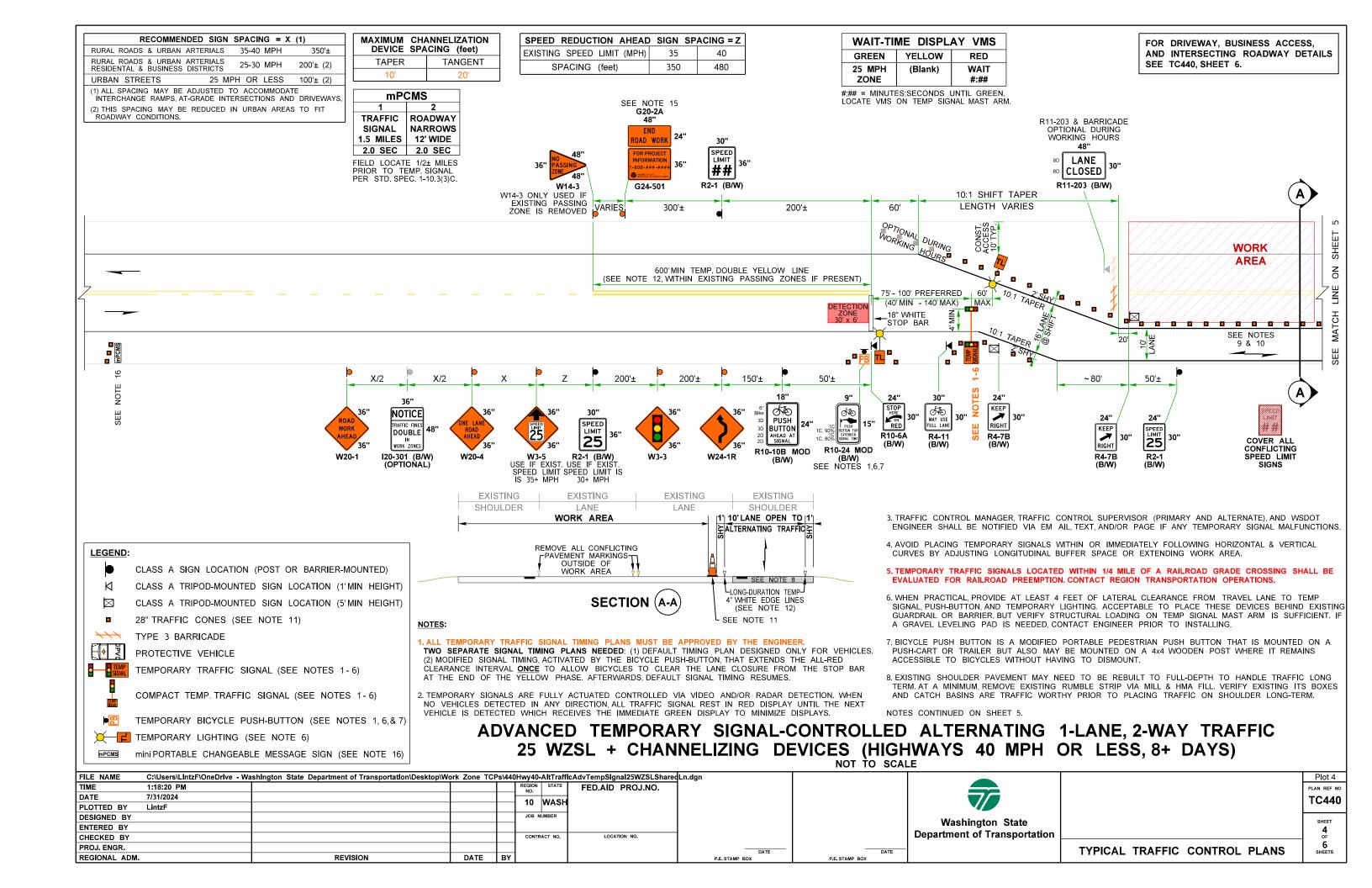
- 15. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
- 16. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER
- 17. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 18. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 19. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 20. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS

EXISTING EXISTING EXISTING EXISTING SHOULDER LANE LANE SHOULDER WORK AREA |1'| 2' |1'| 10' LANE OPEN TO |1'| **≱ALTERNATING TRAFFIC** REMOVE ALL CONFLICTING PAVEMENT MARKINGS WORK AREA LIONG-DURATION TEMP SECTION (A-A) 4" WHITE EDGE LINES (SEE NOTE 12) TYPE 2 OR F-SHAPE TEMP BARRIER (SEE NOTE 13)

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

					- '					
FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of T	ransportation\Desktop\Work Zone TC	Ps\440	0Hwy40-AltTraf	flcAdvTempSlgnal25WZSLShare	Ln.dgn				Plot 2
TIME	1:18:19 PM			REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	7/31/2024			10 WASI	1					TC440
PLOTTED BY	LintzF			IU WASI]					1.0440
DESIGNED BY				JOB NUMBER				Washington State		SHEET
ENTERED BY										2
CHECKED BY				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF OF
PROJ. ENGR.						——————————————————————————————————————	DATE	-	TYPICAL TRAFFIC CONTROL PLANS	6 SHEETS
REGIONAL ADM	. REVISIO	ON DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		THIORE TRAITIO CONTROL LEANS	0





FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 6.

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

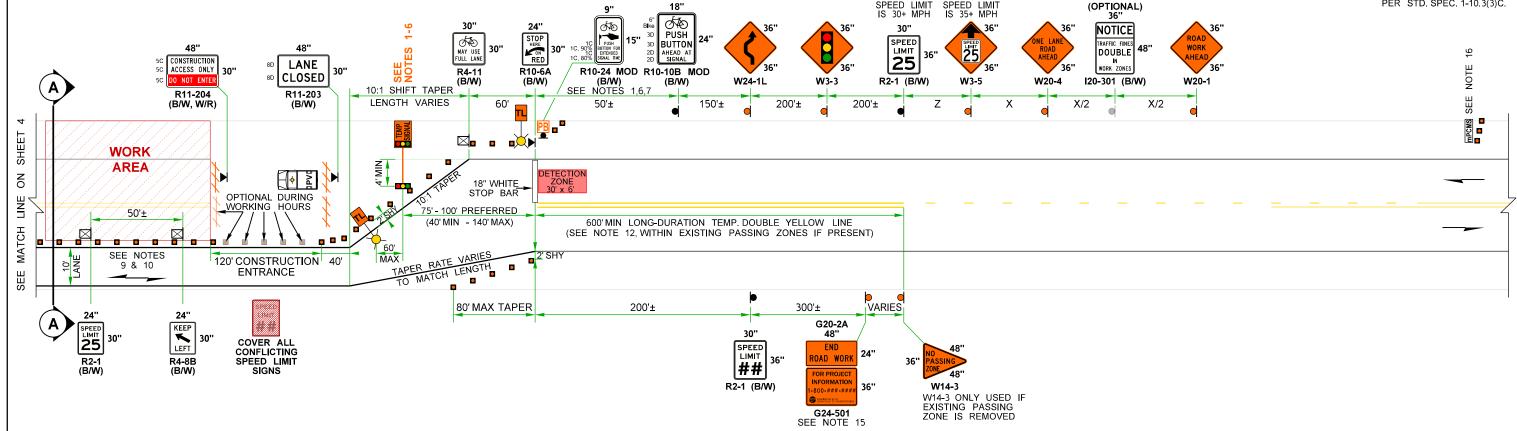
#:## = N	/INUT	ES:S	SECON	OS UNT	IL GRE	EN.	
LOCATE	VMS	ON	TEMP	SIGNAL	MAST	ARM.	

	CHANNELIZATION SPACING (feet)
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD	SIGN SP	ACING = Z
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

USE IF EXIST. USE IF EXIST

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



NOTES: CONTINUED FROM SHEET 4.

9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.

10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.

11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.

12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600'OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMS @ 40'SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).

13. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:

1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

6-10.3(5) TEMPORARY BARRIER

8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION

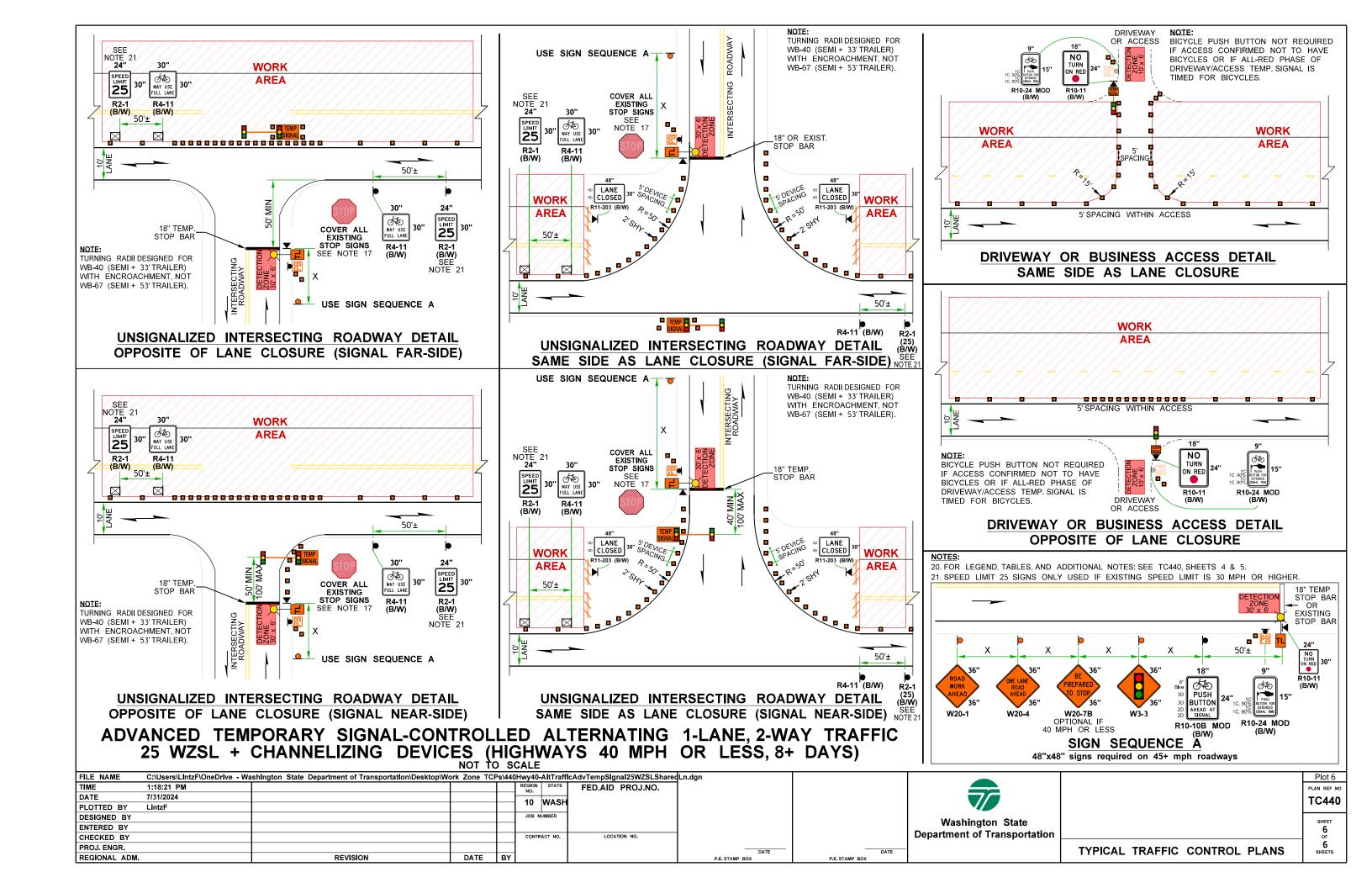
9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL14. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.

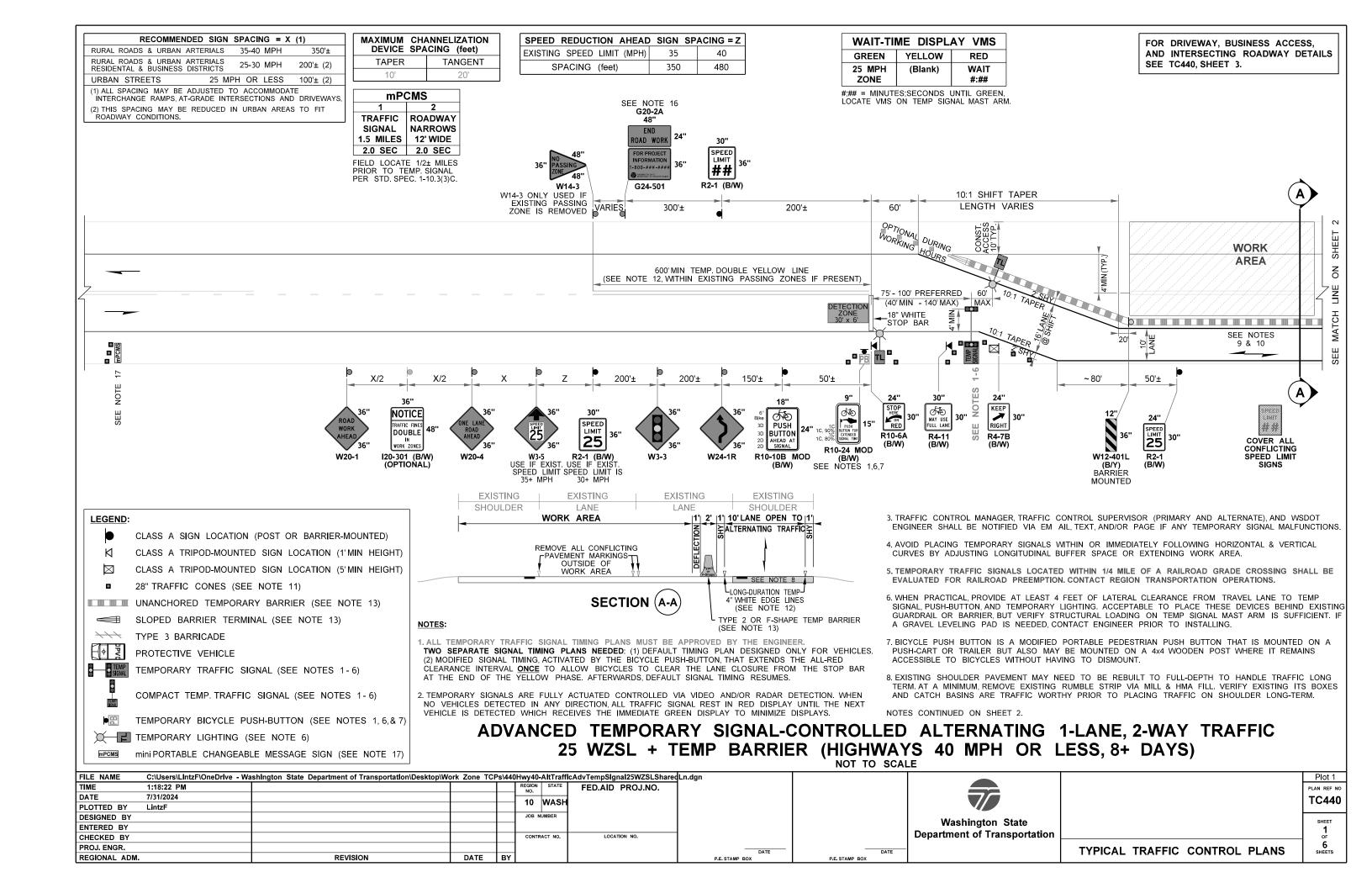
- 15. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- 16. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 17. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 18. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 19. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS

EXISTING EXISTING EXISTING EXISTING SHOULDER LANE LANE SHOULDER WORK AREA |1'| 10' LANE OPEN TO |1'| **ALTERNATING TRAFFIC**→ REMOVE ALL CONFLICTING
PAVEMENT MARKINGS WORK AREA LONG-DURATION TEMP-SECTION (A-A) 4" WHITE EDGE LINES (SEE NOTE 12) L SEE NOTE 11

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

						11	OT TO SOALL				
FILE NAME	C:\Users\LintzF\OneDrive - Wa	ashIngton State Department of Transportation\Desktop\V	Nork Zone TC	Ps\440	Hwy40-AltTraffl	cAdvTempSlgnal25WZSLShared	Ln.dgn				Plot 5
TIME	1:18:21 PM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	7/31/2024				10 WASH						TC440
PLOTTED BY	LintzF				10 WASII						10440
DESIGNED BY					JOB NUMBER				Washington State		SHEET
ENTERED BY									_		5
CHECKED BY					CONTRACT NO.	LOCATION NO.			Department of Transportation		OF OF
PROJ. ENGR.							——————————————————————————————————————	——————————————————————————————————————		TYPICAL TRAFFIC CONTROL PLANS	b SHEETS
REGIONAL ADM.	•	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		THIORE MAILIO COMMOL LEANS	GHEE10





FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

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

# ## - 1	AINH ITE	S-SECON	IDS LINIT	IL GREEN
#.## - IN		3.3E001	NDS CINI	IL GREEN.
	\/MC (AN TEME	D CICNIAI	MAST ARM.

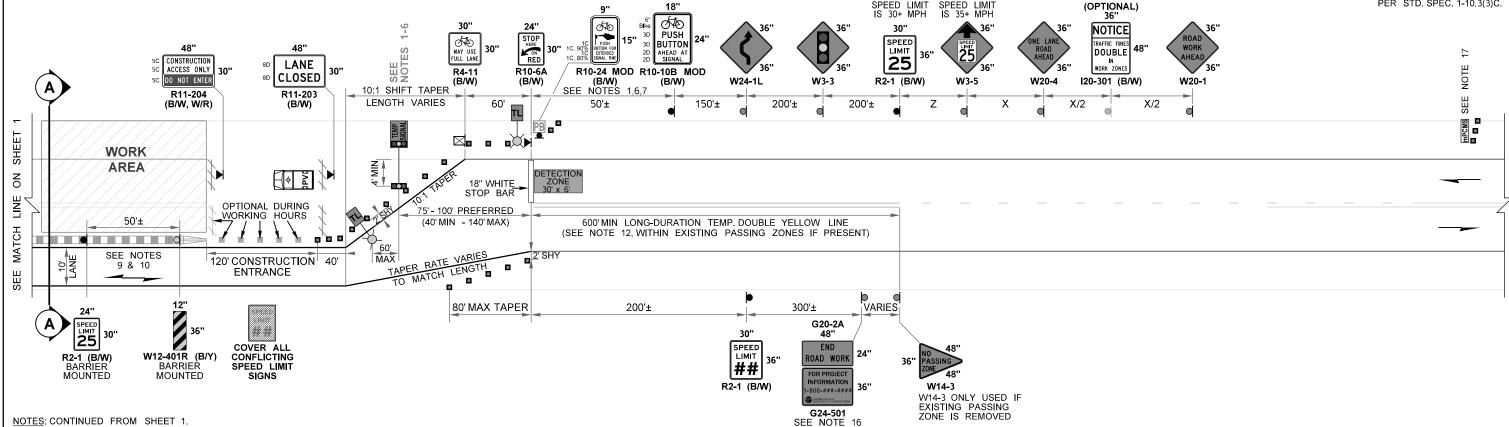
MAXIMUM DEVICE		
TAPER	TA	NGENT
10'		20'

SPEED REDUCTION AHEAD	SIGN SF	ACING = Z
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

USE IF EXIST. USE IF EXIST

mPCMS TRAFFIC ROADWAY SIGNAL NARROWS 1.5 MILES | 12' WIDE 2.0 SEC | 2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP SIGNAL PER STD. SPEC. 1-10.3(3)C.



- 9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.
- 10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.
- 11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
- 12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40'SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).
- 13. TYPE 2 OR F-SHAPE TEMPORARY BARRIER PERMITTED. SLOPED CONCRETE TERMINAL ALLOWED FOR REGULATORY WORK ZONE SPEED LIMITS 25 MPH OR LESS. TYPE 2 TEMPORARY BARRIER AND SLOPED CONCRETE TERMINAL PER STANDARD PLAN K80-32. F- SHAPE TEMPORARY BARRIER PER STANDARD PLAN C-60.10 (C-60.15 IF SCUPPERS USED FOR DRAINAGE) AND STANDARD PLAN C-60.80 FOR F-SHAPE CONCRETE BARRIER TERMINAL.
- 14. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS: 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

TEMPORARY BARRIER 6-10.3(5)

8-23.3(4)B

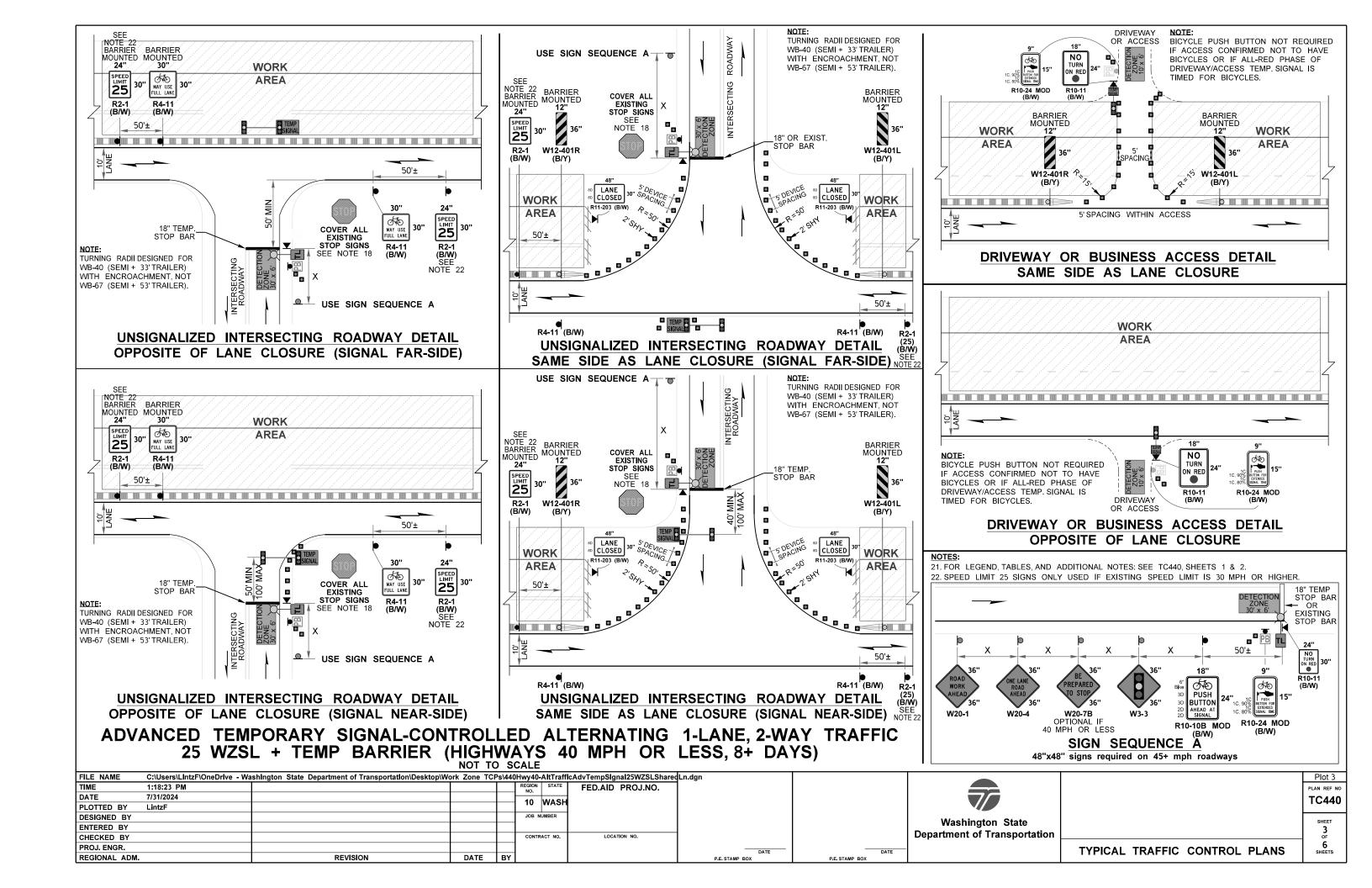
TEMPORARY PAVEMENT MARKINGS - LONG DURATION PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

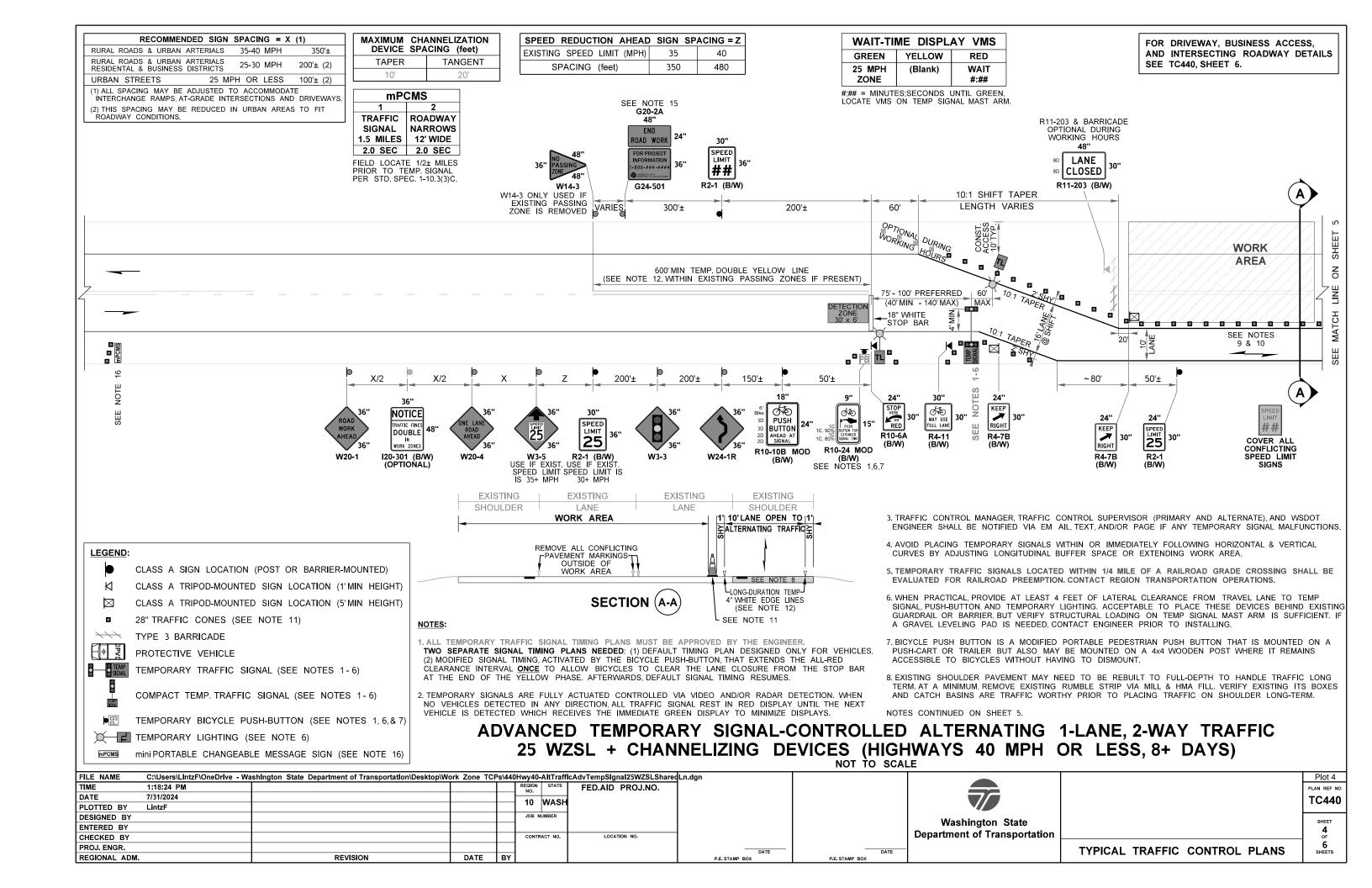
- 15. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
- 16. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER
- 17. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 18. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 19. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 20. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS

EXISTING EXISTING EXISTING EXISTING SHOULDER LANE LANE SHOULDER WORK AREA |1'| 2' |1'| 10' LANE OPEN TO |1'| **≱ALTERNATING TRAFFIC** REMOVE ALL CONFLICTING PAVEMENT MARKINGS WORK AREA LIONG-DURATION TEMP SECTION (A-A) 4" WHITE EDGE LINES (SEE NOTE 12) TYPE 2 OR F-SHAPE TEMP BARRIER (SEE NOTE 13)

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

					• • • • • • • • • • • • • • • • • • • •	IOI IO OOMEE				
FILE NAME	C:\Users\LintzF\OneDrive - Wa	shington State Department of Transportation\Desktop\We	ork Zone TC	Ps\440Hwy40-AltTraffl	lcAdvTempSlgnal25WZSLShared	Ln.dgn				Plot 2
TIME	1:18:22 PM			REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	7/31/2024			10 WASH						TC440
	LintzF			10 WASI						
DESIGNED BY				JOB NUMBER				Washington State		SHEET
ENTERED BY								_		2
CHECKED BY				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF OF
PROJ. ENGR.						DATE	DATE	-	TYPICAL TRAFFIC CONTROL PLANS	6 SHEETS
REGIONAL ADM.		REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		THIORE TRAITIS SOUTHOE TEAMS	3.12213





FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 6.

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

# ##	= N	JINUT	ES:S	ECON	OS UNT	IL GRE	EN.
LOCA	ΛTE	VMS	ON	TEMP	SIGNAL	MAST	ARM.

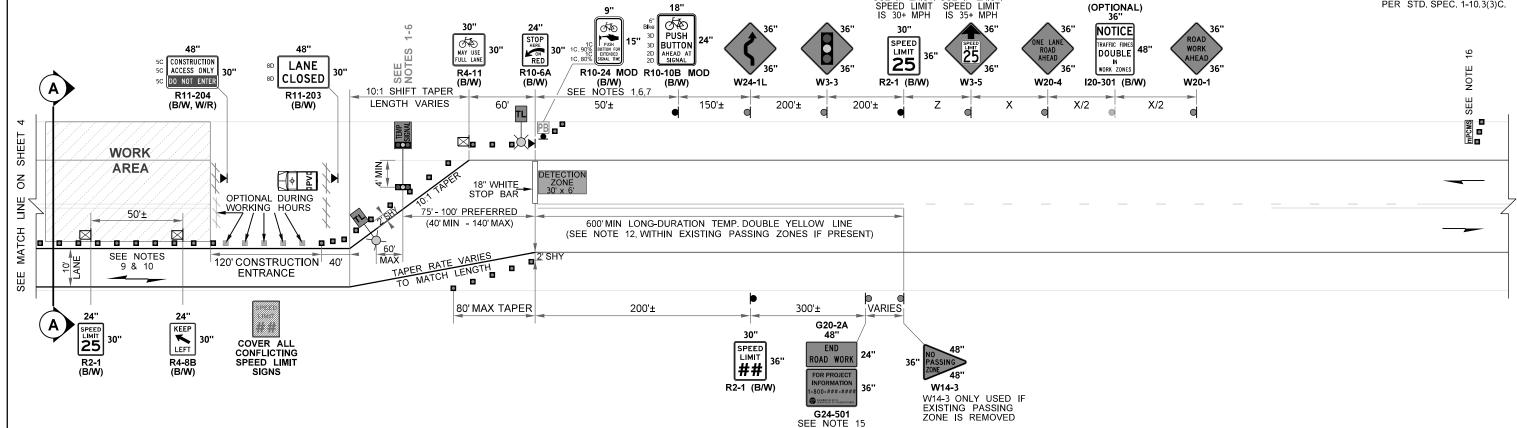
MAXIMUM CHA	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD	SIGN SP	ACING = Z
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

USE IF EXIST. USE IF EXIST

mP(CMS
1	2
TRAFFIC	ROADWAY
SIGNAL	NARROWS
1.5 MILES	12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



NOTES: CONTINUED FROM SHEET 4.

9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.

10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.

11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.

12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600'OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMS @ 40'SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).

13. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:

1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

6-10.3(5) TEMPORARY BARRIER

8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION

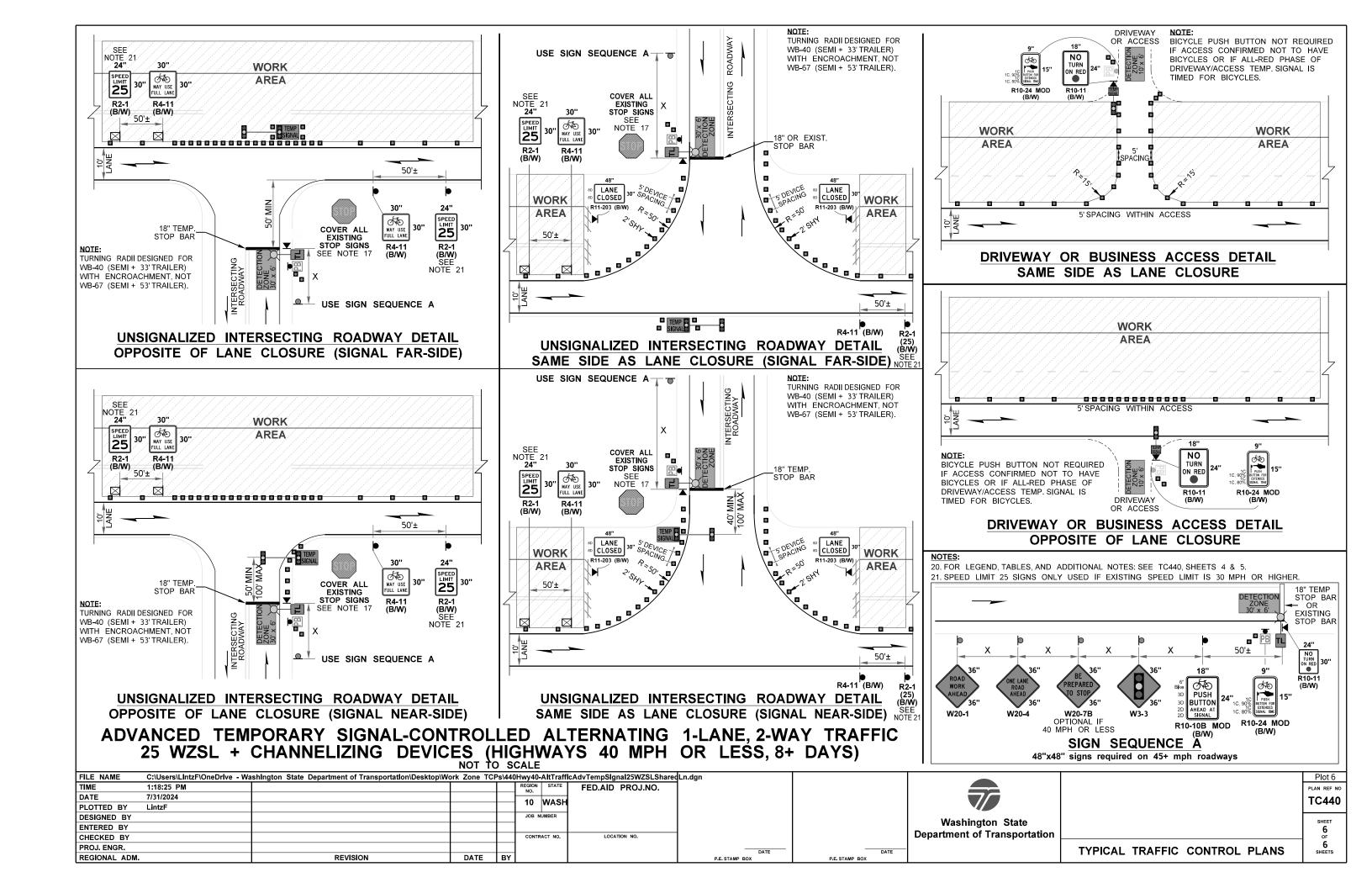
9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL14. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.

- 15. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- 16. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 17. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 18. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 19. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS

EXISTING EXISTING EXISTING EXISTING SHOULDER LANE LANE SHOULDER WORK AREA |1'| 10' LANE OPEN TO |1'| **ALTERNATING TRAFFIC**→ REMOVE ALL CONFLICTING PAVEMENT MARKINGS OUTSIDE OF WORK AREA LONG-DURATION TEMP-SECTION (A-A) 4" WHITE EDGE LINES (SEE NOTE 12) L SEE NOTE 11

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

						11	OT TO SOALL				
FILE NAME	C:\Users\LintzF\OneDrive - Wa	ashIngton State Department of Transportation\Desktop\V	Vork Zone TC	Ps\440	Hwy40-AltTraffl	lcAdvTempSlgnal25WZSLShared	Ln.dgn				Plot 5
TIME	1:18:24 PM				REGION STATE	FED.AID PROJ.NO.					PLAN REF NO
DATE	7/31/2024				10 WASH						TC440
PLOTTED BY	LintzF				IU WASII						10440
DESIGNED BY					JOB NUMBER				Washington State		SHEET
ENTERED BY									_		5
CHECKED BY					CONTRACT NO.	LOCATION NO.			Department of Transportation		OF C
PROJ. ENGR.							——————————————————————————————————————	DATE		TYPICAL TRAFFIC CONTROL PLANS	b SHEETS
REGIONAL ADM.		REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		THE TOTAL HEALT OF THE PARTY	32210



WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (July 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 HOCAEHelpDesk@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

TYPICAL TCP USAGE EXPLANATION:

- **Plots 1-3:** Advanced temporary signal-controlled 1-lane, 2-way alternating traffic on 40- mph, 2-lane highways with temporary barrier separating work area for long-duration closures (8+ days). Details for driveway, business access, and/or intersecting roadways included in Plot 3.
- **Plots 4-6:** Advanced temporary signal-controlled 1-lane, 2-way alternating traffic on 40- mph, 2-lane highways with channelizing devices separating work area for long-duration closures (8+ days). Details for driveway, business access, and/or intersecting roadways included in Plot 6.
- Plots 11-14: Version for 20 mph highways of Sheet 1 & 2 (temporary barrier) and Sheet 4 & 5 (channelizing device). Plot 3 and 6 still used but change title to "(20 MPH HIGHWAYS, 8+ DAYS)" and delete R2-1 (SPEED LIMIT 25) signs. See Microstation file in .ZIP file.
- Plots 16-19: Version for 25 mph highways of Sheet 1 & 2 (temporary barrier) and Sheet 4 & 5 (channelizing device). Plot 3 and 6 still used but change title to "(25 MPH HIGHWAYS, 8+ DAYS)" and delete R2-1 (SPEED LIMIT 25) signs. See Microstation file in .ZIP file.
- **Plots 21-24:** Version for 30 mph highways of Sheet 1 & 2 (temporary barrier) and Sheet 4 & 5 (channelizing device). Plot 3 and 6 still used but change title to "(30 MPH HIGHWAYS, 8+ DAYS)". See Microstation file in .ZIP file.
- **Plots 26-29:** Version for 35 mph highways of Sheet 1 & 2 (temporary barrier) and Sheet 4 & 5 (channelizing device). Plot 3 and 6 still used but change title to "(35 MPH HIGHWAYS, 8+ DAYS)". See Microstation file in .ZIP file.
- **Plots 31-34:** Version for 40 mph highways of Sheet 1 & 2 (temporary barrier) and Sheet 4 & 5 (channelizing device). Plot 3 and 6 still used but change title to "(40 MPH HIGHWAYS, 8+ DAYS)". See Microstation file in .ZIP file.

Other Alternating Traffic TCPs (45+ mph): See Typical Traffic Control Plan Library

(https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/plan-sheet-library/work-zone-typical-traffic-control-plans-tcp)

- * TC320s for flagger-controlled alternating traffic plans
- * TC330s for other variations of AFAD-controlled alternating traffic plans
- * TC440s for temporary signal-controlled alternating traffic plans, including a 35 mph regulatory speed limit version.
- * TC350s for traffic holds

If not published yet, they will be added in the future.

Other Alternating Traffic TCPs (40 mph or less): See Typical Traffic Control Plan Library

(https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/plan-sheet-library/work-zone-typical-traffic-control-plans-tcp)

- * TC420s for flagger-controlled alternating traffic
- * TC430s for AFAD-controlled alternating traffic
- * TC440s for temporary signal-controlled alternating traffic plans
- * TC450s for traffic holds

If not published yet, they will be added in the future.

DESIGNER NOTES:

- A. Temporary Traffic Signals located within 1/4 mile of a railroad grade crossing shall be evaluated for railroad preemption per WSDOT Manual 1330.04(7)(b). Note, this process tends to take up to 6 months due to collaboration with railroads.
- B. Contact Region Traffic Operations to determine which Typical TCP(s) to utilize, as there are several variations available (or soon will be).
- C. These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standard practices.

 Typical TCPs are not "Standard Plans".
- D. Per WSDOT Executive Order E1060 (https://wwwi.wsdot.wa.gov/publications/policies/fulltext/1060.pdf); speed limit reductions and advisory speeds must be approved for work zones. Submit speed reduction reductions & advisory speed requests for work zones through WSDOT Region Transportation Operations. See Traffic Manual Section 5-18 for additional information for documentation and notification requirements.
- E. See MUTCD Table 6F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

DESIGNER NOTES: (continued)

- F. WAC 468-95-300 modifies MUTCD Table 6-1 "Recommended Advance Warning Sign Minimum Spacing". Sign spacing may be adjusted for field conditions based on engineering judgement. The Sign Spacing table is acceptable to use in Typical TCPs; however, site-specific traffic control plans should include actual sign spacing values (with A) that have been verified in the field, on SR view, or via Google Maps.
- G. The temporary sign spacing between W3-5 (speed reduction ahead) and R2-1 (speed limit) signage is based on Exhibit 2-8 in Chapter 2 of the WSDOT Traffic Manual (https://www.wsdot.wa.gov/publications/manuals/fulltext/m51-02/chapter2.pdf).
- H. For 8+ day traffic control plans, Class A construction signs will be used and are typically mounted per Standard Plan K-80.10; however, tripod-mounted (1-foot, 5-foot when behind channelizing devices) and barrier-mounted signs are also used in these plans. For 7 day or less plans, Class B construction signs are used and consist of tripod-mounted (1-foot, 5-foot when behind channelizing devices) and barrier-mounted signs.
- I. For this Typical TCP, the work zone design speed is based on the 25 mph continuous regulatory speed limit for sign spacing, channelizing device spacing, buffer, roll ahead distances, and use of concrete barrier terminals. If 30 mph or higher speed limits are used, temporary impact attenuators shall be used. If the 8+ day bypass needs to be designed at a lower speed (15 mph or 20 mph), then add a W13-1P advisory speed plaque below the W24-1 series signs based on the design speed in addition to using the 25 mph regulatory speed limit.
- J. Lane closure tapers for temporary signal alternating traffic is typically 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.08, Paragraph 15. Never use "L" for these tapers. This Typical TCP 10:1 tapers (but this can be reduced to 5:1 tapers in restricted areas) in lieu of actual taper distances to account for the additional lane shift behind centerline due to varying shoulder widths (10' shoulders shown in Typical TCP) which impacts the taper length. Site-specific traffic control plans may use this Typical TCP as reference and modify it from stopbar to stopbar using curvilinear alignment.
- K. Channelization devices types may be modified (vertical panel channelizing devices prohibited). Warning lights on channelizing devices is being phased out in Washington. Contact Region Traffic Operations for information regarding their standard practices.
- L. Maximum channelizing device spacing table for tangents is reduced to 20' spacing to enhance delineation through the lane closure, even though 40' allowed in WAC 468-95-301 for 25 mph. Channelization spacing may ALWAYS be reduced. To allow construction access into the work area, truck & trailers need about 120' gap in devices to maneuver--so these devices are optional during working hours to allow that movement.
- M. Per MUTCD Section 6C.06, longitudinal buffer spaces are optional. This Typical TCP uses a 40' tangent & 120' construction access as the 160' longitudinal buffer (155' buffer for 25 mph). A protective vehicle has been added in the closed lane behind the first set of Type 3 barricades with just a 40' buffer to keep the distance between signals minimized (which maximizes traffic capacity).
- N. 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 when channelizing devices used but a 1' lateral deflection distance used for temporary barrier (for their deflection space) due to 25 mph speeds versus the typical 3 feet. Actual work area limits may be modified.
- O. See Design Manual Chapter 1610 for temporary barrier design & sloped concrete barrier terminal (allowed 25 mph or less). See Design Manual Chapter 1620 for temporary impact attenuators (required 30+ mph, approved Temporary Impact Attenuator list required to be provided on TCPs).
- P. Placing Type 3 barricades or channelizing devices transversely (at 0° and 3-foot spacing) is an optional strategy to stop move errant drivers traveling within the closed lane(s). This Typical TCP uses several Type 3 barricades strategically placed.
- Q. In lieu of portable trailer-mounted traffic signals, WSDOT HQ has a timber-pole mounted traffic signal variation that is more economical if traffic signals remain in place for 4 months or longer. For additional information, contact HQworkzone@wsdot.wa.gov.
- R. If distance between mainline temporary lights exceed 200 feet, perform Light Level Criteria calculations per Design Manual 1040.10. At intersections, a single 200W+ class light at the stopbar is sufficient if the stop line for the cross-street is within 75 feet from the edge line of the main roadway.

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

DATE

FILE NAME	C:\Users\LintzF\OneDrive - Wa	shington State	Department of Transport	ation\Desktop\Wo	ork Zone	TCPs\44	0Hwy40	-AltTraff	IcAdvTempSlg	nal25WZSLShare	Ln.dgn
TIME	1:18:26 PM						REGION NO.	STATE	FED.AID	PROJ.NO.	
DATE	7/31/2024						10	WASH	1		
PLOTTED BY	LintzF						'0	WASI			
DESIGNED BY							JOB	NUMBER			
ENTERED BY											
CHECKED BY							CONT	RACT NO.	LOCA	ATION NO.	
PROJ. ENGR.							1				
PECIONAL ADM			DEVISION		DATE	BV	1				_



DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALS.

INFORMATIONAL USE ONLY

DESIGNER GUIDANCE

TC440

SHEETS

PLAN REF N