Washington State Department of Transportation

NW Region CTCO Traffic Control Plan Requirements – Check-off Sheet

The following items will assist in providing a faster review. Traffic Control Plans need to be site specific.

1. _____ Name of project.

2. _____ Name of requester and entity (person and company/division, etc).

3. _____ What type of work? (Such as, subdivision, water line crossing, etc).

4. _____ TCP clearly shows the actual lane configuration (and sidewalks when applicable) and lane and shoulder widths if available.

5. _____ Work Zone locations accurately sketched on TCP, dimensions included. Show sequential arrow signs, TMA or protective vehicle, flaggers, sign locations, etc. in the TCP plans as applicable.

6. _____ Vicinity map with north arrow included.

7. _____ North arrow and scale (or not to scale) on the TCP. Include a legend referencing symbols used on TCP

8. _____ Provide all applicable taper lengths, sign spacing, channelization device spacing and buffer data.

9. _____ Indicate locations of driveways and signalized and non-signalized intersections.

10. ____ Indicate proposed work hours and days and whether work will occur daily or around the clock.

11. ____ List the name, telephone number and e-mail address of the person who prepared the TCP.

12. ____ Indicate posted speed limit and milepost range the work falls within.

13. ____ Open space on the TCP for 'Approval' stamp (2" X 2"+-).

14. ____ Indicate if phasing or staging is required.

15. ____ Show all streets within sign limits shown and named.

16. ____ Address pedestrian, bicycle and ADA traffic through Work Zone.

17. ____ Address protection of drop-offs and abrupt edges per Standard Specifications.

18. ____ Show any removal of permanent striping or permanent traffic control features.

19. ____ List the name, 24 hour telephone number, and the e-mail address of the Owner's or Contractor's Traffic Control Supervisor.

(See backside of this page for tables and references)

References: (http://www.wsdot.wa.gov/fasc/EngineeringPublications/library.htm)

WSDOT Standard Specifications – M41-10

WSDOT Work Zone Traffic Control Guideline – M54-44

MUTCD

WAC 468-95-317, WSDOT Amendments to the MUTCD

Road Type	Speed	Distance Between Signs			
		A	B	B	C
Freeways & Expressways	55/70 mph	1500'+/- *(or per MUTCD)*	1500'+/- *(or per MUTCD)*	1500'+/- *(or per MUTCD)*	1500'+/- *(or per MUTCD)*
Rural Highways	60/65 mph	800'+/-	800'+/-	800'+/-	800'+/-
Rural Roads	45/55 mph	500'+/-	500'+/-	500'+/-	500'+/-
Rural Roads & Urban Arterials	35/40 mph	350'+/-	350'+/-	350'+/-	350'+/-
Rural Roads, Urban Streets, Residential Business Districts	25/30 mph	200'+/-(2)	200'+/-(2)	200'+/-(2)	200'+/-(2)
Urban Streets	25 mph or less	100'+/-(2)	100'+/-(2)	100'+/-(2)	100'+/-(2)

1. All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
2. This spacing may be reduced in urban areas to fit roadway conditions.

WAC 296-155-305, L&I Rules, required when Flaggers are present!

Road Type	Speed	Distances Between Signs*			
		A**	B**	C**	D**
Urban Streets	25 or less	100'[3]	100'[3]	100'[3]	100'[3]
Rural roads, Urban Streets, Residential Business Districts	25/30 mph	200'[3]	200'[3]	200'[3]	200'[3]
Rural Roads. Urban Arterials	35/40 mph	350'+/-	350'+/-	350'+/-	350'+/-
Rural Roads	45/55 mph	500'+/-	500'+/-	500'+/-	500'+/-
Rural Highways	60/65 mph	800'+/-	800'+/-	800'+/-	800'+/-
Expressways/Freeways	55/70 mph	1500'+/-	1500'+/-	1500'+/-	1500'+/- *(or per MUTCD)*

* All spacing may be adjusted to accommodate interchange ramps. at-grade intersections. and driveways

** This refers to the distance between advance warning signs.

[3] This spacing may be reduced in urban areas to fit roadway conditions

TAPER/CHANNELIZING DEVICE TABLE

Merging, Shifting & Shoulder Taper Lengths and Number of Channelization Devices Used

(Washington State Department of Transportation)

(All Minimums)

Lane Width	10 feet				11 feet				12 feet				Shoulder Tapers (Assumes 10' Shoulder)		
	L		1/2 L		L		1/2 L		L		1/2 L		*1/3 L		
MPH	Merging	Devices	Shifting	Devices	Merging	Devices	Shifting	Devices	Merging	Devices	Shifting	Devices	MPH	(ft) Length	Devices
20	70	5	35	3	75	5	40	3	80	5	40	3	20	25	3
25	105	6	55	4	115	7	60	4	125	7	65	4	25	35	3
30	150	8	75	5	165	9	85	5	180	10	90	5	30	50	3
35	205	8	105	5	225	9	115	5	245	9	125	5	35	70	4
40	270	10	135	6	295	11	150	6	320	12	160	6	40	90	4
45	450	16	225	9	495	18	250	9	540	19	270	10	45	150	6
50	500	14	250	8	550	15	275	8	600	16	300	9	50	170	6
55	550	15	275	8	605	16	305	9	660	18	330	9	55	185	6
60	600	16	300	9	660	18	330	9	720	19	360	10	60	200	6
65	650	17	325	9	715	19	370	10	780	21	390	11	65	220	7
70	700	19	350	10	770	20	385	11	840	22	420	12	70	235	7

*L for shoulder taper equals Shoulder Width x Speed. Figures shown are for a 10' shoulder

(Extracted from page18, of the M54-44, Work Zone Traffic Control Guidelines -January 2006)

Finding "L" (Merging Taper)

SPEED MP	OFFSET/LANE WIDTH										
	2	3	4	5	6	7	8	9	10	11	12
20	15	20	30	35	40	50	55	60	70	75	80
25	25	35	45	55	65	75	85	95	105	115	125
30	30	45	60	75	90	105	120	135	150	165	180
35	45	65	85	105	125	145	165	185	205	225	245
40	55	80	110	135	160	190	215	240	270	295	320
45	90	135	180	225	270	315	360	405	450	495	540
50	110	150	200	250	300	350	400	450	500	550	600
55	110	165	220	275	330	385	440	495	550	605	660
60	120	180	240	300	360	420	480	540	600	660	720
65	130	195	260	325	390	455	520	585	650	715	780
70	140	210	280	350	420	490	560	630	700	770	840

BUFFER DATA

WSDOT, M54-44

BUFFER DATA										
BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FT)	155	200	250	305	360	425	495	570	645	730

PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE		
TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA	TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS)	STATIONARY OPERATION (feet)
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS, (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS)	30 MIN
ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT		
* A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF A TMA IS AVAILABLE, IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED.		

CHANNELIZING DEVICE SPACING

* WSDOT Channelizing Device Spacing (feet)

Merging/Shifting/Shoulder tapers

MPH	Taper	Tangent
50/70	40	80
35/45	30	60
25/30	20	40

One-Lane, Two-Way/Flagger taper

Approximately 20 feet

Downstream or Termination taper

Approximately 20 feet