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**Remarks:**

The *Work Zone Traffic Control Guidelines* has been revised. Please be advised that this revision is electronic only. To access this manual electronically, go to: [www.wsdot.wa.gov/Publications/Manuals/M54-44.htm](http://www.wsdot.wa.gov/Publications/Manuals/M54-44.htm)

**Who to Contact:**

Please contact Marty Weed at 360-705-7293 or [weedm@wsdot.wa.gov](mailto:weedm@wsdot.wa.gov) with comments, questions, or suggestions for improvement to the manual.

**Instructions:**

Page numbers and corresponding sheet-counts are given in the table below to indicate portions of the *Work Zone Traffic Control Guidelines* that are to be removed and inserted to accomplish this revision.

Chapter	Remove		Insert	
	Pages	Sheets	Pages	Sheets
Cover and Title Page	1-4	2	1-4	2
Chapter 1	1-19 – 1-20	1	1-19 – 1-20	1

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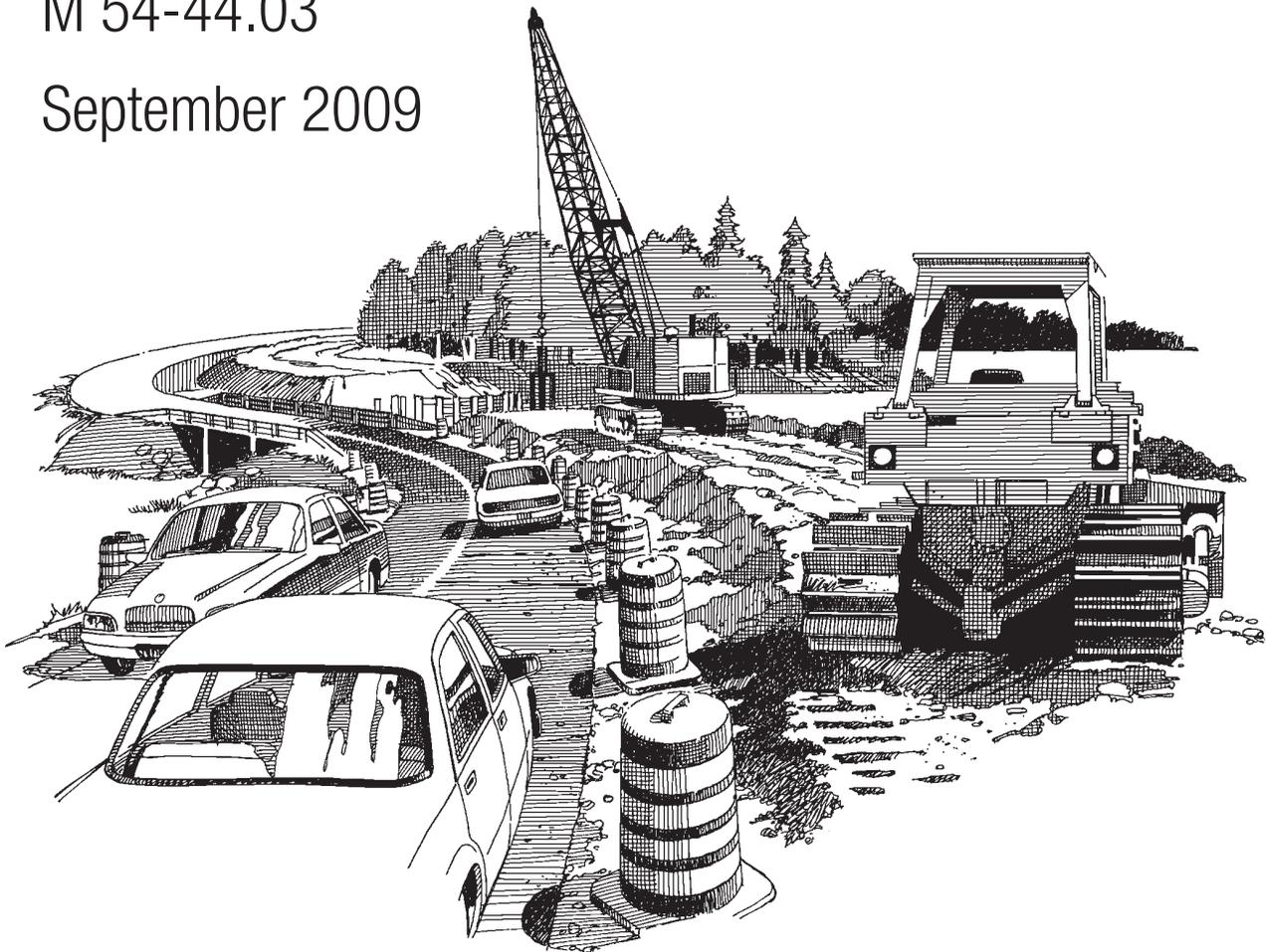
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**Maintenance and Operations Division**

Traffic Operations

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### **1.9.7 Roundabout Traffic Control**

For work within the roundabout, initial advance warning signs are required for each approach leg. If the work operation and all work vehicles are off of the travel lanes and island apron, a single Road Work Ahead sign per approach is all that is required. If any of the road approaches to the roundabout cannot access the intersection due to work operations, then either flagging or possibly a detour are required. If the center island apron will be impacted by the work or equipment, treat it as a shoulder closure for the length of work and consider diverting truck traffic due to large vehicle wheel tracking. For multi-lane roundabouts, if work can be done without closing both travel lanes, flaggers may not be needed. Appropriate signs for lane closure at each entry are required.

A traffic control plan needs to be drawn for each individual roundabout specific to the location, a generic typical detail has been provided as a guide, see TCD 13.

### **1.9.8 Road Closures**

This work type requires the complete closure of the roadway in order to pursue the work operation. Advance notification of the closure is required and a signed detour route is required. Closing a highway, street, or ramp, while not always practical, is a desirable option from a safety viewpoint. For the traveling public, closing the road for a short time might be less of an inconvenience than driving through a work zone for an extended period of time.

Workers should not assume that because a road closure is in place that a danger from vehicles does not exist. Even with a posted road closure, the potential may exist for a vehicle to get past a closure point. It is important for workers to remain vigilant and aware of their surroundings at all times.

When it is necessary to close a road, street, or ramp, submit a request to the Region Traffic Office in advance of the need. Per RCW 47.48.010, the Regional Administrator has the authority to close a road, street, or ramp.

If a road closure is feasible, take the following actions:

- Obtain local agency approval; consult with Region Local Programs Office to determine if a detour agreement is necessary.
- Determine if a detour route is available and adequate to handle the detouring traffic volume.
- Determine maximum number of days allowed for the closure.
- Determine if additional traffic control measures are needed at intersections along the detour route and any other locations such as railroad crossings and movable bridges.

- Contact emergency services, schools, and transit organizations, etc.
- Coordinate with the region public information officer for assistance with public notification.
- Before any new detour route or alternate route is opened to traffic, all necessary signs shall be in place.

Short-term closures may be allowed without advance public notification for emergencies or off-peak closure (night closure). Check with the region traffic office prior to implementing a closure.

### **1.9.9 Detour**

This work zone type involves total closure of the roadway. Traffic is rerouted to an adjacent street or roadway to avoid a traffic control work zone operation. Detours should be clearly signed over their entire length so that drivers can easily use existing roadways to return to the original highway. Follow the steps outlined earlier for road closures.

### **1.9.10 Special Event**

Be aware that special events may conflict with the planned work operation and make adjustments to work hours if necessary. Coordinate with event to minimize impacts.

The region's public information officer can provide assistance in the coordination effort.

For any special event (parade, bike event, movie, or television commercials, etc.) on a state route where there is a roadway closure, detour, flagging operation or other traffic control, a traffic control plan is required. Event organizers must coordinate with WSDOT to obtain permits and submit a traffic control plan for approval prior to any event taking place on the state route. Refer to *Traffic Manual M 52-02*, Chapter 7, for additional information.

### **1.9.11 Work Over Traffic**

Work above an open lane of traffic is allowed provided that the work can be done by utilizing industry standard safe work practices. Safe work practices must consider the potential risk of falling debris, tools, or equipment onto traffic. Also, the vertical clearance above live traffic must be carefully considered as to not create a hazard for workers, or to vehicles passing under the work platform or equipment. Examples of this type of work allowance would be maintenance or repair work to signal heads, luminaires, sign illumination and signs. A lane closure should be considered for work operations that are not a standard or routine practice or may have a higher risk of significant damage or injury due to the location and nature of the work such as, setting falsework and girders or sign bridges as examples. (Caution: Maximum legal load height is 14 feet, but there is potential to encounter overheight loads.)