Washington State Department of Transportation

Publications Transmittal

Transmittal Number	Date
PT 14-069	December 2014

Publication Title / Publication Number

Work Zone Traffic Control Guidelines M 54-44.05
Work Zone Traffic Control Guidelines for Maintenance Operations M 54-44.05

Originating Organization

Traffic Operations Division, Traffic Office

Remarks and Instructions

The *Work Zone Traffic Control Guidelines* M 54-44 has been renamed and now is the *Work Zone Traffic Control Guidelines for Maintenance Operations* M 54-44.

Please recycle your old *Work Zone Traffic Control Guidelines* M 54-44 and replace it with the new *Work Zone Traffic Control Guidelines for Maintenance Operations* M 54-44 revision .05.

2014 M 54-44 Work Zone Guidelines Manual for Maintenance Operations revision list

- Changed the title of the manual to include for maintenance operations.
- Removed all references to the standard specifications to further clarify that this manual is not for use in contracts.
- Revised wording throughout manual to improve clarity and address comments received.
- Require the use of Truck Mounted Attenuators (TMA's) on the protective vehicle on all high-speed (45 mph and above) multilane roadways.
- Require the use of traffic safety drums for lane closure tapers on high-speed (45 mph and above), multi-lane highways.
- Removed Channelization Device Matrix chart and incorporated information into manual text.
- Multiple revisions to the plan sheets to address comments and to change the TMA use to say required on the appropriate plan sheet.

The complete manual, revision packages, and individual chapters can be accessed at www.wsdot.wa.gov/publications/manuals/m54-44.htm.

Please contact Marty Weed at 360-705-7293 or marty.weed@wsdot.wa.gov with comments, questions, or suggestions for improvement to the manual.

To get the latest information, please sign up for email updates for individual publications at www.wsdot.wa.gov/publications/manuals.

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Approved By

Signature

Washington State
Department of Transportation

Work Zone Traffic Control Guidelines for Maintenance Operations

M 54-44.05

December 2014

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Foreword

While this booklet provides interpretive guidance, it does not change the intent of Part 6 of the *Manual on Uniform Traffic Control Devices* (MUTCD). This manual is a supplement to the MUTCD and applies to temporary traffic control operations of 3 days or less for maintenance, utilities and developers.

Effective traffic control is essential, not only for the safety of the traveling public, but also for WSDOT employees whose jobs often require them to be in close proximity to high-speed traffic. The traffic control guidelines in this booklet are intended to reduce field personnel's exposure to the hazards of traffic and offer road users consistent and positive guidance through work zone areas. Safety of crews and the driving public must be an integral part of WSDOT field operations.

We emphasize that these are guidelines and not absolute standards. The information provided in this manual is intended to provide consistent statewide guidance in how to address common work operations and does not address all possible work zone operations. Modifications to the plans to fit specific work operations and locations are encouraged. Some portions of the guidance such as **the bold text along with charts shown on the plan sheets refer to WSDOT policy and should be considered requirements**. If these requirements cannot be physically implemented, then MUTCD standards shall apply as the minimum. The traffic control plans in this booklet are to be used along with sound judgment. Proper planning, a good safety conscious attitude and full participation from the persons involved in the work zone are all prerequisites to good traffic control. Aspects of the roadway environment such as weather, time of day, traffic volumes, traffic speed, roadway geometry, roadside conditions, and your inventory of traffic control devices should all be considered when implementing the guidelines of this booklet.

If you have any questions or needs not addressed here, please consult your Regional Traffic Office staff for assistance.

John Nisbet, Director Traffic Operations	Chris Christopher Maintenance Engineer

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1.1 Introduction

The primary function of work zone traffic control is to allow vehicles, cyclists, and pedestrians to move safely and easily through or around work areas while still allowing for safe and efficient work operations to be conducted. Effective temporary traffic control enhances traffic safety and efficiency. Drivers and pedestrians need to be guided in a clear and positive manner while approaching and navigating temporary traffic control zones.

The Traffic Control Plans (TCPs) contained in these guidelines are furnished in an effort to address common road maintenance work operations and are to be used along with good judgment. Minor modifications may be made, as necessary, to accommodate site conditions and specific work operations; however, a plan's original intent must be maintained. An alternate or more project specific plan should be considered if substantial revisions are necessary. Consult the Region Traffic Office staff for additional guidance and assistance in modifying a plan.

Traffic control plans and procedures consistent with these guidelines should be developed to address the specific needs of work operations that are not included in these guidelines.

The traffic control plans included in these guidelines are not drawn to scale, are typical in nature, and are not intended to satisfy all conditions for all work zones and can generally be adapted to a broad range of conditions. In many instances, an appropriate TCP is achieved by combining features from various typical applications to fit the operation and specific roadway features such as intersecting roads or driveways. The *Manual on Uniform Traffic Control Devices* (MUTCD) is adopted by the Washington State Department of Transportation (WSDOT) as the legal standard. Principles set forth in Part 6 of the MUTCD titled "Temporary Traffic Control" are represented in these guidelines to provide traffic control guidance for common work operations.

These guidelines do not specifically address individual types of work operations. Standards do not allow exceptions based on work type. Many types of work operations such as surveying, maintenance, utility, developer, etc., can be applied to the guidance and plans contained within.

The typical applications (TAs) shown in MUTCD Part 6 may be used as needed to address work operations not shown in this manual. If any of the plans shown in the MUTCD are used keep in mind they meet the minimum national standards and may not meet the minimum WSDOT requirements. Any use of the TAs or revisions to the TAs are subject to following the intent and guidance as shown in this manual and must be approved by the region Traffic Engineer prior to implementation.

The plans and text included in these guidelines have been developed to provide WSDOT personnel consistent statewide basic traffic control methods for common work operations. **This manual is not for use in WSDOT contracts and the plans are not formatted for such use and may not meet requirements for the project.** Typical traffic control plans have been developed and formatted for contract use and can be found at www.wsdot.wa.gov/design/standards/plansheet/tc_1_18.htm.

Work zone design information can be found in *Design Manual* M 22-01, Chapter 1010, and at the WSDOT Work Zone Safety web page.

1.2 Considerations

1. Provide substantial protection and minimize worker exposure to traffic by applying positive protection devices in practical ways. Long-term projects (three days or longer) may warrant the use of positive protection devices such as concrete temporary barrier, while short-term operations may be better served by a truck-mounted attenuator (TMA). Always consider the use of positive protection whenever practical.
2. Prior to the beginning of work operations, evaluate all aspects of the work area, including sight distance, traffic speed, volume, road approaches, work duration, and the type of work activity, before deciding on a traffic control plan.
3. After the traffic control plan is implemented, the supervisor (i.e., the person(s) supervising the actual work task(s) for which the TCP was implemented) must drive through the work area, at the anticipated speed of the motorists, to determine the effectiveness of the plan and make adjustments as appropriate. Additional reviews throughout the work shift are recommended to ensure that traffic control devices remain in place. It is important for work occurring during nighttime hours that the devices are reviewed to ensure proper visibility.
4. Whenever the temporary traffic control zone extends more than **2 miles** from the first advance warning sign, the devices need to be moved forward in order to maintain appropriate advance warning to drivers, especially in urban areas with multiple interchange ramps.
5. Contact the region traffic management center (TMC) prior to starting work and after completion when appropriate, based on region polices to notify them of your work operation status. Also coordinate with the region communications manager for public notification and to be included in the weekly region construction activity report.

6. Plan ahead for manpower, equipment, and materials (such as signs, channelizing devices, pavement marking materials, etc.) needed for traffic control to address your planned work operation and whenever possible look for opportunities to combine multiple work operations within a temporary traffic control zone with the aide of the region work zone database to minimize impact to drivers and for maximum efficiency. This may include region wide and statewide crews that may have a need to work within your maintenance area.
7. The distances shown on the traffic control plans are desirable minimum requirements. Device spacing, buffer space, and sign spacing might require adjustments to provide for site conditions such as driveways.
8. The Washington State Patrol (WSP) is generally available to assist WSDOT by enforcing excessive speed and impaired driver laws in critical work zone traffic control situations if they have manpower available. These may include nighttime lane closures on high volume/high speed freeways or road closures. Coordinate with local detachment for availability. Contact the Region Traffic Office staff for specific information regarding procedures to utilize the WSP under the reimbursement program. Refer to *Traffic Manual* M 51-02, Appendix 5.A, for guidance.
9. Traffic control devices are used to visually guide drivers through work zones. Signing, channelizing devices, arrow boards, and warning beacons all provide a message to the driver. Work zone credibility is established through the proper and consistent use of these devices to send correct messages to drivers. Poor work zone credibility has a direct, negative impact on work zone safety by causing driver confusion, frustration, and disrespect.
10. During paving or chip seal operations, temporary pavement markings must be maintained throughout the project. Temporary pavement markings shall be installed on the roadway that was paved that day. Temporary pavement markings shall, as a minimum, be in accordance with TCD 9 (Temporary Pavement Marking Details) in these guidelines.
11. Traffic delays due to work zone operations must be anticipated and addressed appropriately. Excessive delays contribute to work zone incidents of road rage or crashes. Traffic capacity issues must be addressed with the Region Traffic Office prior to starting work. Many regions have developed lane closure work hour charts for specific routes with heavy traffic volumes and must be considered prior to beginning work operations. **Traffic should not be allowed to back up past the advance warning signs.** Sign locations may need to be adjusted to fit actual site conditions or additional signs added to the sequence. Use of advance warning signs such as portable changeable message signs (PCMS) and highway advisory radio (HAR) are recommended.

1.3 Work Duration

The categories of work duration and their time at a location shall be:

1. Long-term stationary is work that occupies a location more than three days.
2. Intermediate-term stationary is work that occupies a location more than one daylight period up to three days, or nighttime work lasting more than one hour.
3. Short-term stationary is daytime work that occupies a location for more than one hour within a single daylight period.
4. Short duration is work that occupies a location up to 1 hour.
5. Very Short Duration is work that may only take a few seconds or minutes to perform.
6. Mobile is work that moves intermittently or continuously.

1.4 Personal Attributes

Awareness – Routinely working near traffic for extended periods of time can lead to workers becoming complacent to the danger around them. Therefore, it is necessary to continually remind ourselves and those around us of the dangers to which everyone is exposed. ***Pre-activity Safety Plans and daily "tail-gate" meetings are required prior to beginning any work operation to ensure everyone is aware of the task to be performed and their respective duties.***

Alertness – There is no place on a *"traffic exposed"* work crew for a daydreamer or distracter. Each individual, for their own protection and that of the crew, must stay constantly alert and attentive.

Attitude – A positive, safety-conscious attitude on the part of each crewmember will contribute greatly to the overall safety of crew operations.

Responsibility – Each person is responsible for ensuring their own safety and to see all standards are followed. This includes ensuring temporary signs, warning devices, and flag persons are placed appropriately to protect both the motorists and workers. ***Motorist and worker safety are of primary importance.***

1.4.1 Worker Protection

"All WSDOT employees are directed to make the safety of workers and the traveling public our highest priority during roadway design, construction, maintenance, and related activities" (excerpt from Executive Order E 1001.01).

Working on or along the highway can present a potentially hazardous work environment. Consider the risk to workers when determing the traffic control plans to be used for the work operations that shift. An assessment of worker safety should be made prior to beginning work operations.

1.5 Personal Protective Wear

Refer to the *Safety Procedures and Guidelines Manual* M 75-01 for guidance and requirement on personal protective equipment and a preactivity safety plan (PSP).

For specific questions regarding personal protective equipment, contact the Region Safety Office.

1.6 Equipment

1.6.1 Traffic Control Device Crashworthy Requirements

All Category 2 traffic control devices (portable sign stands with signs, type 1, 2, and 3 traffic barricades, and other work zone devices less than 100 lbs.) **must be compliant with the federal NCHRP 350 and MASH crash test requirements**. Sign stands must have an identifying label on the stand indicating it meets crashworthy requirements.

1.6.2 Condition and Care of Equipment

All personal equipment and traffic control devices must be kept clean to provide protection for the crew through better visibility to the motorist. The condition of signs and traffic control devices shall be "acceptable or marginal" as defined in the book *Quality Guidelines for Temporary Traffic Control Devices*. A sign or traffic control device determined to be "not acceptable" shall be replaced as soon as possible. Limited copies of the Quality Guidelines book may be obtained from the HQ Traffic Office or ordered through the American Traffic Safety Services Association (www.atssa.com).

1.6.3 Signs

Signs that are no longer retroreflective (visible and legible at night) or are in poor condition are to be replaced. All standard temporary warning signs are required to be 48 inches × 48 inches diamond shape with black letters or symbols on an orange background consisting of Type X reflective sheeting. Refer to the *Sign Fabrication Manual* M 55-05 for standard sign legends. WSDOT maintenance crews are allowed to use roll-up sign material along with any short duration utility or developer operations working under permit. All WSDOT contract work requires aluminum or aluminum composite substrate.

Some work operations might require the use of special, modified, or regulatory signs. Contact Regional Traffic Office for assistance with special signs. **Use of double-faced (back-to-back) signs or signs made of plywood substrate are not allowed.** Sign supports must be maintained in good condition, be capable of withstanding normal wind stresses along the highway and must be crashworthy.

Not all warning signs may have been shown on the traffic control plans but are still required to address specific work zone hazards when conditions warrant, particularly if the hazard is not obvious or cannot be seen by approaching motorists. When the work space is within the traveled way, except for short-duration and mobile operations, advance warning shall provide a general message that work is taking place and shall supply information about highway conditions. Devices shall indicate how vehicular traffic can move through the work area.

Examples:

- Abrupt Lane Edge*
- Motorcycles Use Extreme Caution*
- Bump
- Traffic Revision Ahead
- Road Narrows
- Grooved Pavement*
- Rough Road
- Loose Gravel*
- No Shoulder
- Water Over Roadway
- Steel Plate*

*Refer to Section 1.8.3 for additional information of motorcycle warning sign.

Signs that will be in place at one location continuously for longer than three days must be post mounted.

Minimum sign mounting height for temporary warning signs is 1 foot above the ground. In some locations where the sign is located behind a traffic control device such as a traffic safety drum or temporary barrier, raise the minimum height to 5 feet in order to provide additional visibility. Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities or areas designated for pedestrian or bicycle traffic.

For the purpose of temporary sign installation, the median barrier is considered to be part of the shoulder and its measurement shall be used to determine the total width of the shoulder. Smaller sign sizes may be used in the median when the median width is between 6.5 feet and 8 feet to provide left sign assemblies on multilane roadways. Where it is necessary to add weight to signs for stability, sand bags or other ballast may be used, but the height to the top of the ballast must not be more than 4 inches above the roadway surface and must not interfere with the breakaway features of the device. Follow manufacturer recommendation for sign ballasting.

1.6.4 Vehicles

- ***Work Zone Vehicle*** – All construction vehicles used within the work zone must be equipped with an approved flashing warning beacon. When a beacon is used in conjunction with a truck mounted arrow board, the flashing beacon should be turned off for a stationary operation once the arrow is setup to reduce any confusion with the lights. Consideration must be given to the location of workers in relation to the work vehicles. Worker safety can be jeopardized if the motorists' attention is focused on the work vehicle and beacon when the workers are at an unexpected location. Additional information on vehicle lighting can be found in the *TEF Operating Rules Manual* M 3015, Chapter 5 Vehicle and Equipment Warning Light Systems.
- ***Protective Vehicle*** – Usually a stationary vehicle (in stationary work zones) is strategically placed in advance of the work area, between the buffer space and the roll-ahead space, to protect workers from oncoming traffic. The use of a Truck Mounted Attenuator (TMA) on this vehicle is **required** on high-speed (45 mph or higher) multi-lane roadways. Allow for roll-ahead distance resulting from an impact. Refer to the data block shown on the TCPs for specific information on roll ahead distances. The protective vehicle can be a work vehicle if no other vehicles are available.

- ***Shadow Vehicle*** – Very similar to the protective vehicle but usually a moving vehicle (mobile work zones). All of the above guidelines for the protective vehicle apply to the shadow vehicle **except for the roll-ahead distances shown on the buffer data charts only apply to a stationary operation**. For moving operations, the roll-ahead distances vary and shall be determined in the field based on the work operation and site specific conditions. An arrow board or truck mounted Portable Changeable Message Sign (PCMS) may also be used on the shadow vehicle.

1.6.5 Portable Changeable Message Signs (PCMS)

- Shall ***not*** be used to replace required signs.
- Shall meet the minimum visibility and legibility standards established in the MUTCD 6F.60.
- Should be able to read the message twice at the posted speed. **Typically use 2.0 seconds per message panel.**
- A complete message cycle should consist of ***no more than two*** displays in sequence in order for drivers to fully read the intended message. Refer to MUTCD Table 1A-2 for a list of acceptable message abbreviations.
- **Bottom of sign panel shall be a minimum of 7 feet above roadway.**
- Consider use of a truck mounted PCMS for protective and shadow vehicles to allow for maximum flexibility.
- Consider use of permanently located changeable message signs when applicable to supplement work operations.
- **When PCMS are not being used, they are to be removed.**
- Except when the PCMS trailer is actually being moved, it shall be detached from the towing vehicle. **Towing trailer devices with the display active as a mobile operation is not allowed.**

When locating a PCMS in the field:

- Avoid placing in locations that compete with drivers decision points (like exit and on ramps).
- Don't park within gore areas.
- Avoid locations that compete for the drivers attention.
- Consider the other signing in the area and try to space at least 500 feet from other signs (800 feet is preferred).
- Try to place 1,000 feet or more beyond the diverge point.
- Try to place behind guardrail or barrier if plausible.
- Select widened shoulder areas to maintain a minimum 4-foot clearance to the edge of the travelled lane.
- Place a taper of at least three channelizing devices in advance of the PCMS (drums or cones as appropriate).
- Avoid placing in areas where it is in the natural path of a driver (such as the outside of a curve).

If the PCMS cannot be placed with the guidelines above, then evaluate the added value versus the risk. Look at alternatives, such as static signs. Remember that a PCMS is not a substitute for the static sign, it is a supplement.

1.6.6 Arrow Boards

- **Required on multi-lane roads for all lane closure tapers, except during an emergency. A separate arrow board is required for each lane being closed.**
- Arrow boards shall meet the minimum size, visibility, legibility distance, number of elements, and other specifications as shown in the MUTCD Section 6F.61.
- Arrow boards shall not be used to laterally shift traffic.
- Arrow boards shall not be used on a two-lane, two-way roadway.
- Arrow boards shall only be used in the caution mode when used for shoulder closures.
- **Only the *four-corner flash mode* shall be used to indicate caution. The Double Diamond or flat bar caution modes are not allowed.**
- The arrow board shall be located behind channelizing devices (unless used in mobile operations where it is truck mounted).
- An arrow display mounted on a shadow (early warning) vehicle is allowed on mobile lane closure operations.
- Type "C" arrow boards are required for high-speed, stationary lane closures. Type "B" arrow boards are allowed for maintenance and mobile lane closure operations. (See MUTCD Section 6F.61 for additional information on arrow boards.)
- Except when the arrow trailer is actually being moved, it shall be detached from the towing vehicle. **Towing trailer devices with the display active as a mobile operation is not allowed.**

1.6.7 Channelizing Devices

Traffic safety cones are the most common devices used to separate and guide traffic past a work area. Cones must be a minimum of 18 inches tall. **For high speed (45 mph or higher), high volume, or nighttime operations, devices must be a minimum of 28 inches tall, and retro-reflectorized.** Traffic safety drums must be 36 inches tall and are required for use in lane closure tapers on multi-lane high-speed roadways due to their greater visibility and imposing size. Tall Channelizing devices are a minimum of 42 inches tall, using a tapered cone type shape and are recommended for use on high speed roadways in lieu of 28 inch cones due to their greater visibility. If a supervisor does not use the traffic safety drum for the lane closure taper as stated, approval from the region Traffic Engineer is required.

Minimum device spacing requirements are shown on the TCPs. Tubular markers should only be used where space restrictions do not allow for other more dominate devices. Tubular markers may be used to divide opposing traffic lanes, divide open lanes in the same direction of low speed roads in the same direction and to delineate the edge of a pavement drop off.

Vertical flat panel devices and devices with directional stripe patterns are not allowed due to frequency of placement errors.

1.6.8 Barricades

Generally used to protect spot hazards but can also be used to close roadways and sidewalks with appropriate signing. Barricades can also be used to provide additional protection to work areas. Barricades must be crashworthy and NCHRP 350 or MASH approved. The barricades used in work zone applications are portable devices. They are used to control traffic by closing, restricting, or delineating all or a portion of the roadway. There are three primary barricade types:

1. **Type 1 Barricade** – Used on lower speed roads and streets to mark a specific hazard, or can be used for sidewalk closures as appropriate.
2. **Type 2 Barricade** – Used on higher speed roadways and has more reflective area for nighttime use to mark a specific hazard.
3. **Type 3 Barricade** – Used for road closures.

Signs mounted on Type 3 Barricades are allowed provided they are located behind other traffic control devices such as a shoulder or lane closure. Refer to Standard Plan K-80.20 for additional details for the approved WSDOT Type 3 barricade design.

1.6.9 Positive Protection Devices

Positive protection devices provide a physical separation between traffic and the work operation. The devices are not considered channelizing devices because their primary function is to provide a method to keep errant vehicles out of the work space and protect workers.

1.6.10 Temporary Concrete Barrier

Temporary concrete barrier is designed to prevent intrusion of errant vehicles into work areas and to provide positive protection to work areas. Barrier is recommended for long-term stationary work areas with high exposure to traffic.

Consider the following for use of concrete barriers:

- Areas where there is a high potential for injury to workers or “no escape” areas such as internal lane work, work zones in tunnels, bridges, lane expansion work, etc.
- Long-term, stationary jobs (work occupying a location for more than three days).
- Areas of high exposure to workers and motorists such as high speed and high volume of traffic.
- The approach ends of temporary concrete barriers must be adequately protected. If the barrier cannot be mitigated by either tapering outside clearzone, behind guardrail, or buried in the back slope then the end must be fitted with a temporary impact attenuator.

Other barrier products available on the market such as steel barriers and water barriers have limitations and restrictions that need to be considered before being purchased or included as part of the work operations. Contact the Region Traffic Office for assistance on additional product information.

1.6.11 Truck Mounted Attenuators

A truck mounted attenuator (TMA) is a portable impact attenuator attached to the rear of a 15,000 lb truck. Ballast is added to the truck to minimize the roll-ahead distance when impacted by a vehicle. The TMA is used as a shield to prevent errant vehicles from entering the work zone. If a TMA is not available, the use of a shadow vehicle is still highly recommended. The WSDOT approved TMAs are listed on the QPL.

Considerations for the use of TMAs:

- **Speed of Traffic** – Higher operating speeds on multilane roadways leave less reaction time and impacts generally result in more severe injuries and damage. Therefore, the higher the operating speed the more probability that a TMA is necessary.
- **Type of Activity** – In lane work, Mobile, short duration, very short duration, or stationary.
- **Duration of Project** – Typically daily maintenance operations are suitable for TMAs, but for longer term operations positive protection from devices such as temporary concrete barrier should be considered.
- **Roadway Environment** – Access controlled vs. non-access controlled, urban vs. rural, and roadway geometrics. Access controlled facilities frequently give drivers a false sense of security since interruptions are not expected. Therefore, activities on freeways may be more susceptible to incidents than are activities on non-access controlled facilities, where drivers are generally more alert.
- **Traffic Volumes** – More traffic means more worker exposure.
- **Exposure to Special Hazards** – Operations involving personnel on foot or located in exposed positions (for example, on the approved platform of a pickup truck placing cones or in a lift-bucket performing overhead operations) is particularly susceptible to severe injuries or death. TMAs should be strongly considered for use in these operations.
- **Location of Work Area** – Locations of primary concern are those within the traveled lanes or within frequently used all-weather shoulders. Activities taking place within the traveled lanes are more likely to become involved in an incident than are shoulder activities.
- **Roll Ahead Distance** – This distance applies only to stationary operations. The minimum 30-foot roll-ahead distance shown in the Buffer Data block on the TCPs is based upon a minimum 15,000 lb. host vehicle weight and a maximum weight in accordance with the manufacturer's recommendations. The distance shown is the recommended minimum distance to be used as per the manufacturer's recommendations for roll-ahead distances for roads 45 mph or less. For speeds higher than 45 mph, a longer roll-ahead may be considered. Keep in mind as the more space is allowed between the TMA and the work area the more opportunity for a vehicle to re-enter the closed work space. A maximum space of 100 feet is recommended. 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 specific roll-ahead distance has been provided. The TMA shall be

positioned to separate and protect work zone activities from normal traffic flow. During use, the attenuator shall be in the full down and locked position. For stationary operation, the parking brake shall be set and the tires aligned straight as per manufacturers direction.

1.6.12 Warning Lights

These lights are either flashing or steady burn (Types A, B, C, or D) mounted on channelizing devices, barriers and signs. Secure warning lights to the channelizing device or sign so they will not come loose and become a dangerous flying object if impacted by a vehicle. See the MUTCD Section 6F.83 for additional information.

1.6.13 Flares

All work vehicles should carry a supply of flares. Use flares only to alert drivers to emergencies and not as routine traffic control device. Emergencies are defined as unforeseen occurrence endangering life, limb, or property. Use caution at incident sites where flammable materials, such as fuel spills, are suspected.

Consider the following for use of flares:

- Primarily used in high hazard conditions only (i.e., incidents, spills, equipment breakdowns, dangerous snow and ice conditions).
- Use electronic flares or orange/red-glow sticks instead of incendiary flares where flammable materials are suspected. Electronic flares or light sticks should be removed when the incident has terminated.

1.6.14 Portable Signal Systems

Portable traffic control signals are trailer mounted traffic signals used in work zones to control traffic instead of using a flagger. The maximum distance between signal heads is 1,500 feet to minimize wait time and clearance interval. These versatile, portable units allow for alternative power sources such as solar power, generator, and deep cycle marine batteries in addition to AC power. Several regions own portable signal systems, check with your region traffic office and signal superintendent if you have a work operation that would benefit from using a portable signal. Portable signals are typically used in work zones to control traffic such as temporary one-way operations along a two-lane, two-way highway where one lane is closed and alternating traffic movements are necessary. An example work operation is temporary one-way operations on a bridge or around a slide or rockfall. Contact the region traffic office and signal superintendent for specific guidance and advice on the use of these systems. A traffic control plan is required for use of these systems, TCD 11 is provided as an example for creating a site specific plan. Refer to MUTCD Section 6H-12 for additional information.

1.6.15 Automated Flagger Assistance Device (AFAD)

The AFAD is an automated flagging machine. The device is operated remotely by a flagger located off the roadway and away from traffic. The device is essentially an extension of the flaggers arm and they use a remote control instead of a paddle to control the movements of traffic. The device is considered to be a safety enhancement for projects that use alternating traffic control by physically placing the human flagger off the roadway while maintaining control of the traffic movements approaching the work zone. A maximum distance of 800 feet between stop locations is recommended unless there is a pilot car used along with the device. Contact the Region Traffic Office for specific guidance and advice on the use of these systems. A traffic control plan is required for use of these systems and a typical version is provided by referring to TCD 12 of this manual. Additional information is available in MUTCD Section 6E.04,

1.6.16 Portable Highway Advisory Radio (HAR)

A portable trailer mounted roadside radio system that provides traffic and traveler related information (typically affecting roadway being traveled) via AM radio. Many regions own at least one system and can be moved from location to location as necessary. Contact the Region Traffic Office or Region Signal Superintendent for specific guidance, availability, and advice on the use of these systems.

1.7 Flagging

Refer to WAC 296-155-305 for specific flagging requirements.

- Flagging should be employed only when all other methods of traffic control are inadequate to direct, or control, traffic.
- **A TCP showing flagger locations is required for any flagging operation.**
- **Minimum standard flagging paddle size allowed is 18 inches. It is recommended that a 24-inch paddle be used to improve visibility and for all high speed operations.**
- The use of a flashing stop/slow paddle is allowed instead of a standard paddle. Follow the guidance shown in the MUTCD Section 6E.03 for additional information.
- In a mobile operation when the flagger is moving with the operation, all signs associated with the flagger shall be moved ahead whenever work advances to more than **2 miles** from the first advance warning signs. Also ***the flagger ahead sign must be within 1,500 feet of the flagger*** and the flagger station must be able to be seen from the sign. If terrain does not allow a motorist to see the flagger from the “flagger ahead sign”, the distance between the sign and the flagger must be shortened to allow visual contact but at no time shall it be closer than as described in the sign spacing chart shown in this manual.
- During hours of darkness, flagger stations **shall** be illuminated without causing glare to the traveling public by using a portable light plant or approved alternative such as balloon type lights. Lighting of flagger stations shall be done so by aiming the light either parallel or perpendicular to the roadway to minimize glare. Mounting height of 10 to 25 ft above the ground. The flagger should be visible and discernable as a flagger from a distance of 1,000 ft.

- Pilot car operations as part of a flagging operation are appropriate for long distance alternating traffic needs to maintain driver speeds and to help guide through the work site. Pilot car operators shall be certified flaggers and are able to trade off duties with other flaggers. Refer to TCP 2 for traffic control for a pilot car operation. Determine who the pilot driver will be during pre-activity meeting and discuss any special instructions at that time to ensure everyone understands expectations.
- When flagging in the vicinity of signalized intersections, special consideration must be made to address the specific needs to traffic movements. The signal must be either turned off or set to all red "flash" mode. **At no time shall traffic be flagged with an active signal in full operation.** Contact region signal superintendent for assistance with signal operation.
- ***The placement of a flagger at the center of an intersection to control traffic is not allowed as per WAC468-95-302.*** The only person allowed to legally control traffic from the center of an intersection is a uniformed police officer.
- No matter who is performing the intersection flagging, the appropriate advance warning signing is required to be in place. Additionally, a recommended best practice is when multiple lanes approach the intersection, close at least one lane in an effort to minimize confusion and allows the flagger better opportunity to control movements. It is recommended to reduce traffic to one lane of traffic per direction whenever possible.
- **A four-sign sequence is required for flagging on roadways with posted speeds of 45 mph or higher.** WSDOT's standard four-sign sequence for "one lane road" situations is in compliance. However, there are flagging situations other than "one lane road" where the four-sign sequence is still required. These situations could be truck crossings, bridge work, surveying, etc., where flaggers are required to stop traffic for a short period of time. In these cases, the most appropriate standard warning sign that reflects the roadway condition or work operation should be used in place of the "one lane road ahead" sign to comply with the four-sign sequence requirement. These signs might be:
  - Truck crossing
  - Road machinery
  - Utility work
  - Survey crew
  - Blasting
  - Worker symbol sign or simply a sign saying Workers (this sign could be a very generic yet appropriate solution in many cases)

If the above signs are not available or appropriate for the operation, an acceptable alternative would be to repeat the "Flagger Ahead" symbol sign or the "Be Prepared to Stop" sign. Again, the preferred method is to use the sign that most appropriately describes the roadway condition or work operation.

1.8 Pedestrians, Bicycles, and Other Roadway Users

Give consideration to pedestrian and bicycle traffic where appropriate. Provide alternative routes where designated walkways or bicycle routes are temporarily interrupted due to work operations. Alternative routes need to be free of obstructions and hazards (e.g., holes, debris, mud, construction, and stored equipment). Clearly delineate all hazards near or adjacent to the path (e.g., ditches, trenches, excavations). Refer to MUTCD Chapter 6D for additional requirements and TCD 10 of this manual for a typical plan for pedestrian traffic control.

1.8.1 Pedestrians

Most public highways and streets cannot deny access to pedestrians if no other route is available to them. **All pre-existing ADA compliant pedestrian facilities within the work zone must continue to comply with ADA requirements for access during work operations.** Consider the following when addressing pedestrian issues within and around work zones:

- Accessibility through the work area for pedestrians must be accounted for prior to starting work operation. If temporary pedestrian ramps are necessary at the work location, refer to Standard Plans for temporary ramp detail.
- Pedestrians should not be led into conflicts with work site vehicles, equipment, and operations.
- Pedestrians should not be led into conflicts with vehicles moving through or around the work site.
- Pedestrians should be provided with a safe, convenient path that replicates as nearly as practical the most desirable characteristics of the existing sidewalks or a footpath.
- Pedestrians generally will not go out of their way. Make alternate pathways reasonable.
- Do not place signs and other traffic control devices within the pathway that may pose a hazard.
- **Placements of sidewalk closure signs are required in advance of the closure point for pedestrians to make adjustments to their route. It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing.**

1.8.2 Bicycles

- Bicycles have a legal right of access to most highway facilities and provisions for their safe conduct through work zones are necessary.
- Provide for and sign an appropriate alternate route when activities close a designated (signed) bicycle path or shoulder bikeway. Where horizontal separation for bicycles and pedestrians existed prior to work, give consideration to separating during work.
- When laying out alternative bicycle paths, make sure no overhead obstructions present a direct hazard to normal bicycle operation.
- Riding surfaces are important for safe bicycle operation. Loose gravel, uneven surfaces, milled pavement, and various asphaltic tack coats endanger the bicyclist. Consider the condition of the surface the bicyclist will be required to use.

1.8.3 Motorcycles

The driving or roadway surface is also important for motorcycle rider safety. The same surfaces that are a problem for bicyclist are also difficult for motorcyclists. Stability at high speed is a far greater concern for motorcycles than cars on grooved pavement, loose gravel, milled asphalt, and abrupt edge tapers from existing pavement down to milled surfaces. Adequate signing to warn for these conditions in work zone operations to alert the motorcycle rider are required by RCW 47.36.200 and WAC 468-95-305. See TCD 2 for a typical signing layout example.

1.8.4 Schools

Work zone operations in the vicinity of schools require consideration to ensure that conflicts are kept to a minimum. Issues that should be considered are:

- Student path to and from the school.
- Bus movements for loading and unloading students.
- Coordination with crossing guards.
- School hours to minimize impacts.

1.9 Additional Work Zone Considerations

1.9.1 Work Zone Speed Limits

The speed limits on state highways are set by the State Traffic Engineer and cannot be changed without approval. Only use reduced legal speed limits when the safe operating speed of the roadway determines the need to do so. Safety issues such as loose gravel from chip seal operations, access points, sight distance, poor roadway condition, and reduced geometric features are some examples of issues that may apply. Speed reduction guidelines are outlined in RCW 47.48.020, Executive Order E 1060.00, and *Traffic Manual* M 51-02, Appendix 5.B.

Do not reduce speed limits based on the hope that traffic will slow down when there is no driver perceived need to do so. Proposals to reduce the speed limit for work zones must be submitted to the Region Traffic Office for consideration and Regional Administrator or State Traffic Engineer for approval.

1.9.2 Buffer Space and Shy Distance

Buffer space is a lateral and/or longitudinal area that separates road user flow from the work space or an unsafe area, and might provide some recovery space for an errant vehicle.

- Lateral buffer space provides space between the driver and the active work space, traffic control device, or to a potential hazard such as an abrupt lane edge or drop-off. A minimum of 2-foot lateral buffer space is recommended.
- Shy distance is the distance from the edge of the traveled way beyond which a roadside object will not be perceived as an immediate hazard by the typical driver to the extent that the driver will change the vehicle's placement or speed.
- Longitudinal buffer is the space between the end of the taper and the buffer vehicle. Refer to Appendix 3 for additional information.

Devices used to separate the driver from the work space should not encroach into adjacent lanes. If encroachment is necessary, it is recommend to close the adjacent lane to maintain the lateral buffer space.

In the case of short-term lane closure operations, the adjacent lane may need to be closed or traffic may need to be temporarily shifted onto a shoulder to maintain a lateral buffer space.

1.9.3 Lane Closure Setup/Takedown

Operations to set up and take down traffic control often are the times when crews are at their greatest exposure. Due to the multiple variations of crew size, available equipment and location no one procedure can fit all situations. In an effort to provide consistency and guidance on how to best perform the operation the following steps have been provided.

1. **Prior to any operation beginning and before any crew member is exposed to live traffic the crew will discuss the daily pre-activity safety plan involving the activity.**
2. Within the pre-activity safety plan, discussion regarding the procedure for the setup and take down operation for the traffic control is to be decided and all crew members will be fully aware of their duties and what is expected of them.
3. The traffic control plan being implemented for the work operation will be discussed and any modifications to the plan will be noted by the supervisor and the plan will be onsite during work operation.

1.9.4 Survey Work Zones

For surveying operations along the centerline of a two-lane two-way road, one lane shall be closed following the guidance shown on TCP 1**.**

The guidance and TCPs contained in these guidelines do not reflect a specific type of work operation, which is consistent with the principles of Part 6 of the MUTCD. **It is intended that survey crews will follow the guidance shown in these guidelines to accommodate their work needs.** Moving centerline work operations are not allowed. Survey crews are not allowed any additional flexibility than other work crews to conduct work operations in a safe manner as intended within the established rules and guidance. However, TCPs more specific to survey operations may be considered. If specific plans are necessary or additional guidance is needed, contact the Region Traffic Office for assistance.

1.9.5 Public Information

Accurate and timely reporting of work zone information to the public is a valuable element in the overall traffic control strategy. The use of public information resources, such as web pages, newspapers, radio, and television can greatly improve the public's perception and acceptance of the necessary delays and other inconveniences caused by the work operation. Contact the Region Public Information Office for assistance.

Issues to consider are:

- Emergency services coordination so they are aware of the operation and can make adjustments to routes if necessary when responding to emergencies.
- Transit organizations, they may require adjustments to bus stop locations within project limits.
- Schools and local business, special considerations may be necessary for them to maintain access to their sites.

1.9.6 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 out of the travel lanes and central 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 is required. If the central 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 must be developed for each individual roundabout specific to the location since all roundabouts are unique. A generic typical detail has been provided as a guide in developing a plan (see TCD 13).

1.9.7 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 when appropriate. 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 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.

Short-term closures are allowed without advance public notification for emergencies but planned off-peak closure (night closure) must follow the guidance above. Check with the region traffic office prior to implementing a closure.

1.9.8 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. If closing the state route and detouring traffic onto another state route is possible then local agency approval is not required.

1.9.9 Special Events

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.

Each region has a person that coordinates approval of special events in the region so this person should be the lead in the event planning. Contact this person along with the region's public information officer to 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 51-02, Chapter 7, for additional information.

1.9.10 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 occasional overheight loads.)

Checklist for Establishing a Temporary Traffic Control Zone*

Completed	*Item*
❑	Determine the duration of work (Stationary, Short-Duration, Mobile).*
❑	Determine hours of work to avoid peak periods (refer to region work hour chart when applicable or contact the Region Traffic Office for assistance).*
❑	Select the appropriate TCP for operation using duration, type of roadway, volume, and speed, from guidelines. See volume considerations in Section 3.5.2.
❑	Document any modifications to typical TCPs.
❑	Verify decision sight distance.
❑	Include intersections and driveways in TCP modifications.
❑	Make accommodations for pedestrians and ADA needs as appropriate.
❑	Allow for buffer space free of obstructions.
❑	Check the condition of devices (refer to Quality Guidelines Booklet) and replace devices as appropriate.
❑	Install devices beginning with the first device or sign the driver will see. Device spacing and layout as per TCPs or modified TCPs.
❑	Conduct a drive through to check for problems. Make adjustments as appropriate.
❑	Document temporary traffic control zone, problems and major modifications to the layouts.
❑	Continuously maintain devices while in place.
❑	Remove devices as soon as the work is completed, beginning with the last device placed.

*Utilize the Region Traffic Office staff for assistance to address specific concerns and questions.

Stationary work zones are work activities that exceed one hour but could last for several days or even longer. Signs and channelizing devices are recommended for stationary work zones when workers or vehicles are on the travelled roadway. It is recommended to always use devices to separate traffic from the work area. Traffic Safety Drums are required for all lane closure tapers on roadways 45 mph or higher. Devices, such as arrow boards, barricades and buffer vehicles, may also be used depending on the situation. For longer term projects, temporary concrete barrier, temporary pavement markings, and post mounted signs might be typical devices necessary.

Examples of stationary work zone operations include: paving, light standard repair, sign installation, and bridge repair. Stationary work zone traffic control is usually associated with a substantial work operation that may have many workers, equipment, truck-hauling, and flagging.

Traffic operations, all work activities, workers, and flagger locations must be incorporated into the work zone operation and provided for during planning and selecting the Traffic Control Plans (TCPs).

The following TCPs show typical stationary traffic control setups for a variety of situations commonly encountered.

TCP 1 ***Typical Alternating One-Way Traffic Flagger Controlled***
(For two-lane, two-way roadways with possible intersection.)

TCP 2 ***Typical Pilot Car Operation***
(This plan supplements the flagger control plan when additional direction is necessary for safety of driver and crews.)

TCP 3 ***Typical Single-Lane Closure for Multi-Lane Roadways***
(For multi-lane operations requiring a lane closure.)

TCP 4 ***Typical Double-Lane Closure for Multi-Lane Roadways***
(For high-speed work operations requiring two lanes being closed.)

TCP 5 ***Typical Shoulder Closure – Low Speed (40 mph or Less)***
(Shoulder closure operations for 40 mph or less roadways allowing minor lane encroachment.)

TCP 6 ***Typical Shoulder Closure – High Speed (45 mph or Higher)***
(Shoulder closure operations 45 mph or higher with no encroachment allowed. Recommend maintaing at least a 2-foot buffer space between work and fog line.)

TCP 7 ***Typical Temporary Off-Ramp for Multi-Lane Roadways***
(This plan provides a method to maintain an off-ramp connection during a short-term work operation.)

TCP 8 ***Typical Temporary On-Ramp for Multi-Lane Roadways (Add Lane Condition)***
(This plan provides a method to maintain an on-ramp connection during a short-term work operation. This allows for the on-ramp traffic to enter the roadway with an add-lane connection.)

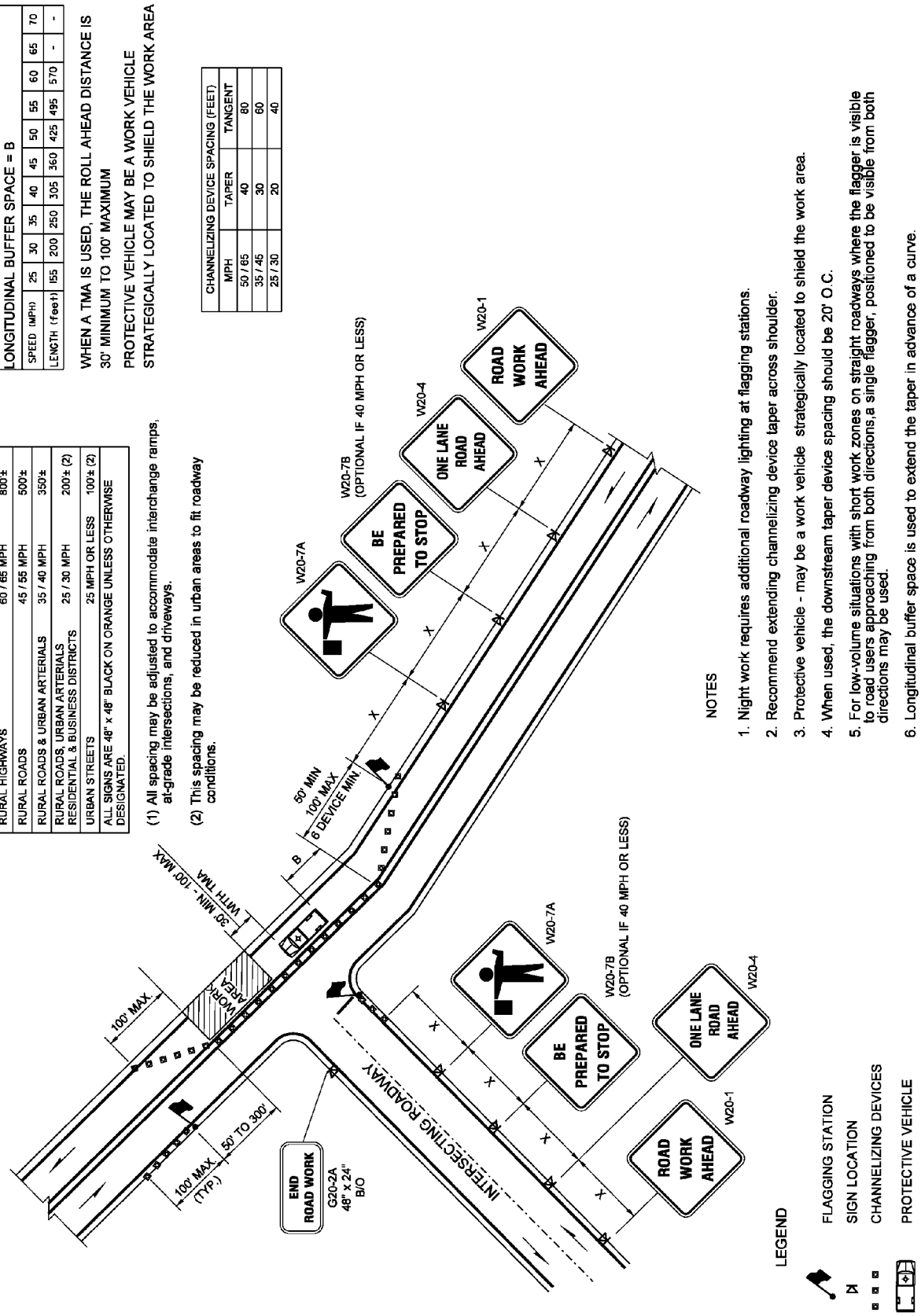
TCP 9 ***Typical Short-Term Temporary On-Ramp for Multi-Lane Roadways (Merge Condition)***
(This plan provides a method to maintain an on-ramp connection for a short-term work operation. For long-term operations, this merge connection is not appropriate and requires a ramp design to ensure the appropriate taper rates are maintained.)

TCP 10 ***Typical Right Lane Closure With Shift – 5 Lane Roadway***
(This plan applies to an urban setting with two-way turn pockets. The turn pocket is used to maintain the through movement and the left turn movements are restricted.)

TCP 11 ***Typical Left Lane and Center Turn Lane Closure – 5 Lane Roadway***
(This plan applies to an urban setting with a two-way turn pocket where the work area is the inside lanes. The through traffic is maintained in the outside lanes and the left-turn movements are restricted.)

TCP 12 ***Typical Lane Shift – Three Lane Roadway***
(This plan allows maintaining one lane in each direction by utilizing one of the lanes in the multi-lane section for the opposite direction. Example would be a truck climbing lane location.)

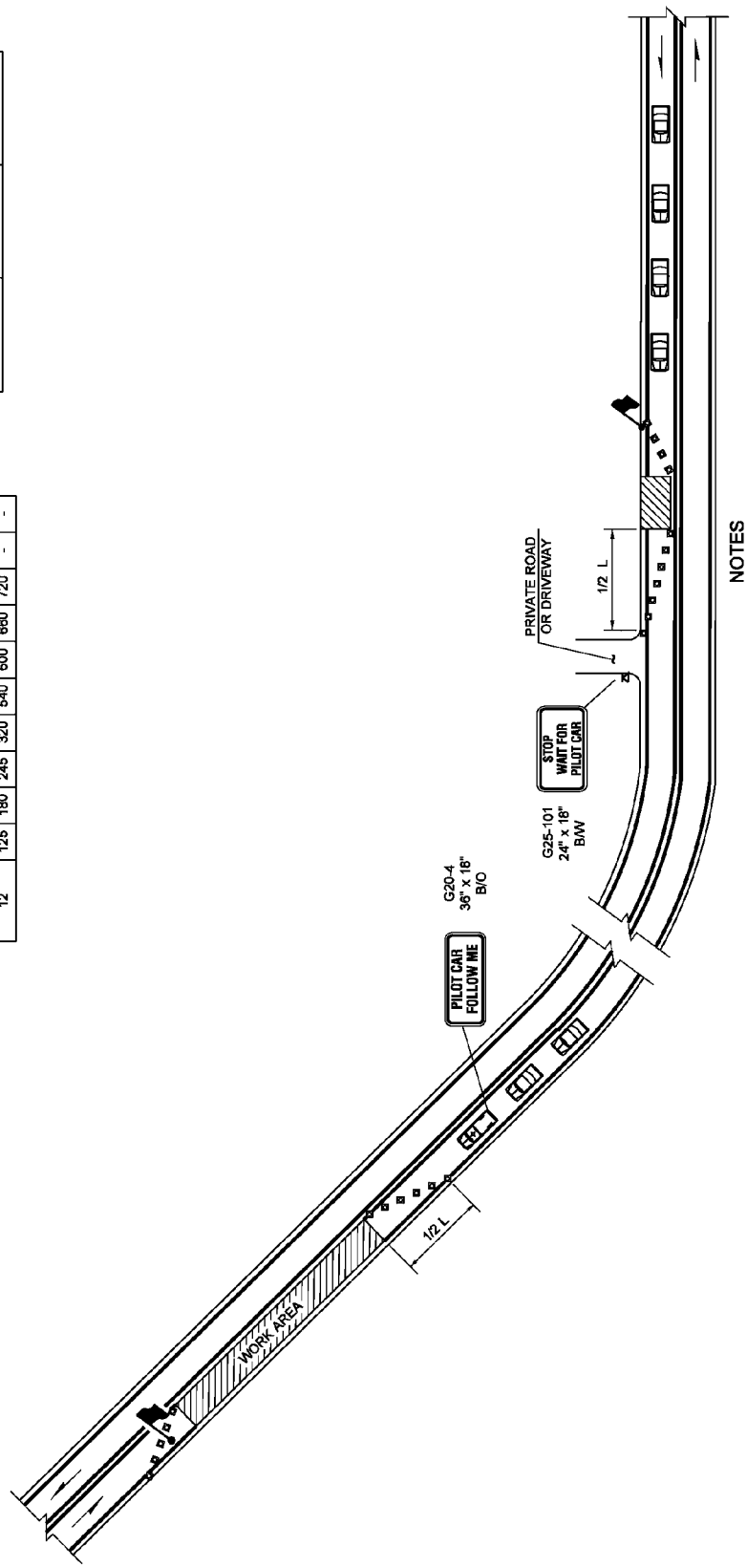
TCP 13 ***Typical Short-Term Ramp Closure (On-Ramp and Off-Ramp)***
(This plan depicts the signing and devices required for both off-ramp closure operations and an on-ramp closure operations.)



TCP 1 Typical Alternating One-Way Traffic Flagger Controlled

MINIMUM TAPER LENGTH = L (feet)											
Lane Width (feet)	Posted Speed (mph)										
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50 / 65	40	80
35 / 45	30	60
25 / 30	20	40



NOTES

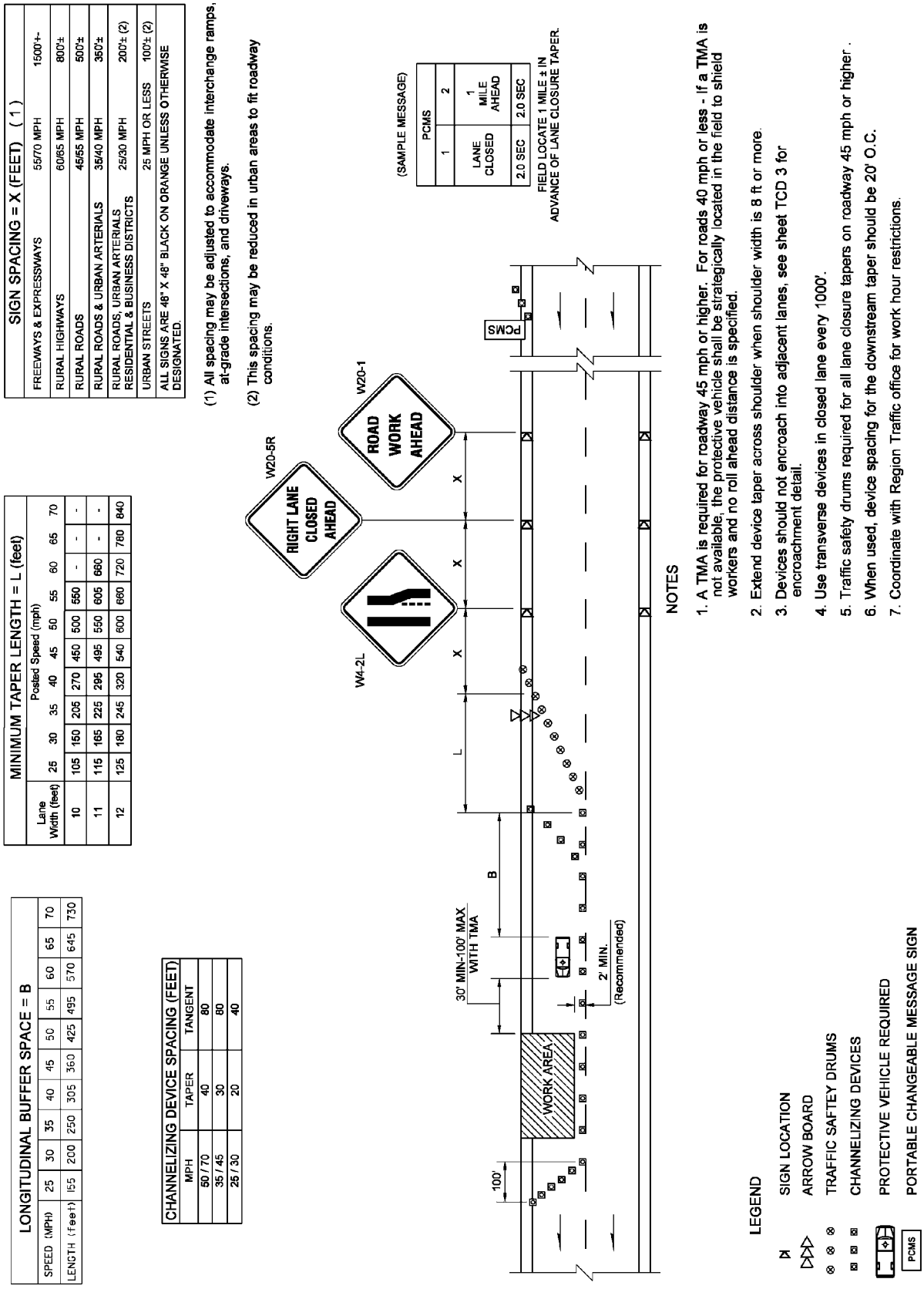
1. Refer to sheet TCP 1 for additional signing and flagging details not shown.
2. Channelizing devices are recommended along centerline to separate traffic from work operation. Devices are required at tapers to shift traffic movement between lanes and for protection at all flagging stations.
3. Sign G25-101 is recommended for non-stop sign controlled approaches such as private driveways. This sign can be made of alternative materials other than aluminum.

TYPICAL PILOT CAR OPERATION
TCP 2

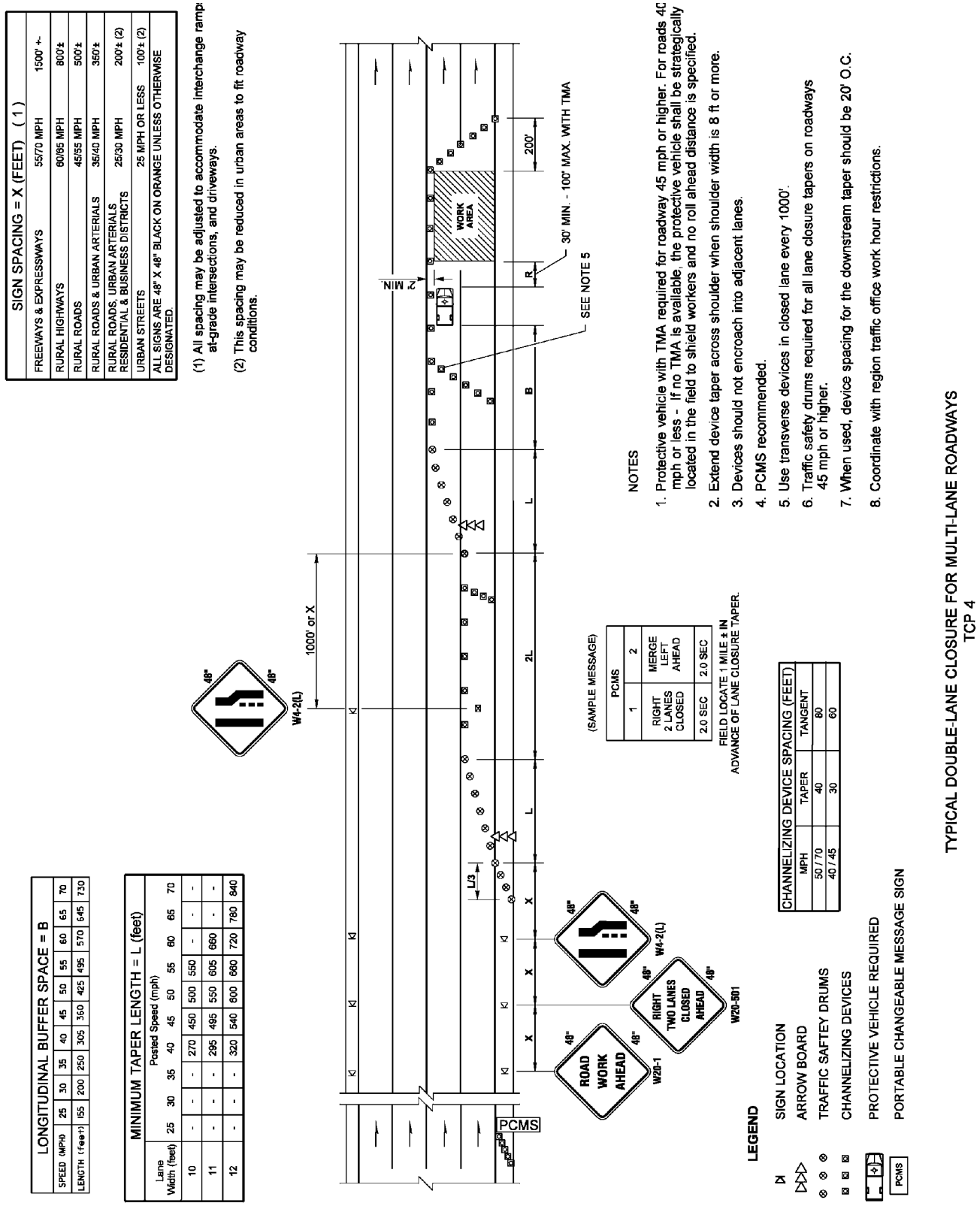
LEGEND

FLAGGING STATION
SIGN LOCATION
CHANNELIZING DEVICES
PILOT VEHICLE
MOTORIST VEHICLE

TCP 2 Typical Pilot Car Operation



TCP 3 Typical Single-Lane Closure for Multi-Lane Roadways



TCP 4 Typical Double-Lane Closure for Multi-Lane Roadways

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	-	-	-	-	-	-

Protective vehicle recommended - may be a work vehicle. If a TMA is not available, the protective vehicle shall be strategically located in the field to shield workers and no roll ahead distance is specified.

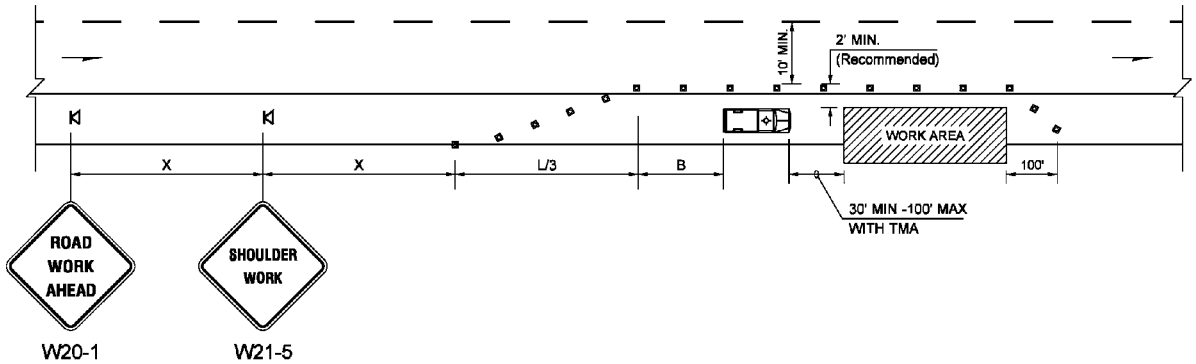
SIGN SPACING = X (FEET) (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'±
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(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.

MINIMUM TAPER LENGTH = L (feet)										
Shoulder Width (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8	84	120	162	210	-	-	-	-	-	-
10	105	150	204	270	-	-	-	-	-	-
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 8 FEET										

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35 / 40	30	60
25 / 30	20	40



LEGEND

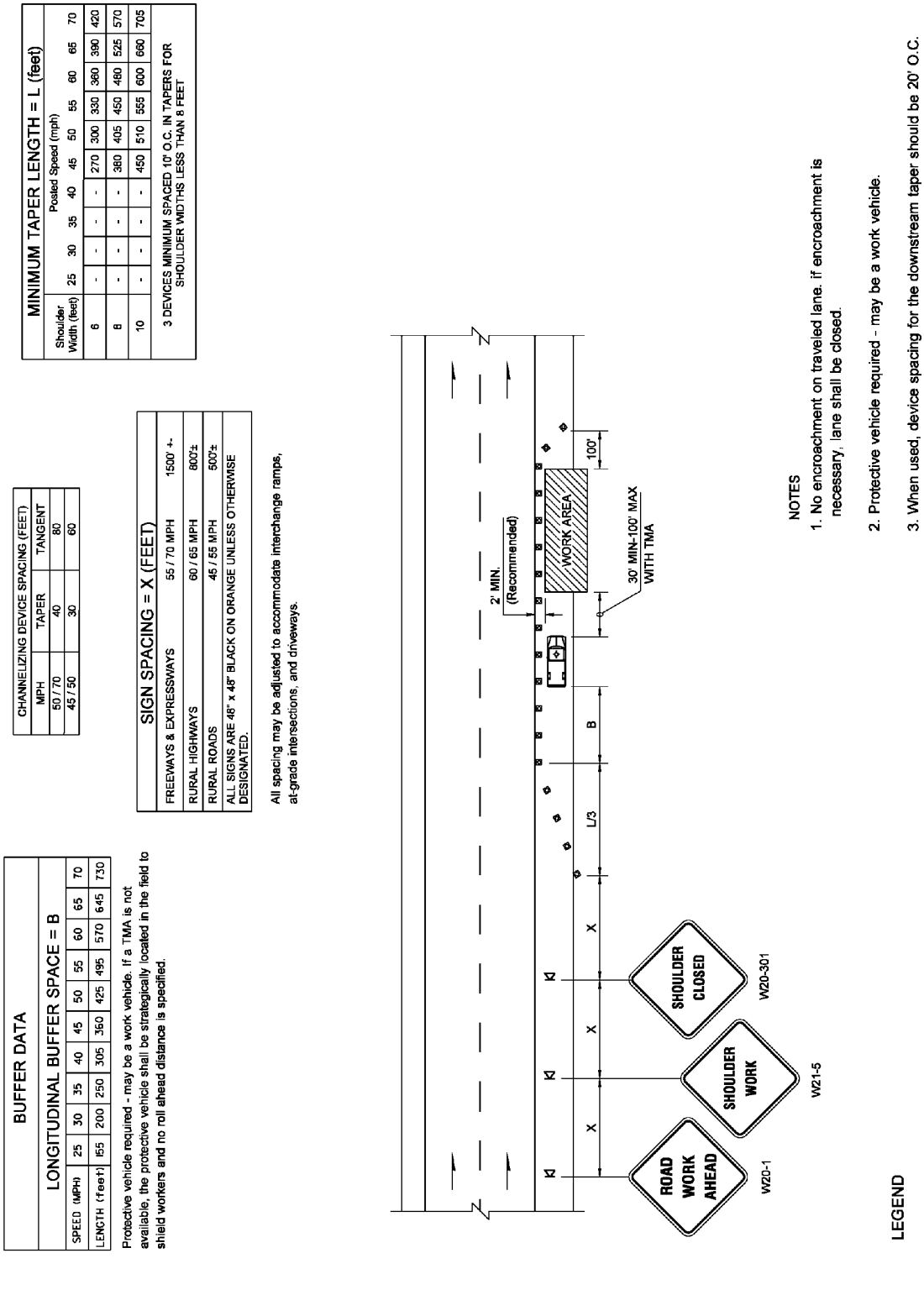
- SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE - RECOMMENDED

NOTES

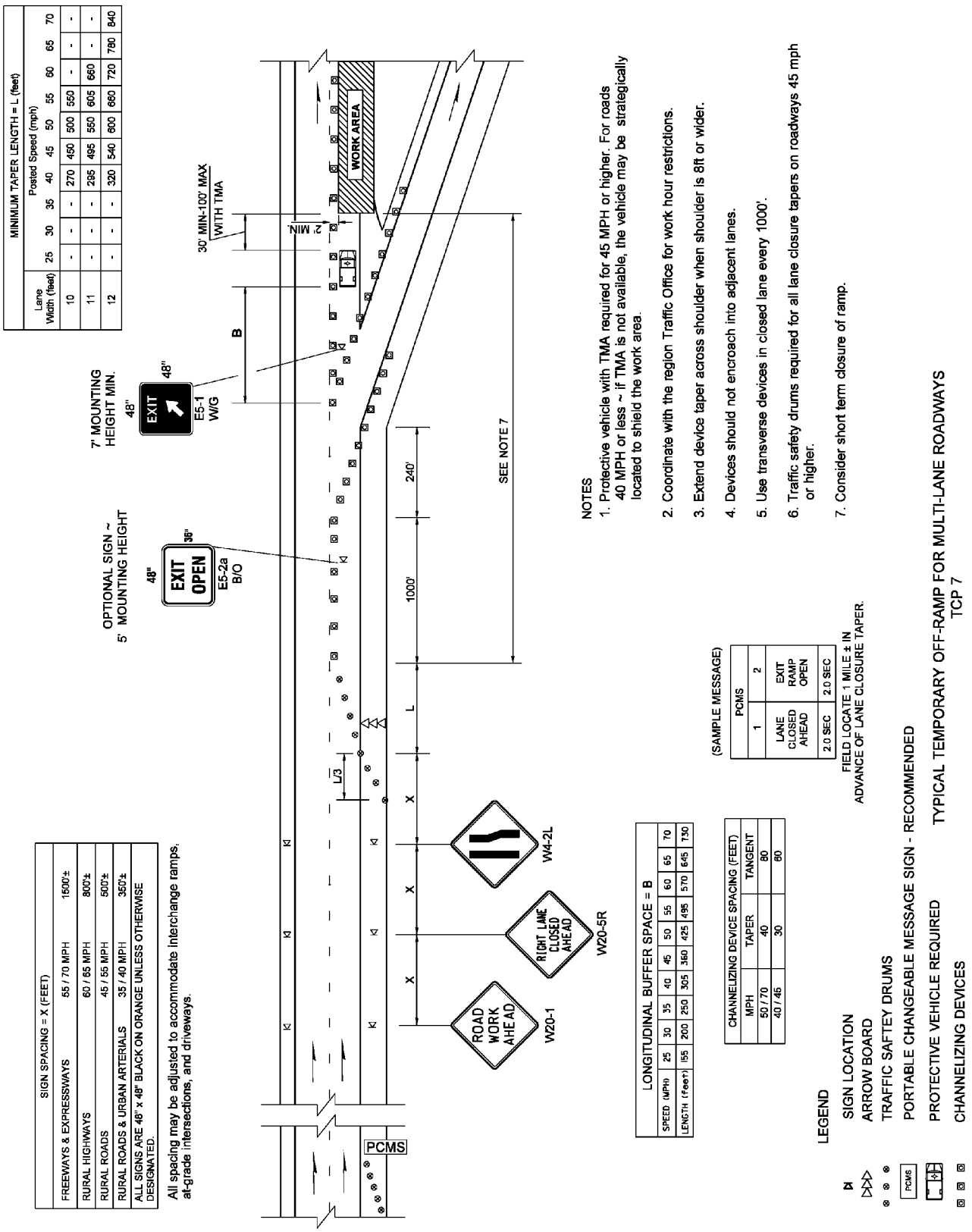
1. Protective vehicle recommended - may be a work vehicle.
2. When used, device spacing for the downstream taper should be 20' O.C.

TYPICAL SHOULDER CLOSURE - LOW SPEED (40 MPH OR LESS)
TCP 5

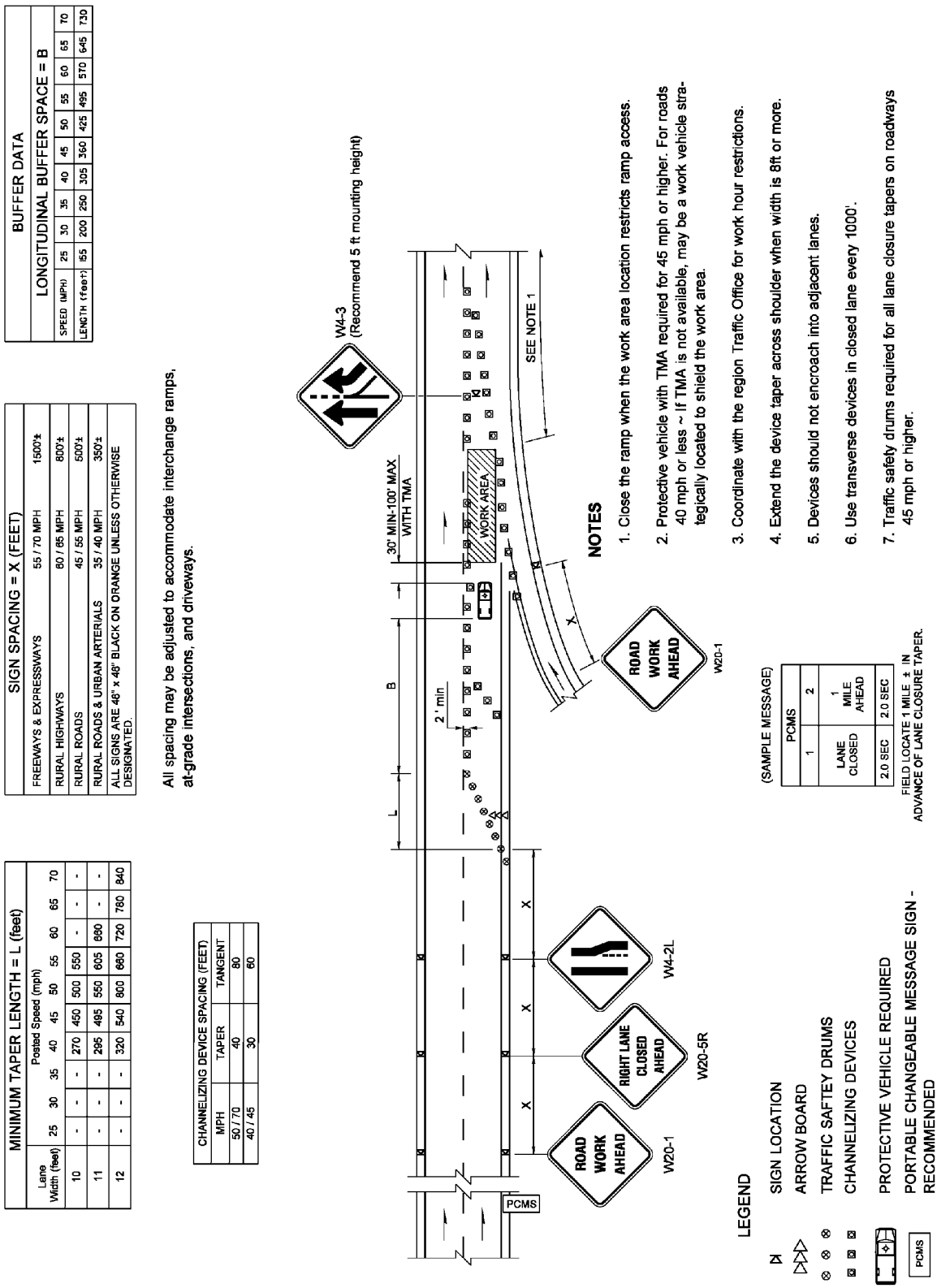
TCP 5 Typical Shoulder Closure – Low Speed (40 mph or Less)



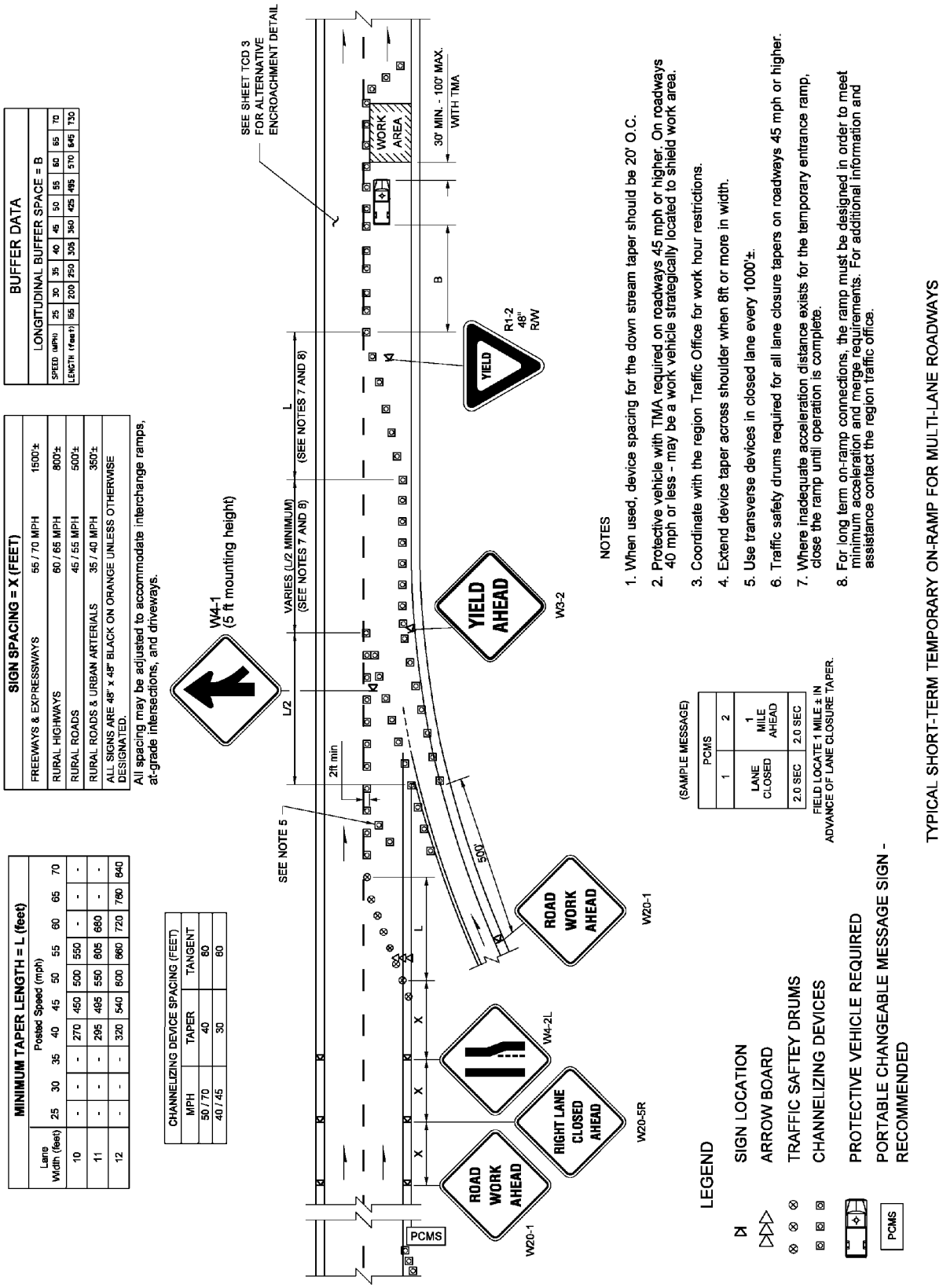
TCP 6 Typical Shoulder Closure – High Speed (45 mph or Higher)



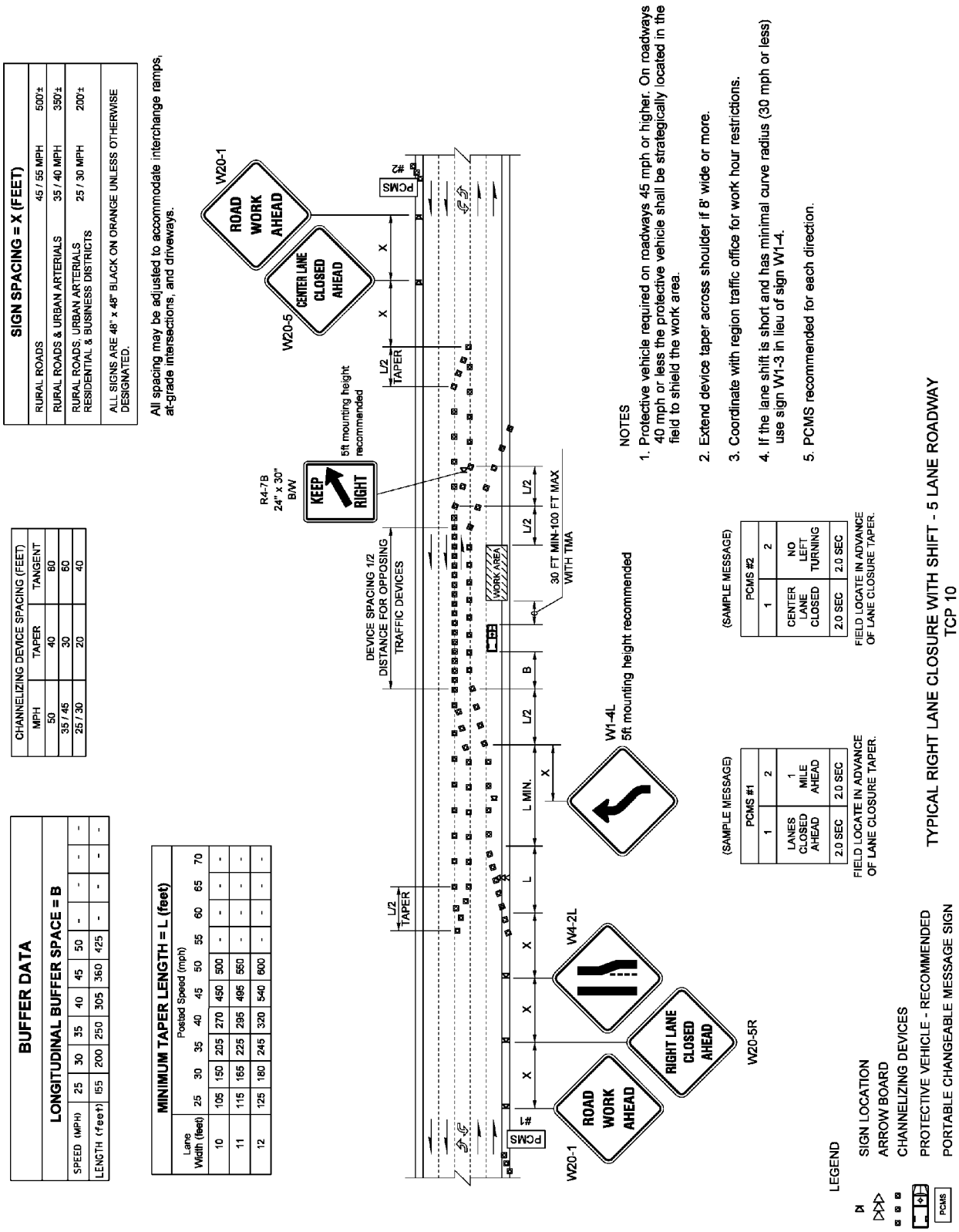
TCP 7 Typical Temporary Off-Ramp for Multi-Lane Roadways



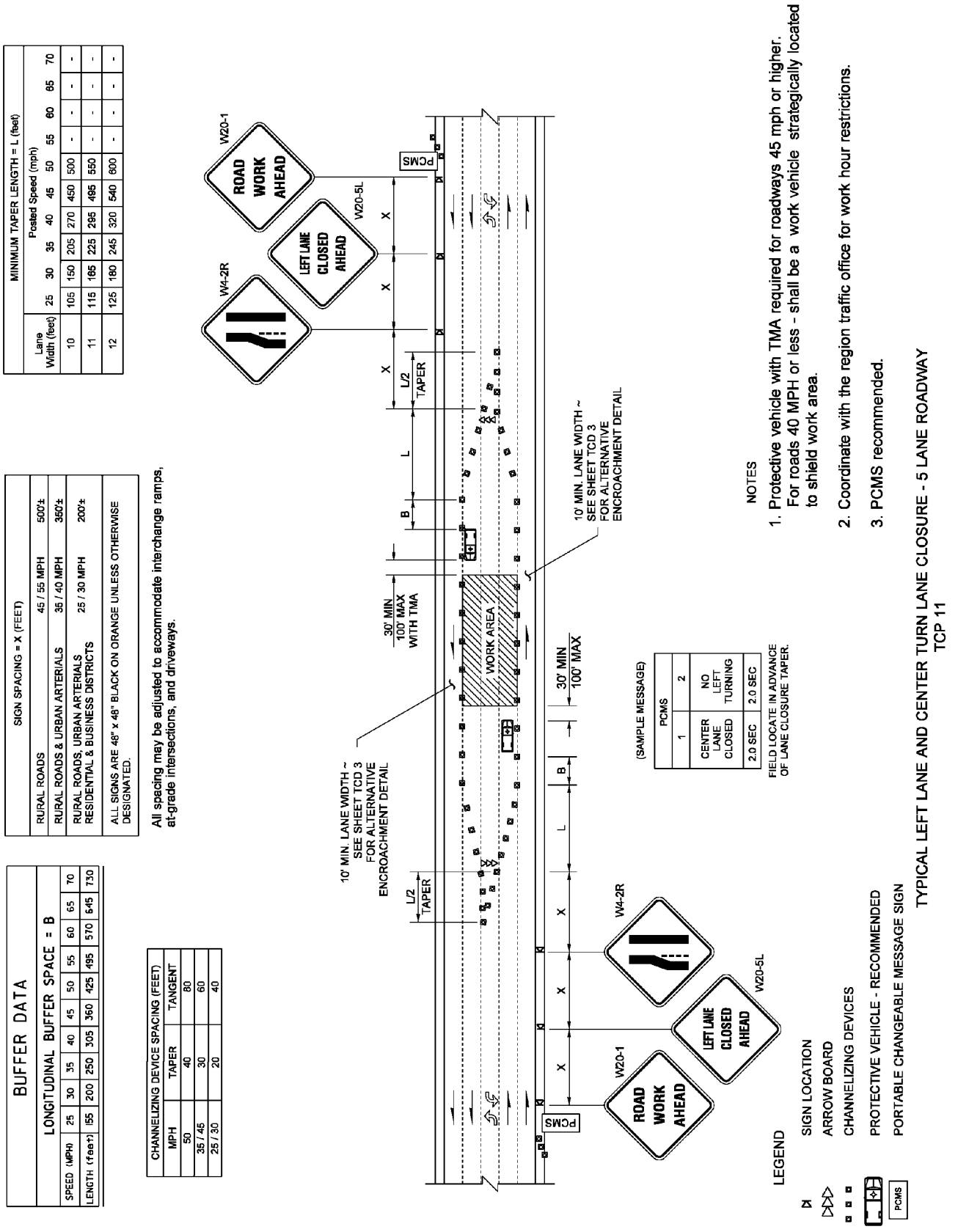
TCP 8 Typical Temporary On-Ramp for Multi-Lane Roadways



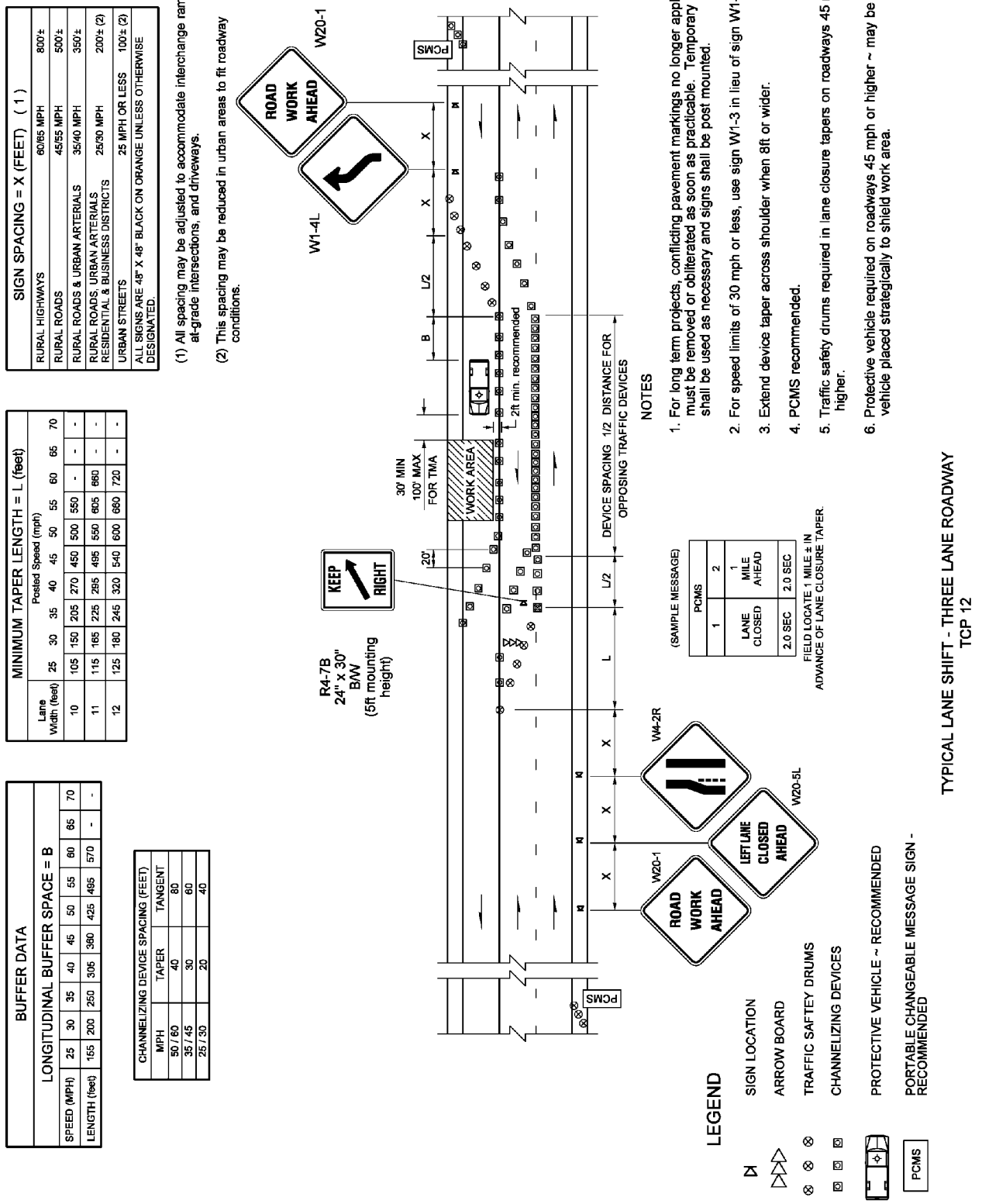
TCP 9 Typical Short-Term Temporary On-Ramp for Multi-Lane Roadways



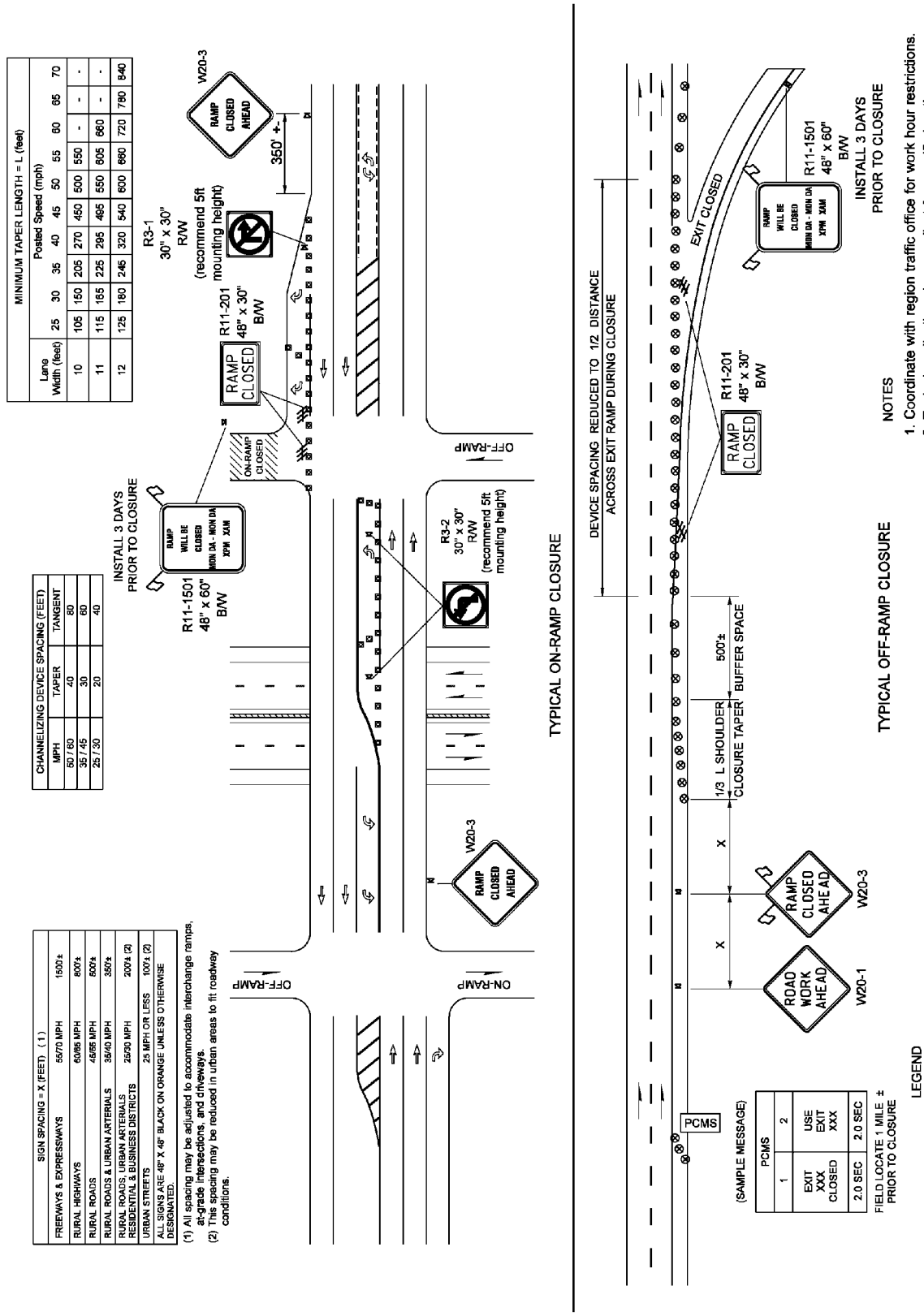
TCP 10 Typical Right Lane Closure With Shift – 5 Lane Roadway



TCP 11 Typical Left Lane and Center Turn Lane Closure – 5 Lane Roadway



TCP 12 Typical Lane Shift – Three Lane Roadway



TCP 13 Typical Short-Term Ramp Closure (On-Ramp and Off-Ramp)

Chapter 3 Short Duration Work Zones

3.1 Introduction
3.2 Guidance
3.3 Key Elements of Short Duration Work Zones
3.4 Short Duration Work Zone Condition
3.5 Consideration and Assessment of Traffic Volumes in Work Zones
3.6 Very Short Duration Work Zones
3.7 Short Duration Work Zone Rules
3.8 Short Duration Work Zones – Do's and Don'ts
3.9 Short Duration and Very Short Duration TCPs

3.1 Introduction

Short duration work zones are planned work activities that last up to 60 minutes. Due to the short work time, simplified traffic control set-ups are allowed to reduce worker traffic exposure. The time it takes to set up a full complement of signs and devices could approach or exceed the time required to perform the work.

Careful consideration of traffic and roadway conditions must be given to each work zone prior to selecting the traffic control set-up. Shoulder work and low-speed, low-volume traffic conditions may require only the work vehicle hazard beacon and personal protective equipment. High-speed, high-volume lane work may require a full lane closure set-up, even though the work duration may be 60 minutes or less. Remember, short duration work is not a "short-cut." Instead, it is a method that reduces worker exposure to traffic hazards by using larger, more dominant and mobile equipment instead of many smaller devices (cones may still be recommended since they are quick to set up for small work zones).

Examples of short duration work zone operations include load and unload equipment, re-lamping, pothole patching and other minor repairs, surveying, bridge inspection, field recon, pre-work layout, etc. Emergencies and incident response are not short duration work zones.

3.2 Guidance

The following guidance applies standards from the MUTCD to provide more specific direction for short duration work zones. It also provides a rationale to assist with selection of appropriate short duration traffic control and safety measures. The included guidance and direction, rules, consideration chart and example TCPs should lead to an informed choice. **Remember, there is no single solution that fits all work zones.** You are encouraged to modify these typical plans to fit your specific location and operation.

- Consider a rolling slowdown operation as shown on TCD 7 for those work operations of a very short duration in which traffic control measures would take more time to install than the actual work. Typically, rolling slowdowns are desirable for difficult access work zones, such as center lanes or closing all lanes at once on multi-lane highways.

- Consider stationary work zone measures with a full complement of signs and devices. Some work operations, traditionally classified as short duration, may be conducted as longer term stationary work by linking several work areas together under a lane or shoulder closure. Advantages of linking work operations may include reducing exposure of workers to traffic, efficiencies in completing tasks concurrently, reducing the number of lane closures in the same area, and overall reduction in impacts to traffic.
- Consider mobile operations. Other short duration operations may be conducted as mobile operations by progressing through several work areas and making intermittent stops. Advantages are shortened work operations to install traffic control devices and improved worker safety through use of mobile equipment (TMAs, PCMSs, mobile work vehicles, etc.).
- Consider alternative work operations, materials, and equipment, such as:
  - *****BEST PRACTICE***** Combining crews to accomplish work using mobile or stationary work zones, weekend or night closures, and at other identified work locations or on operations that may be difficult to accomplish with a small crew.
  - Identifying "red zones" where short duration work zones are not desirable due to poor traffic conditions (high volume, high speed, weaving areas, bridges, interchanges, etc.).
  - *****BEST PRACTICE***** Use of a specialized region work zone traffic control crew to support regional work operations. The specialized team can provide a higher level of efficiency and safety for a crew focused only on the work itself. This can also reduce the overall time duration and worker exposure to traffic hazards.
  - For purposes of providing a clear understanding of a traffic or roadway condition that may be considered an emergency, the following guidance is provided. An unanticipated event or condition that requires immediate action to remove a safety threat to the public constitutes an emergency. Personnel are allowed to take action, using good judgment to minimize risk to them. Traffic control standards do not strictly apply to emergencies but should be considered if possible.
- Consider resources needed for quick response work (non-emergency):
  - It is important to differentiate between an actual emergency and an emergent condition. An emergency requires immediate response to save lives or prevent serious injury or remove debris using whatever resources are available, usually in response to a crash or incident. An emergent condition requires an expedient yet planned response to a situation that has the potential to cause a crash, or damage needing quick repair. Most "call outs" or damage reports fall into the emergent condition category and although serious to varying degrees, still allow time to plan a reasonable short duration work zone response, even if additional resources are needed after evaluation.

- These operations may be referred to as "call outs" or emergencies, requiring a quick response to a report of debris, urgent repairs, or other situation where the exact nature of the work or location may not be completely known.
- An on-site assessment may allow work to proceed with available equipment and devices. Strategic placement of the work vehicle with warning beacon is important. Devices and signs may also be needed. If work is expected to last more than 60 minutes, additional resources may be needed to implement a traditional stationary work zone. Work may be delayed until the proper work zone equipment and devices are available. Assistance from region Incident Response may also be appropriate.

3.3 Key Elements of Short Duration Work Zones

- **Work Location** – This element may be the most obvious but is also the most important, at least initially, since it establishes the relationship to the next three elements. The location directly influences the assessment of hazards, protection and warning. Unique locations with narrow shoulders, bridges, undefined shoulders (no edge stripe), poor sight distance, tight radius curves, etc., require extra consideration.
- **Hazards to Workers and to Traffic** – Traffic volume and speed are the primary hazard concerns for workers in short duration work zones, while unexpected workers or equipment are the primary hazard for drivers.
- **Protection** – Positive worker protection is always recommended when practical but not necessarily required for less hazardous work zones. The use of a properly placed work vehicle can offer valuable protection in any condition.
- **Warning** – Advance warning to drivers is required when working within 15 feet of the edge of the traveled way. Assuming adequate sight distance, the work vehicle warning beacon can provide this warning in short duration zones. Sign(s) may be needed for areas with reduced sight distance.
- **Duration** – As mentioned in previous guidance, short duration work zones can offer safety and mobility benefits, but not at the risk of too much worker exposure to hazards.

3.4 Short Duration Work Zone Condition

Short duration work zones are categorized into three relative condition types. This helps establish a practical application level of traffic control and safety devices based on hazard, protection and warning levels related to work location and duration. The MUTCD allows for simplified traffic control procedures for short duration work, but does not go into detail on what those procedures might be. When selecting a TCP, refer to Work Zone Condition guidance located at the upper, left-hand portion of the TCP.

The condition levels are:

A. Represents the lowest level of work zone impacts and is typified by:
   - Low traffic speed and volume.
   - Minimum levels of warning, protection and hazards. A work vehicle with warning beacon and personal protective equipment may be adequate.

B. Represents moderate work zone impacts and is typified by:
   - Low or high traffic speed with low to moderate volumes.
   - Moderated levels of warning and protection, such as a spotter, cones or PCMS added to condition "A" devices would be typical considerations.

C. Represents the highest impact level and is typified by:
   - High traffic speed and volume.
   - All applicable traffic control and safety devices should be considered, such as PCMS, TMA, and signs.

The short duration work zone condition level does not provide for a complete assessment, but is a valuable tool for balancing duration with other work zone elements. Worker safety cannot be ignored no matter how short the work duration. A common example of this condition is in the interior lane of a high-speed, multi-lane road. Even though the work duration may be very short, mobile or stationary lane closures must be used.

3.5 Consideration and Assessment of Traffic Volumes in Work Zones

Throughout the guidance in this manual, various references are made to traffic volume. These references may be further described as low volume, moderate volume and high volume. Within the context of this document as well as the MUTCD, traffic volume is intended to be a relative term. For example, high volume traffic conditions during rush hour in Seattle are much different than high volume traffic conditions in Colfax, yet both can still be referred to as high volume, given delays and backups.

Your Region Traffic Office can assist with recommendations for work hours in those areas where high volume traffic conditions could cause undesirable backups and delays.

Field crews may need to make on site judgments as to traffic volume conditions. This consideration is very important when performing short duration work, since fewer warning and protective devices may be used. Key information needed to make a judgment of traffic volumes and how work zones affect traffic includes the following.

3.5.1 Work Zone Type

- Lane closures obviously have the greatest impact on traffic, since closed lanes represent a significant reduction in roadway capacity. Worker safety is also a high priority since work is being conducted in the normal traffic path.
- Alternating one-way traffic control with flaggers (AFADs or Portable Signals) can also create significant impacts on traffic since half of the useable roadway may be closed.

Given these considerations for work zone type, the following elements allow for a practical assessment of traffic volumes along the lines of the three short duration conditions, "A", "B", and "C", but can also be used for longer duration stationary work and can apply to mobile work operations.

3.5.2 Traffic Conditions

- Experience and knowledge of historical traffic conditions and operation on a given section of highway can provide as much value in determining a traffic volume condition as actual traffic volume counts.
  - *****BEST PRACTICE***** Some Regions have developed "work hour charts" that list the acceptable or preferred work hours for a particular route and MP location. This is particularly useful in higher volume areas where timing of lane closures is critical. The Region Traffic Office can assist in this area.
- Observations of current traffic conditions can be used to determine the volume condition as follows:
  - **Condition "A" low volume.** Worker awareness of traffic is always essential. At this level vehicles approach the work zone somewhat randomly and generally present a minimal conflict potential. Typified by:
    - Significant gaps in traffic flow.
    - Few vehicles visible at any given time.
    - Random platoons of vehicles.
    - Free flow traffic at the posted speed limit.
    - Near unrestricted access to the work area.
    - Lane closures with minimal delay and backups.
    - Safe walking pace conditions across a two-lane highway or intersection.
    - Rough estimate of traffic volume at less than five vehicles per lane per minute*.
  - **Condition "B" moderate volume.** The frequency of vehicles increases and more care and vigilance is required by workers to ensure safe work operations. Typified by:
    - Gaps in traffic are present, but may be more consistent.
    - Vehicles are generally present all the time.
    - Traffic is constant but still flows freely.
    - Generally free flow traffic speed at the posted limit.
    - Lane closure and flagging operations cause delays and backups within acceptable limits.
    - Good work area access but vehicles are usually present.
    - Safe walking pace conditions across a two-lane highway or intersection exist, but may require waiting for a gap in traffic. A spotter may be used to warn workers of oncoming traffic.
    - Rough estimate of traffic volume at 12 vehicles per lane per minute*.

– **Condition "C" high volume.** Constant awareness and protective measures for workers are required to ensure safe work operations. Vehicles are constantly present at this level. Traffic volumes may adversely impact work operations and higher levels of warning and protection will probably be needed. Typified by:
  - Minimal gaps in traffic.
  - Constantly present vehicles.
  - Restricted or unstable traffic flow.
  - Reduced traffic speeds, as volume starts to approach road capacity.
  - Unacceptable backups and delays. Additional signing may be needed if traffic backs up past warning signs.
  - Safe work area access is generally accompanied with protective devices (TMAs, buffer vehicles, etc.)
  - A safe walking condition across a two-lane highway or intersection may not exist.
  - A rough estimate of 20 vehicles per lane per minute*.

Traffic conditions need to be monitored throughout the work operation to determine if adjustments are needed to address traffic impacts. A worst case scenario of stopping work and reopening the roadway to traffic may be avoided by planning for the traffic conditions in advance and selecting compatible hours of work.

****Note:*** The values used for traffic volumes (volume per lane per minute) are derived from data that fits the *general description* of the given condition, "A", "B", or "C". These are average values that can be used as an indicator or a comparison tool to judge traffic conditions, and may not fit a *specific* location or condition. The Region Traffic Office can assist with specific work hours or provide a closer correlation of the condition values for a given location.

3.6 Very Short Duration Work Zones

The overall guidance of the short duration work zone section of this guidebook applies to work zones that may last up to 60 minutes. However, it is important to recognize that many work operations may take only a few seconds or minutes to perform. These actions might be:

- Debris retrieval, locating drainage structures or other roadway features or components.
- Retrieval of lost cargo, work zone sign, or device installation and removal.
- Crash debris retrieval, a survey "shot," monument or other reference check.
- Crossing or walking along the roadway, motorist assistance.
- Quick repairs intended as a partial or temporary response to damage or failure.

In many cases it is necessary and allowable for workers to walk on a roadway shoulder, cross traffic lanes, or momentarily step into a lane to access work locations or to perform work. These actions can only be accomplished if they are not in conflict with traffic or other hazards and it is safe to do so. See the applicable rules of this section for worker safety and protection.

Very short duration work is typified by the following:

- The primary intent is not to conduct an actual work operation in total, but more related to gathering information, accessing a location, or a non-repetitive action as described above.
- Generally these actions occur at isolated locations or the locations are spaced far enough apart that they would constitute separate work zones.
- Equipment is usually not required, other than the possibility of simple hand tools.
- Stop-gap measures to respond to damage or failures until a permanent repair can be made.

Because of the very short duration and nature of these actions, there is a possibility that adequate work zone measures may not be fully considered. Even though these are very short duration actions, the key work zone elements must still be considered. High worker exposure locations such as in a live lane and undesirable traffic conditions would still dictate the decision as to the appropriate work zone. It may be acceptable to perform some very short duration actions under work zone condition "A" and "B," with the minimum required equipment and devices. In most cases this would be a strategically placed work vehicle with warning beacon and personal protective equipment. It is recommended to apply more work zone safety measures if the level of safety can be raised without adding to worker exposure time. Working in teams of two, where one worker can act as a spotter from a safe location, may be a good example of an additional safety measure. The workers ability to maintain awareness of traffic conditions and potential hazards is a key concern.

Normally, specific TCPs are not required for these very short actions since the typical example TCPs for very short duration work zones can cover a wide variety of applications.

It is required to provide advance warning to traffic approaching very short duration work zones on freeways and high speed multi-lane highways as shown on TCP 19A when working in a live lane with a spotter or using a very short duration lane closure.

3.7 Short Duration Work Zone Rules

1. **Live traffic areas (lanes and intersections) in high speed and high volume work locations may not be good candidates for short duration work zones.** Work zone condition "C" would apply to most of these types of locations and may be acceptable based on a positive site assessment and working only on the shoulder or adjacent lane as follows:
   - **No unprotected work in interior lanes of multi-lane roads and no "island" work areas are allowed.**
   - **Lanes of multi-lane roads may only be accessed from the adjacent shoulder** (see TCP 19).

- **Intersections may be accessed following the same manner and consideration should be given to incorporating the existing intersection control into the work zone traffic control . . . all red signal control or all way stop control may supplement the selected traffic control measures** (see TCPs 27 and 28).

2. **Short duration flagging operations are not allowed.** All flagging requirements must be complied with and there currently is no exception for short duration work. Emergencies are the only exception to full flagging requirements. Flagging is defined by the MUTCD as stopping, directing or alerting road users.
3. **A determination of a safe work location must be made.** A basic determination can be made by observing traffic conditions (speed, volume, location, visibility, etc.) and assessing the following conditions:
   - Is the work location out of the traffic path?
   - Is there sufficient time for a worker to safely walk (not run) to and return from the work location?
   - Are there other hazards at the location that could affect worker safety?
   - Is there an effective contingency or escape plan?
   - Is there adequate sight distance from the work location to approaching traffic (see TCD 14)?

3.8 Short Duration Don’ts and Dos

Don’t –

- Take “short cuts” or hurry to accomplish work. Determination of all work zone hazards is a must.
- Run across or “dodge” traffic in live lanes.
- Work in a live lane under adverse traffic conditions or without proper traffic control in place . . . even if it is only for a few minutes or a few seconds.
- Assume that shoulder areas are automatically safe. Distracted, aggressive or impaired drivers may encroach. Also, oversize loads may present a hazard.
- Turn your back to oncoming traffic if possible.
- Put yourself in an unexpected location that may surprise a driver.

Do –

- Use the work vehicle as protection and warning whenever possible.
- Take advantage of any resources providing protection and warning without causing additional exposure. (TMAs, buffer/shadow vehicles, PCMSs, etc.)
- Plan ahead. Poor planning is not a valid excuse for lack of equipment, devices or awareness of traffic conditions.
- Find the safest available location to park or unload equipment.
- Avoid high traffic volume hours and locations. Plan ahead for better traffic conditions or consider alternate work operations.
- Work on the same side of the road as the work vehicle and warning beacon whenever possible.

3.9 Short Duration and Very Short Duration TCPs

The following typical TCPs are a generic pictorial representation of common roadway locations where various work operations are conducted. Depicted on the TCPs are work zone safety and traffic control applications for use with the intended work operations. Typical TCPs are not drawn to scale, but show devices, equipment and data that are intended to be applied in the correct combination along with proper judgment to be safe and comply with approved standards.

TCP 14 ***Typical Short Duration Lane Closure (Two-Lane, Two-Way Highway Application)***
(This plan depicts typical work zone scenarios that may occur within a lane of a two-lane highway such as a small pavement repair area where it is necessary for workers and/or equipment to occupy a lane for the entire time it takes to make the repair (up to 60 minutes). This could also include narrow shoulder work where workers and equipment must occupy the lane to allow work access to the shoulder.)

TCP 15 ***Typical Short Duration Lane Closure (Multi-Lane Freeway and Highway Application)***
(This plan depicts typical work zone scenarios that may occur in the left or right lane of a multi-lane highway. Center-lane or island type work zones with live traffic on both sides of the work zone are not allowed with this operation; consider a rolling slow down, stationary lane closure or mobile lane closure if these work areas are necessary. As with TCP 14, a small pavement repair may be a typical work operation that occupies the lane for the entire time it takes to make the repair (up to 60 minutes). This could also include narrow shoulder work where workers and equipment must occupy the lane to allow access to the shoulder.)

TCP 16 ***Typical Short Duration Shoulder Work (Multi-Lane Application)***
(This plan depicts typical work zone scenarios that may occur on the left or right shoulder of a multi-lane highway but does not encroach into the lane. The work operation could be related to the roadway shoulder or roadway features such as electrical systems or signs and drainage. Encroachment into the adjacent live lane or the vertical clearance above the live lane is not allowed with this plan. Consider the use of stationary shoulder or lane closure plans if encroachment is necessary.)

TCP 17 ***Typical Short Duration Work Operation (Intersection Application)***
(This plan depicts typical work zone scenarios that may occur at various “in lane” locations of a common intersection with turn pockets and traffic island. Work operations could be related to pavement markings, traffic signals or other repair or maintenance activities. Intersections that have traffic signals and a possible need for flaggers should be considered when planning the work and could require a stationary plan.)

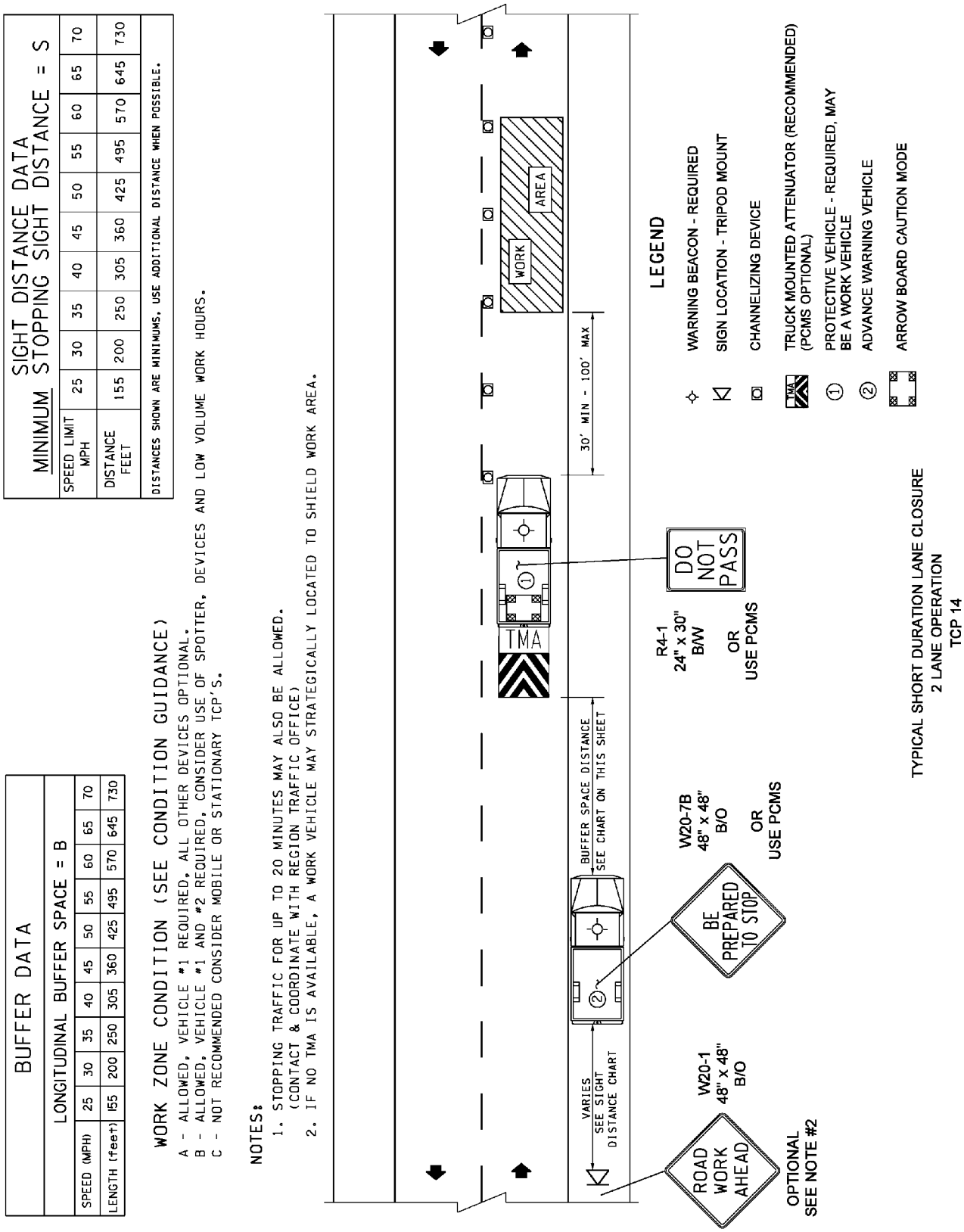
TCP 18 ***Typical Very Short Duration Work Operation (Outside Traveled Way) (Two-Lane or Multi-Lane Highways)***
(This plan depicts typical work zone scenarios that may occur at various locations outside of live lanes and other live traffic areas such as merge areas and ramp lanes. These "non-traffic" areas outside of the traveled way are very common locations to park a work vehicle to gain access to a location for very short duration work such as inspection, survey shot, field recon, etc. Under conditions "A" or "B" it is acceptable to walk across lane(s) as can be done safely to access a specific location. It is preferable to park the work vehicle on the same side of the roadway.)

TCP 19 ***Typical Very Short Duration Work Operation (Multi-Lane Application, Low Speed, 40 mph or Lower)***
(This plan depicts typical work zone scenarios that may occur at various lane and shoulder locations along a low speed multilane highway for work operations such as; minor pothole repair or other very short duration work that does not actually close or block the lane. As vehicles approach it is incumbent upon the worker to move back to the adjacent shoulder. More than two or three attempts to complete the work may indicate the need for a short duration or stationary work zone TCP.)

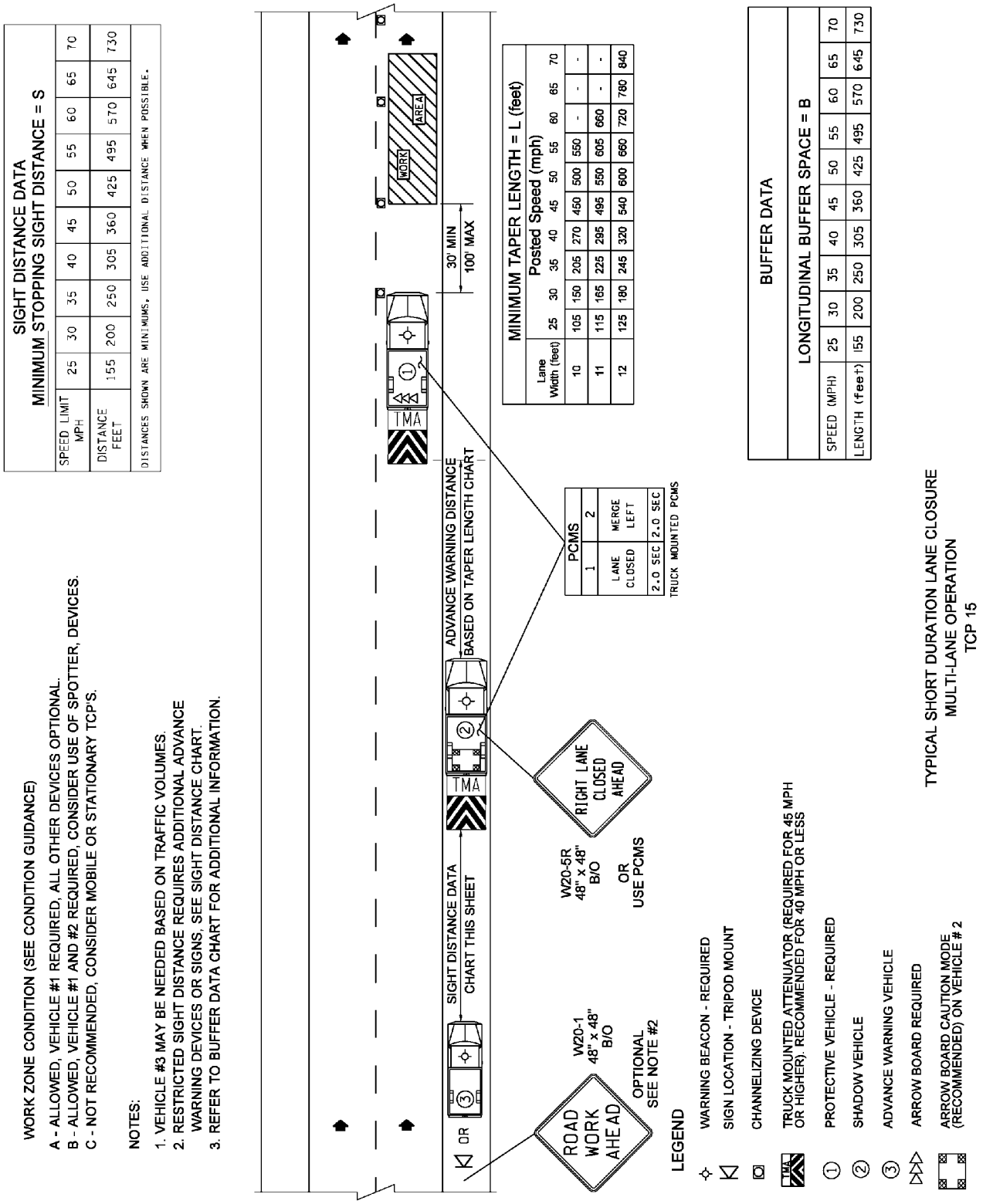
TCP 19a ***Typical Very Short Duration In-lane Work (Multi-Lane Freeway and Highway Application, High Speed, 45 mph or Higher)***
(This plan depicts two typical very short duration work zone scenarios that may occur in live high speed traffic lanes. Work operations may include minor pothole or debris removal that may be accomplished without presenting an unacceptable hazard to the worker or traffic. By allowing approaching traffic to pass through the work location using the spotter method to alert the worker to move back to the shoulder as traffic approaches. Work that cannot allow traffic to pass through the work location will need to use the lane closed method or consider a short duration or stationary lane closure.)

TCP 20 ***Typical Very Short Duration Lane Closure (Two-Lane Highway)***
(This plan depicts two typical very short duration work zone scenarios that may occur in live traffic lanes on either a low or high speed roadway. Work operations such as a minor pothole or debris removal that may be accomplished without presenting an unacceptable hazard to the worker or traffic. By allowing approaching traffic to pass through the work location using the spotter method to alert the worker to move back to the shoulder as traffic approaches. Work that cannot allow traffic to pass through the work location will need to use the lane closed method or consider a short duration or stationary lane closure.)

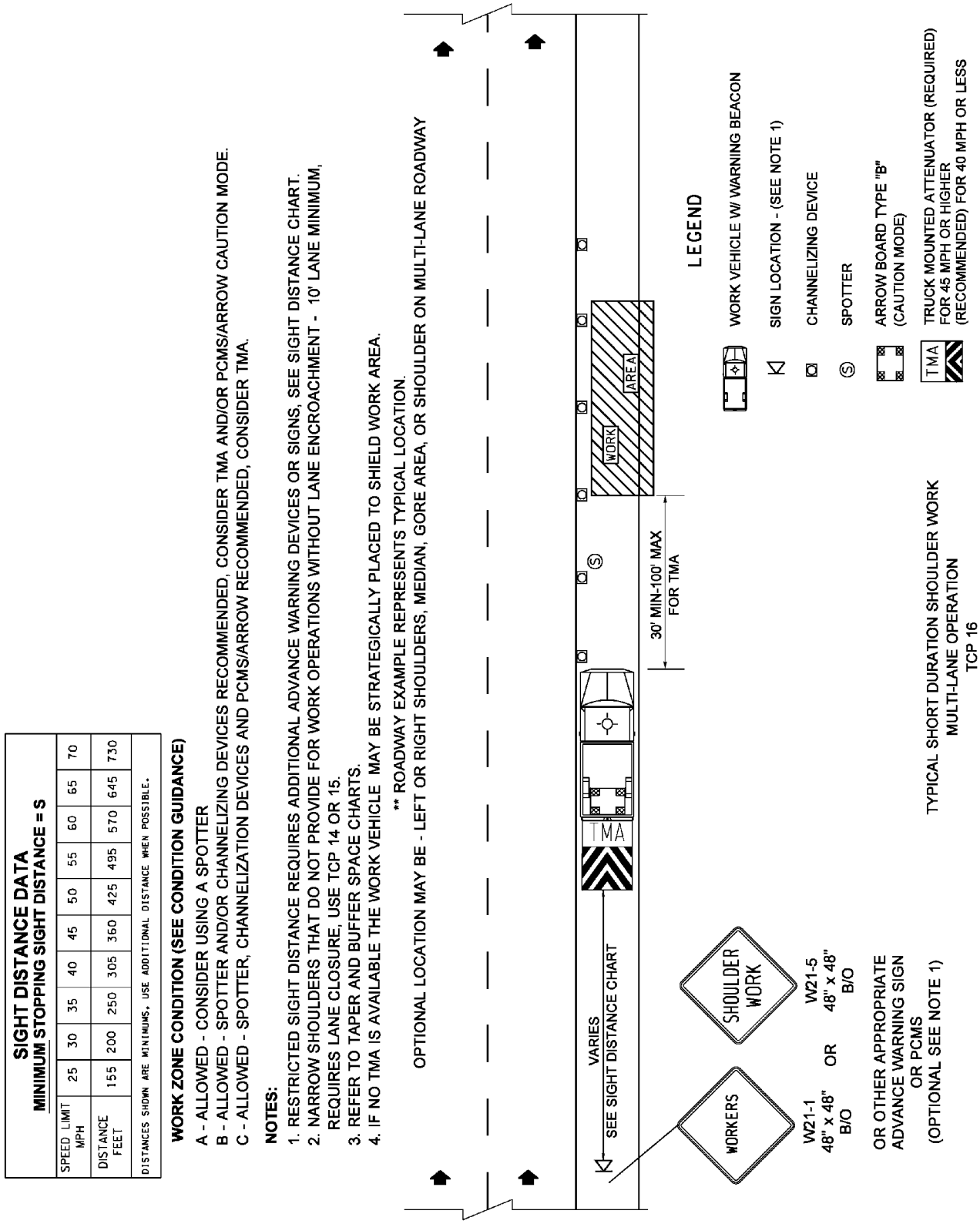
TCP 21 ***Typical Very Short Duration Work Operation (Intersection Application)***
(This plan depicts typical work zone scenarios that may occur in intersections such as; very short field recon to verify field data, take a survey shot, inspect for damage, observation, etc. See TCP 17 for short duration applications.)



TCP 14 – Typical Short Duration Lane Closure (Two-Lane, Two-Way Highway Application)



TCP 15 – Typical Short Duration Lane Closure (Multi-Lane Freeway and Highway Application)

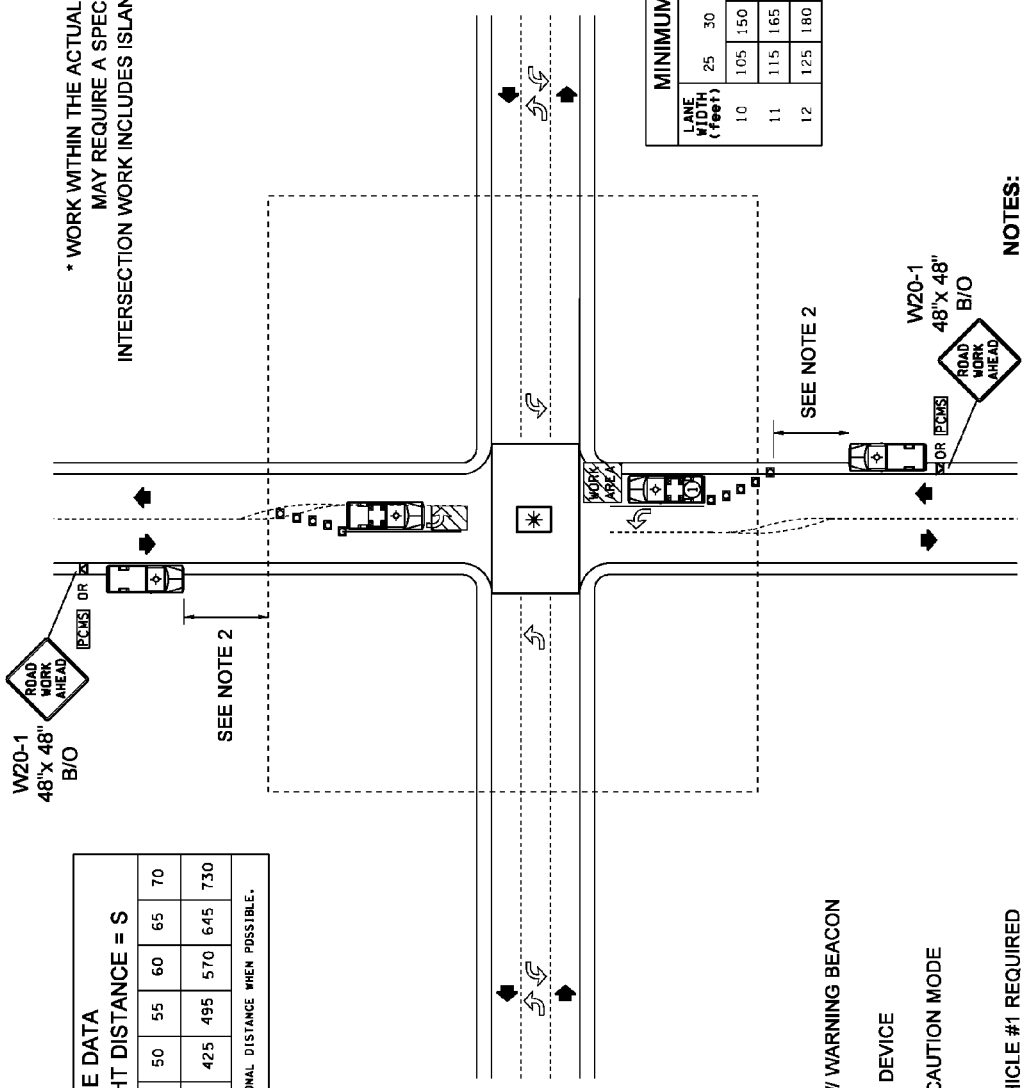


TCP 16 – Typical Short Duration Shoulder Work (Multi-Lane Application)

WORK ZONE CONDITION (SEE CONDITION GUIDANCE)

A - ALLOWED - CONSIDER USING A SPOTTER, WORK VEHICLE REQUIRED.
B - ALLOWED - SPOTTER AND/OR CHANNELIZING DEVICES RECOMMENDED, CONSIDER TMA AND/OR PCMS/ARROW CAUTION MODE.
C - ALLOWED - CHANNELIZATION DEVICES AND PCMS/ARROW (CAUTION MODE), TMA AND SPOTTER RECOMMENDED, VEHICLE #1 REQUIRED.

* WORK WITHIN THE ACTUAL INTERSECTION MAY REQUIRE A SPECIFIC TCP.
INTERSECTION WORK INCLUDES ISLANDS AND TURN POCKETS.



MINIMUM TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph) 25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

SIGHT DISTANCE DATA
MINIMUM STOPPING SIGHT DISTANCE = S

SPEED LIMIT MPH	25	30	35	40	45	50	55	60	65	70
DISTANCE FEET	155	200	250	305	360	425	495	570	645	730

DISTANCES SHOWN ARE MINIMUMS, USE ADDITIONAL DISTANCE WHEN POSSIBLE.

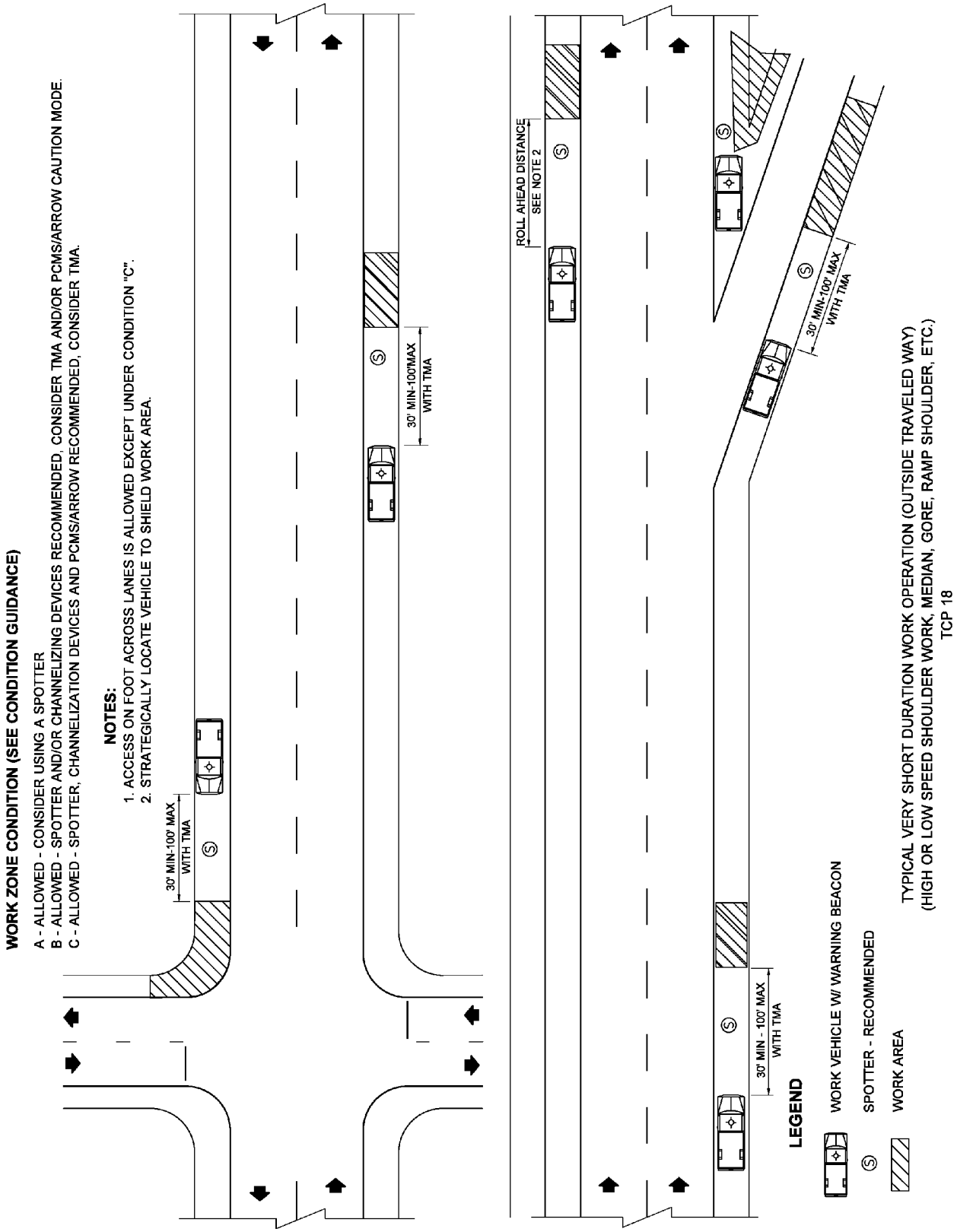
LEGEND

- WORK VEHICLE W/ WARNING BEACON
- CHANNELIZATION DEVICE
- ARROW BOARD- CAUTION MODE
- SIGN LOCATION
- PROTECTIVE VEHICLE #1 REQUIRED

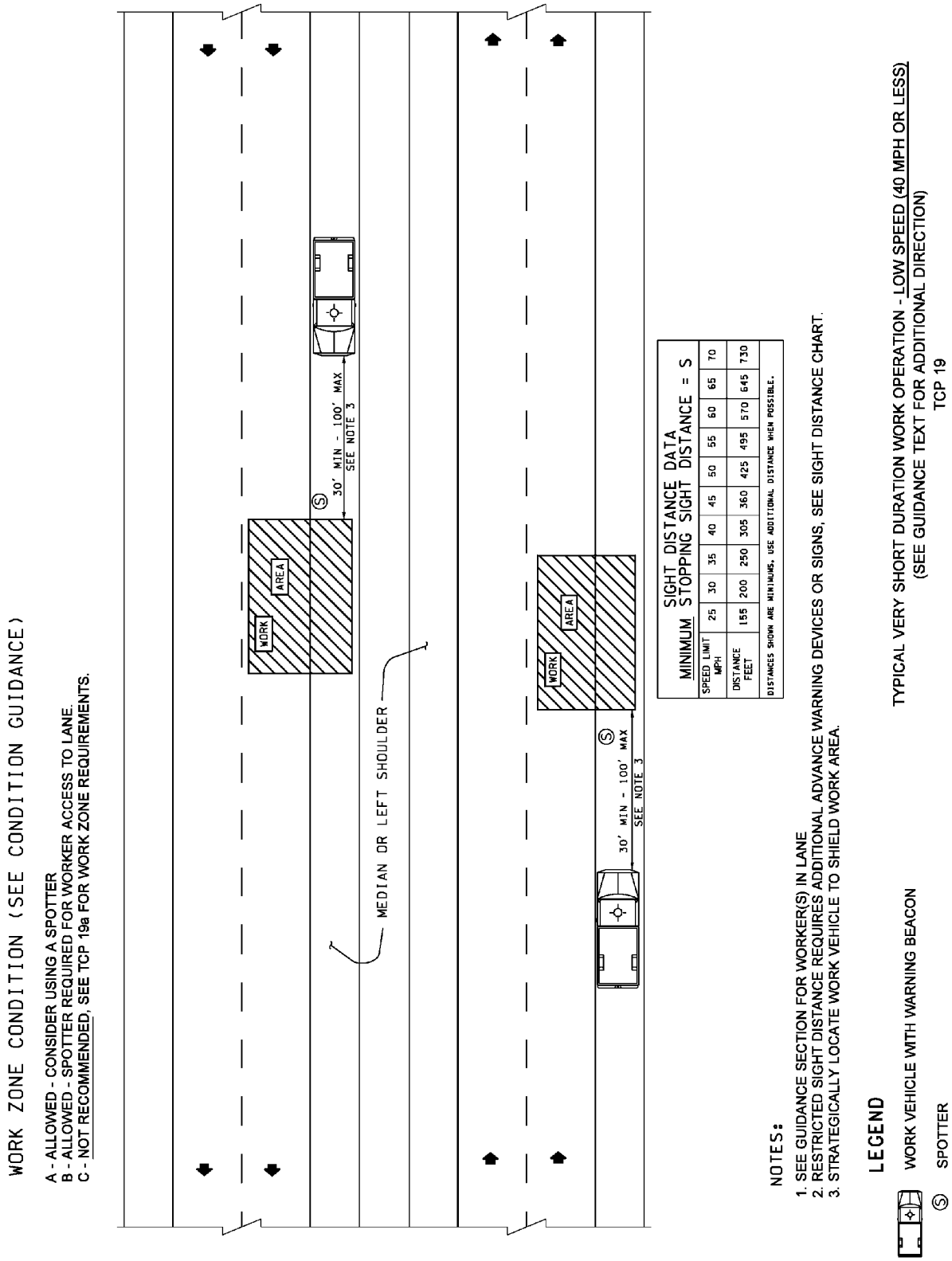
NOTES:

1. Work vehicle located in same quadrant as work location.
2. Restricted sight distance requires additional advance warning devices or signs. See Sight Distance Chart.

TYPICAL SHORT DURATION WORK OPERATION
INTERSECTION LOCATION
(SEE GUIDANCE TEXT FOR ADDITIONAL DIRECTION)
TCP 17



TCP 18 – Typical Very Short Duration Work Operation (Outside Traveled Way) (Two-Lane or Multi-Lane Highways

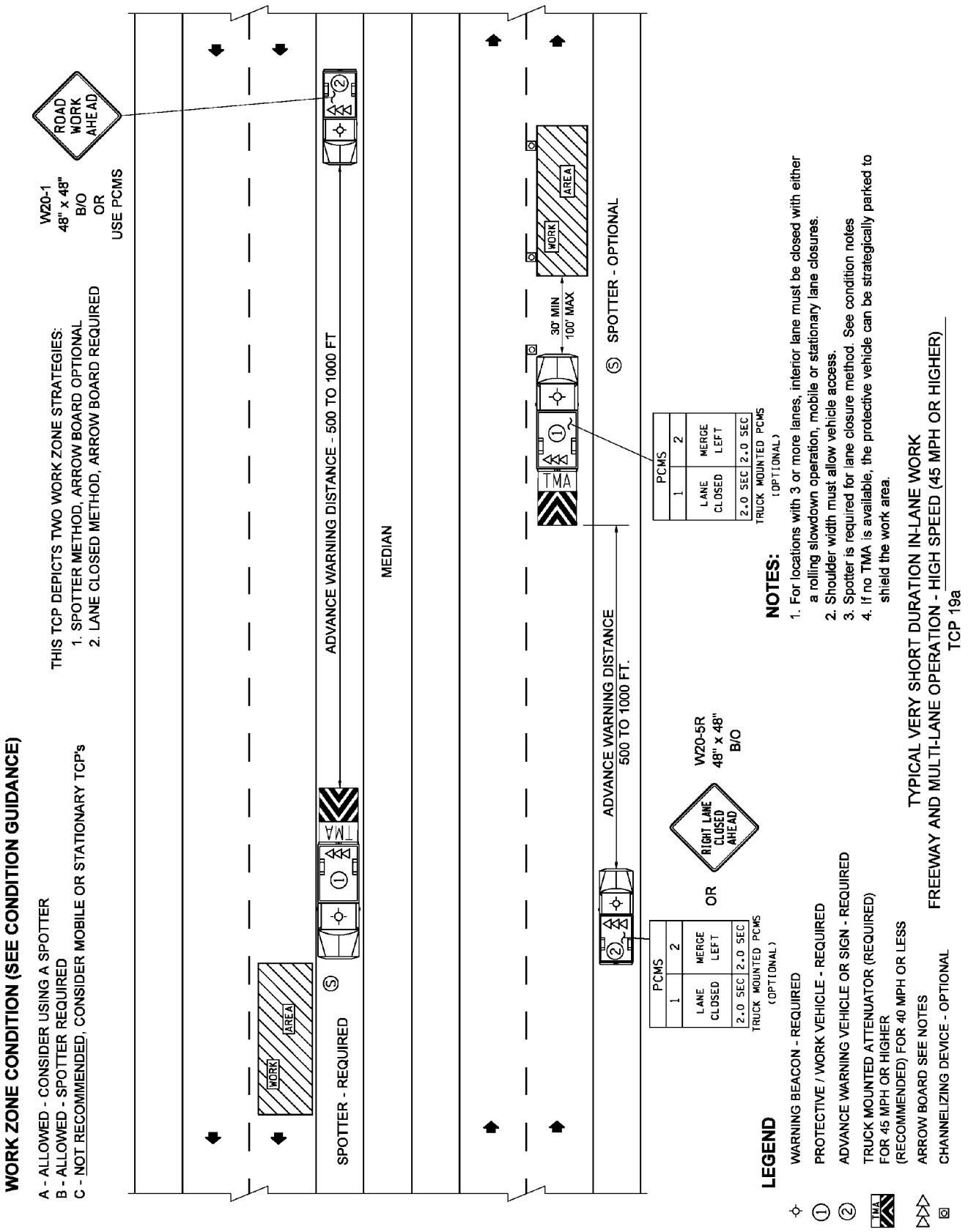


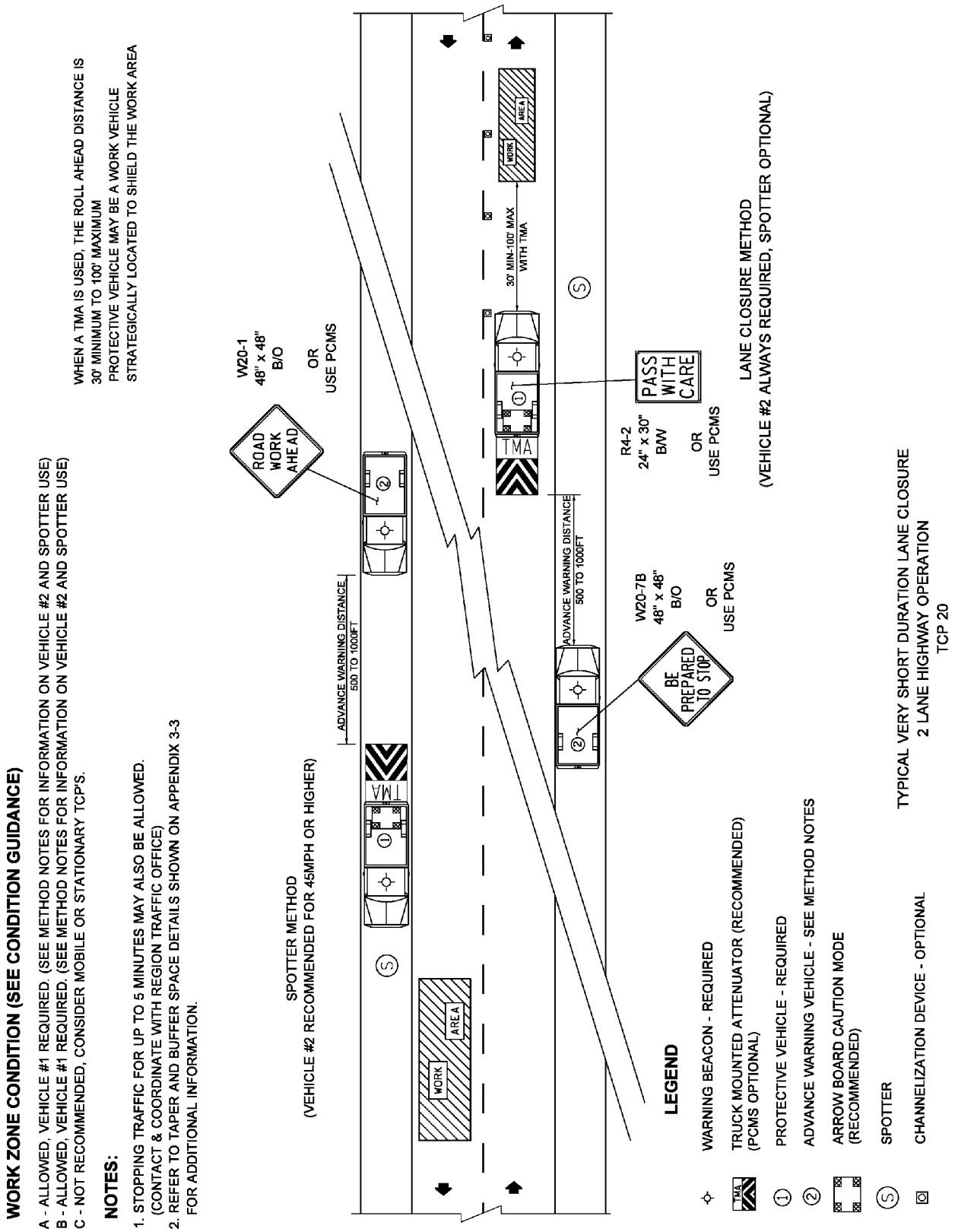
MINIMUM SIGHT DISTANCE DATA
STOPPING SIGHT DISTANCE = S

SPEED LIMIT MPH	25	30	35	40	45	50	55	60	65	70
DISTANCE FEET	155	200	250	305	360	425	495	570	645	730

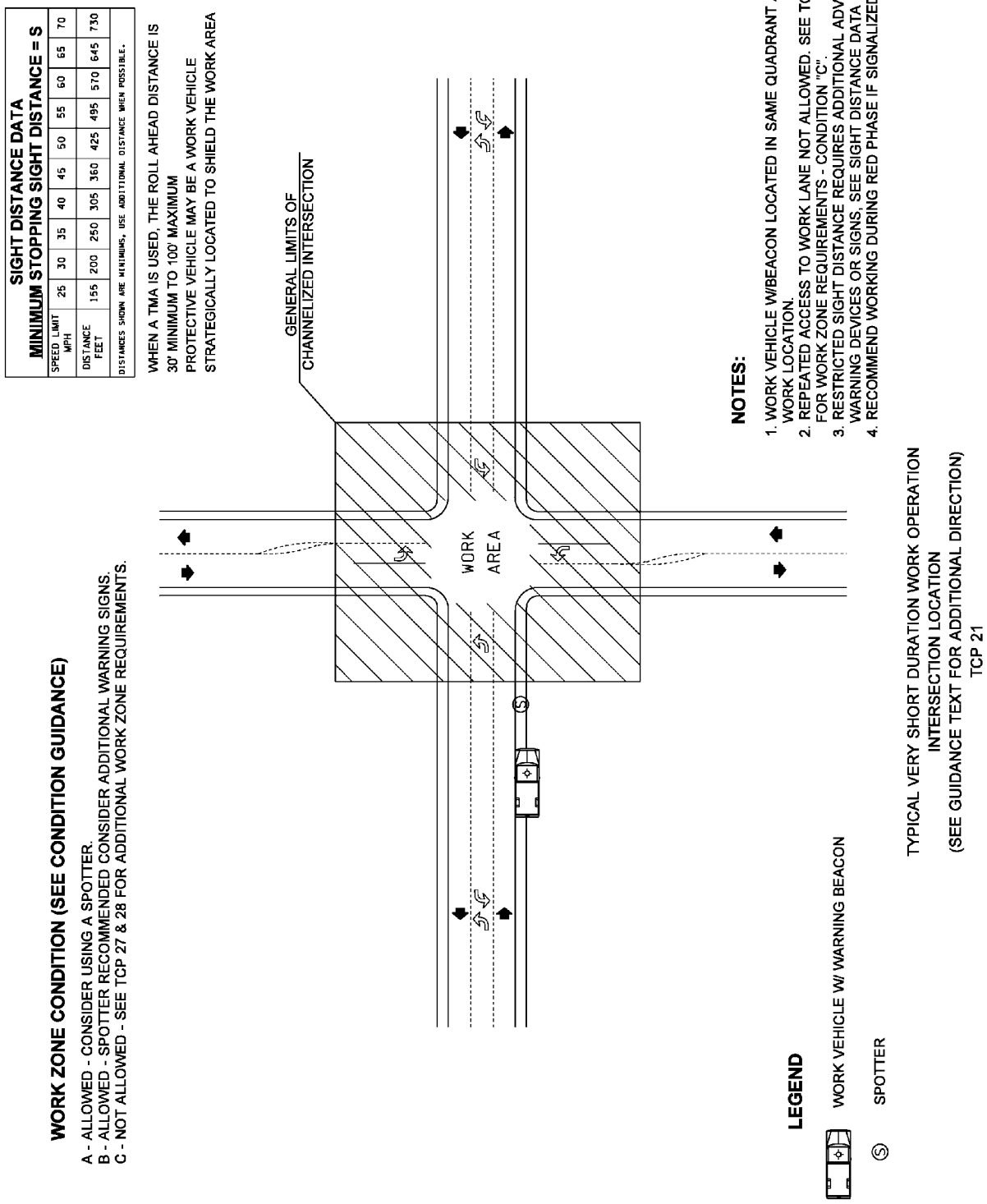
DISTANCES SHOWN ARE MINIMUMS, USE ADDITIONAL DISTANCE WHEN POSSIBLE.

TCP 19 – Typical Very Short Duration Work Operation (Multi-Lane Application, Low Speed, 40 mph or Lower)


WORK ZONE CONDITION (SEE CONDITION GUIDANCE)
A - ALLOWED - CONSIDER USING A SPOTTER
B - ALLOWED - SPOTTER REQUIRED
C - NOT RECOMMENDED, CONSIDER MOBILE OR STATIONARY TCP's
THIS TCP DEPICTS TWO WORK ZONE STRATEGIES:
1. SPOTTER METHOD, ARROW BOARD OPTIONAL
2. LANE CLOSED METHOD, ARROW BOARD REQUIRED
W20-1
48" x 48"
B/O
OR
USE PCMS
ROAD WORK AHEAD
ADVANCE WARNING DISTANCE - 500 TO 1000 FT
MEDIAN
30' MIN
100' MAX
WORK
AREA
TMA
SPOTTER - REQUIRED
SPOTTER - OPTIONAL
ADVANCE WARNING DISTANCE
500 TO 1000 FT.
W20-5R
48" x 48"
B/O
OR
RIGHT LANE CLOSED AHEAD
PCMS
1
2
LANE CLOSED
MERGE LEFT
2.0 SEC
2.0 SEC
TRUCK MOUNTED PCMS
(OPTIONAL)
NOTES:
1. For locations with 3 or more lanes, interior lane must be closed with either a rolling slowdown operation, mobile or stationary lane closures.
2. Shoulder width must allow vehicle access.
3. Spotter is required for lane closure method. See condition notes
4. If no TMA is available, the protective vehicle can be strategically parked to shield the work area.
LEGEND
WARNING BEACON - REQUIRED
PROTECTIVE / WORK VEHICLE - REQUIRED
ADVANCE WARNING VEHICLE OR SIGN - REQUIRED
TRUCK MOUNTED ATTENUATOR (REQUIRED) FOR 45 MPH OR HIGHER (RECOMMENDED) FOR 40 MPH OR LESS
ARROW BOARD SEE NOTES
CHANNELIZING DEVICE - OPTIONAL
TYPICAL VERY SHORT DURATION IN-LANE WORK
FREEWAY AND MULTI-LANE OPERATION - HIGH SPEED (45 MPH OR HIGHER)
TCP 19a



TCP 20 – Typical Very Short Duration Lane Closure (Two-Lane Highway)



TCP 21 – Typical Very Short Duration Work Operation (Intersection Application)

Mobile work zones are work activities that typically move along the road either intermittently or continuously and the transition area moves with the operation. Frequent short stops may be used for pothole patching, litter bag pickup, herbicide spraying, lane marker replacement or other similar operations. Channelizing devices, truck mounted signs or Portable Changeable Message Signs (PCMS), warning lights and flaggers may be needed for these operations.

Mobile work zones also include slow moving operations where workers and equipment move along the road without stopping. Operations such as sweeping and paint striping are typical mobile operations. The warning signs move ahead with the work, usually mounted on a shadow vehicle. Truck mounted signs or PCMS, Truck Mounted Attenuator (TMA), and warning lights are some of the devices that may be used for moving operations. Messages for truck mounted PCMSs should conform to standard work messages whenever possible. Contact the Region Traffic Office Staff for assistance with selecting appropriate messages.

Mobile work zones are well suited to maintenance operations and can be an efficient way to accomplish many types of work, but due to the moving nature of these operations it is imperative that the crew is carefully coordinated. Careful consideration of traffic and roadway conditions as they relate to the specific operation must be done prior to starting work.

Many work operations that may have been previously conducted as short-term operations can be significantly improved by converting to a mobile operation. Contact the Region Traffic Office for assistance.

The following TCPs depict typical examples of mobile work zones:

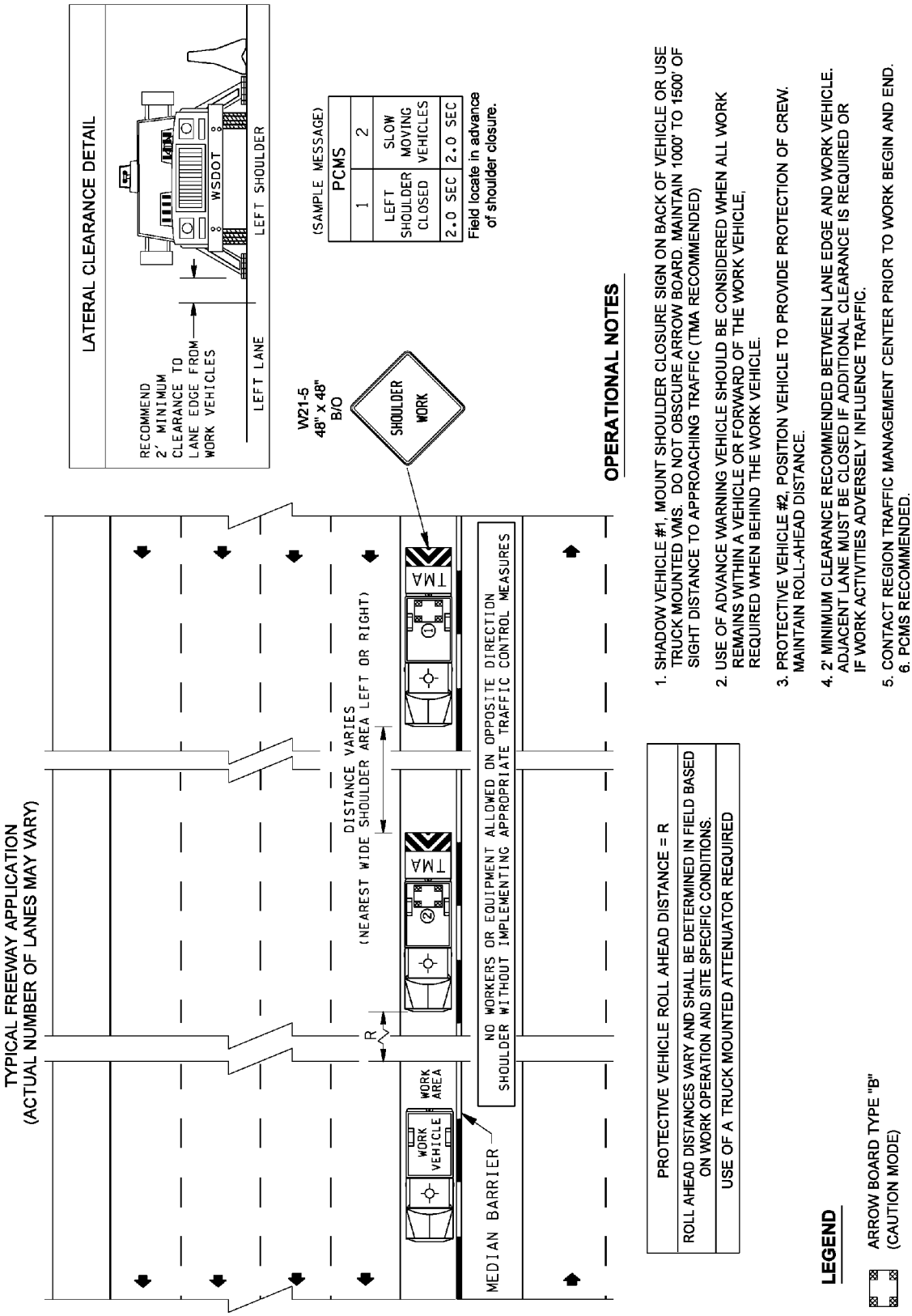
TCP 22 ***Typical Mobile Left Shoulder Closed (Freeway Application)***
(For work operations that can be accomplished on the shoulder without encroachment into the adjacent lanes.)

TCP 23 ***Typical Mobile Left-Lane Operation (Freeway Application)***
(For work operations on the left shoulder or in the lane.)

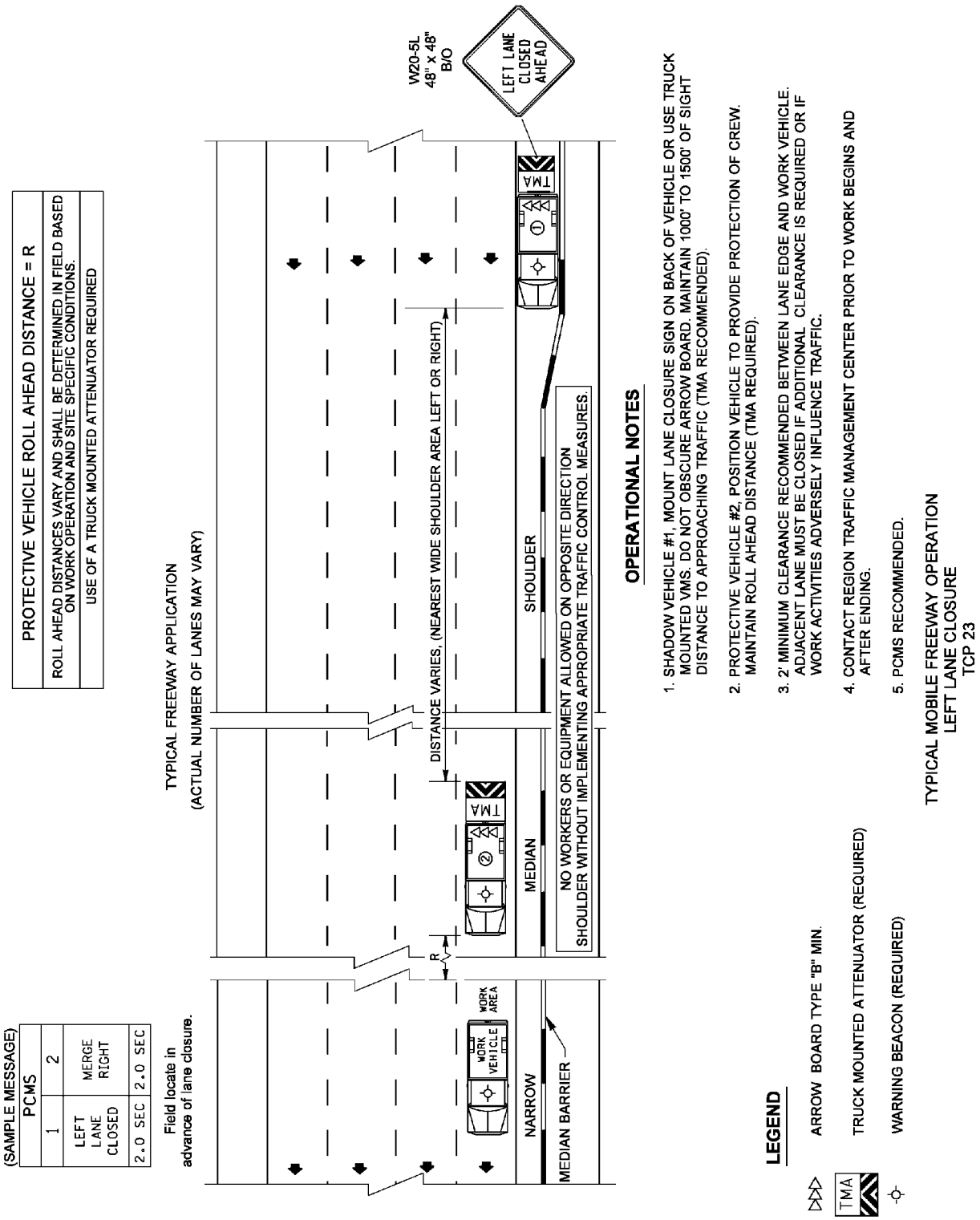
TCP 24 ***Typical Mobile Middle-Lane Operation (Freeway Application)***
(For multi-lane freeway applications where the work takes place in the middle lanes, this plan depicts a mobile double left-lane closure operation.)

TCP 25 ***Typical Mobile Lane Closure Operation on a Two-Lane Roadway***
(For mobile operations on a rural two-lane, two-way roadway with "in lane" work.)

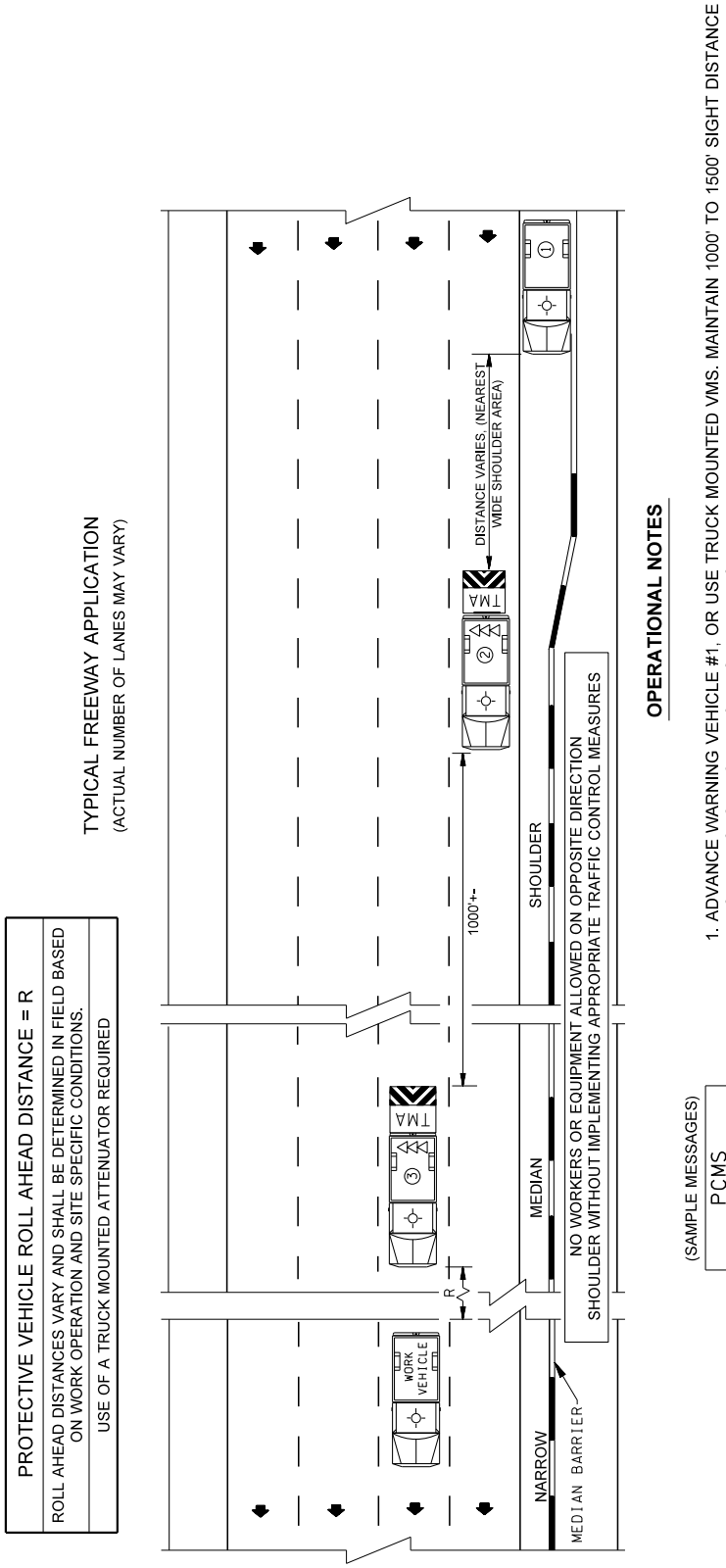
TCP 26 ***Typical Mobile Shoulder Closure Operation on a Two-Lane Roadway***
(For mobile operations on a rural two-lane, two-way roadway with no encroachment.)



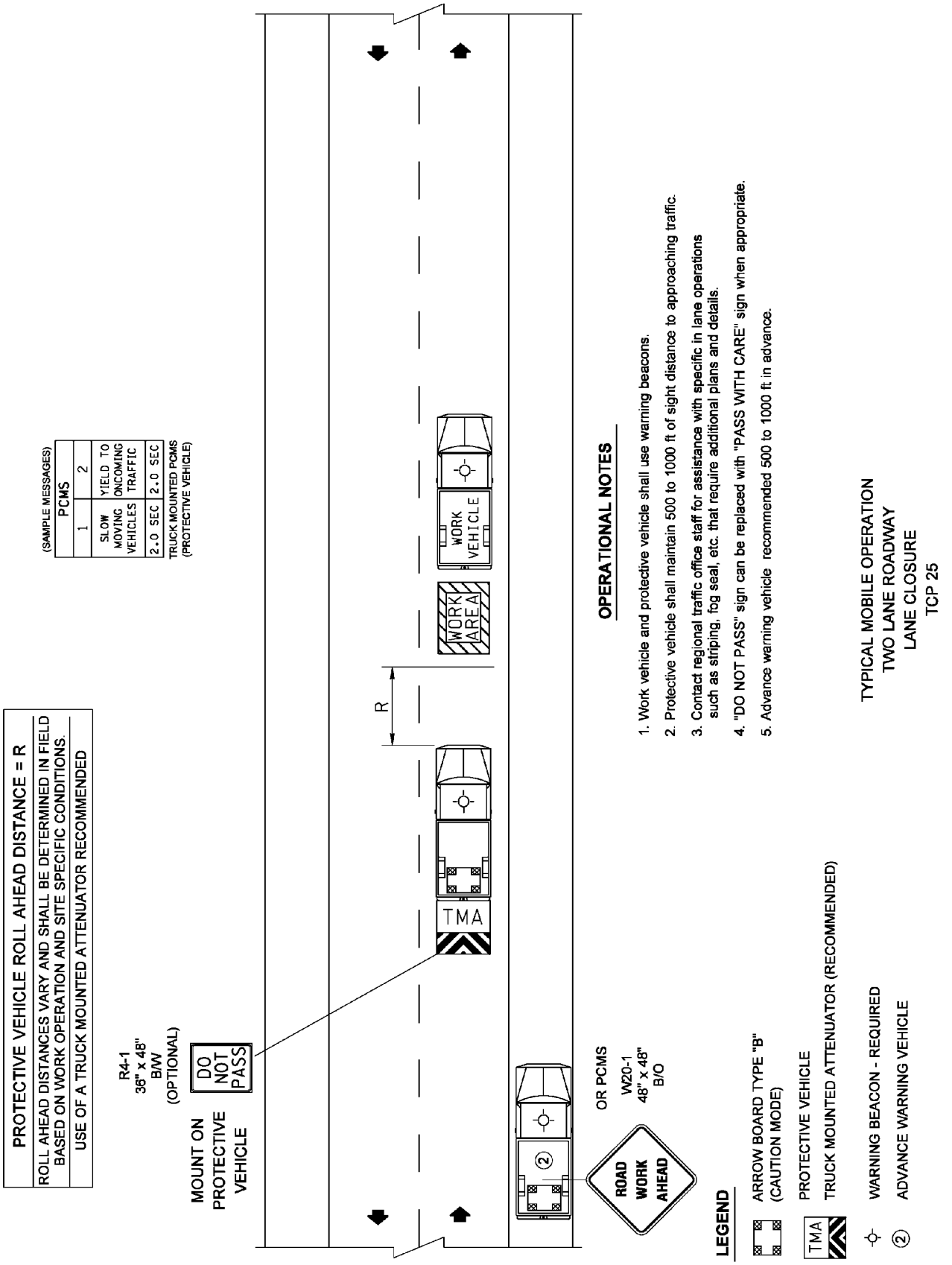
TCP 22 – Typical Mobile Left Shoulder Closed (Freeway Application)



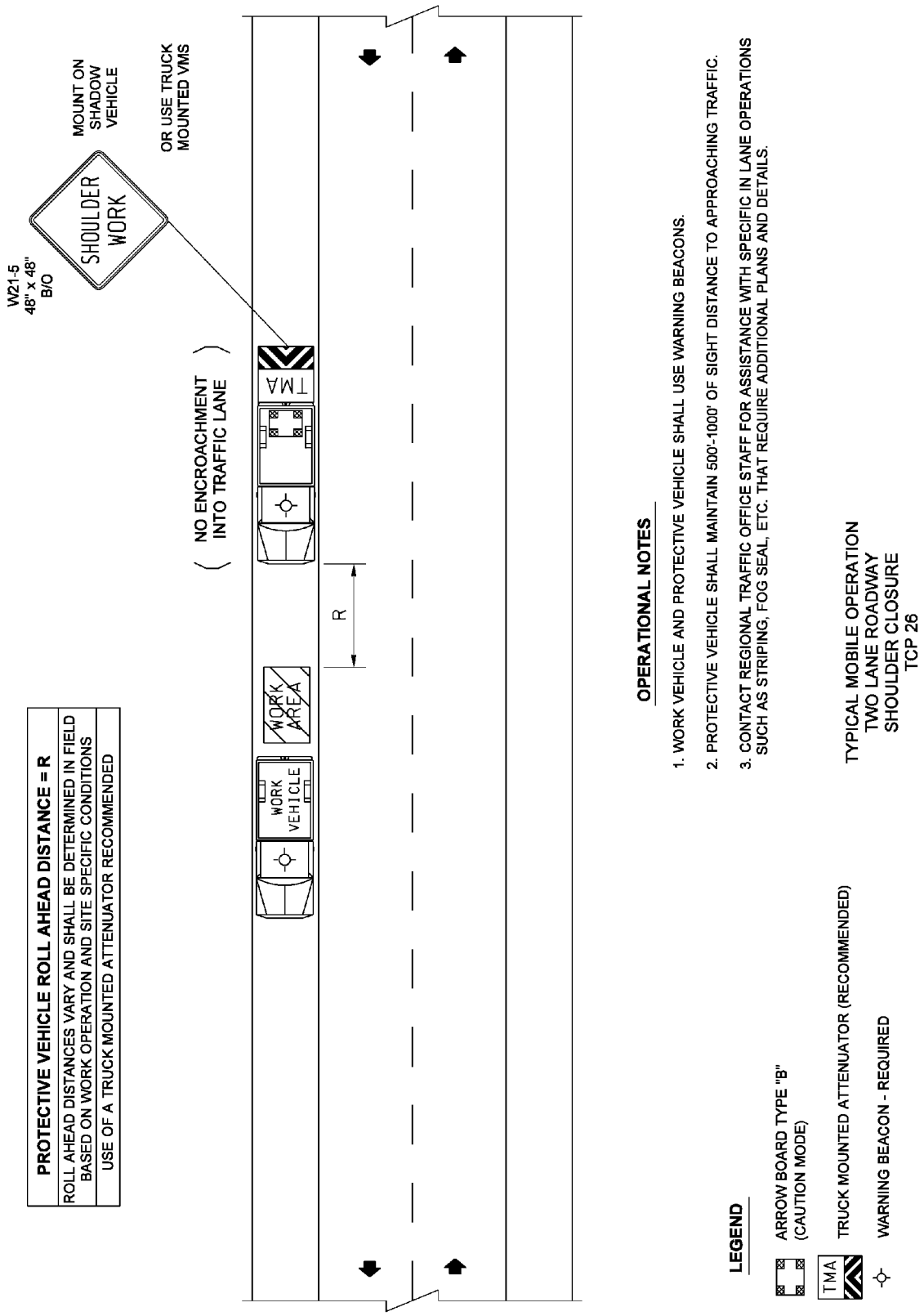
TCP 23 – Typical Mobile Left-Lane Operation (Freeway Application)



TCP 24 – Typical Mobile Middle-Lane Operation (Freeway Application)



TCP 25 – Typical Mobile Lane Closure Operation on a Two-Lane Roadway



TCP 26 – Typical Mobile Shoulder Closure Operation on a Two-Lane Roadway

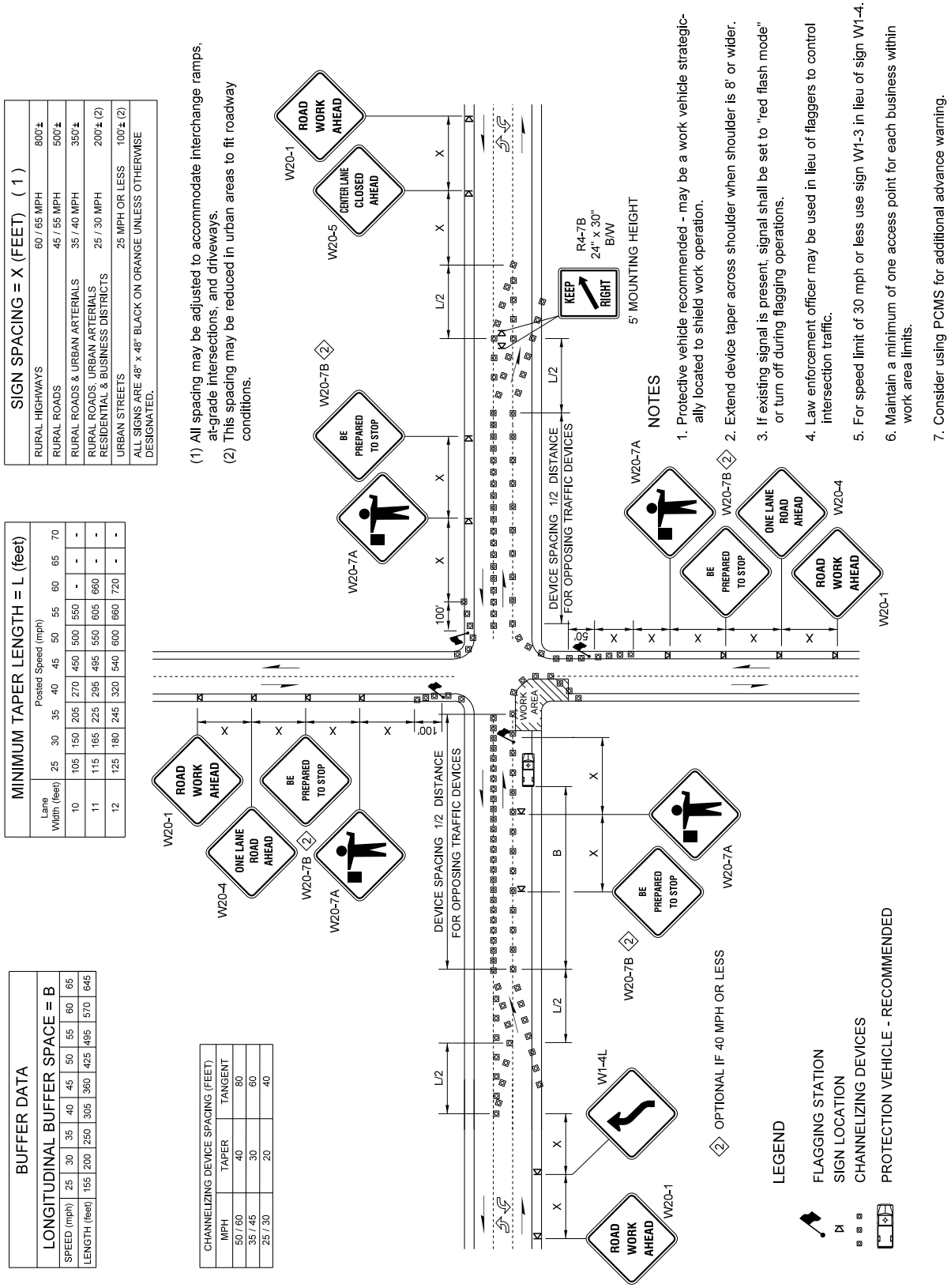
Traffic control at intersections requires specific attention because traffic is usually in-bound from all directions. The traffic on all approaches needs to be given the same advance warning with the messages on the warning signs to be appropriate for the situation ahead of them. When an intersection is to be controlled by flaggers. ***It is required to turn off the signal or set to all red "flash" mode during flagging operations. Only law enforcement is allowed to flag from the center of an intersection as per WAC 468-95-302.***

The traffic control plans in this chapter show a pair of rather complex intersections. In general, use these examples as guidelines and prepare specific traffic control plans for the intersections you will be working in, showing the lanes, pedestrian islands, and turning movements as they appear on the roadway.

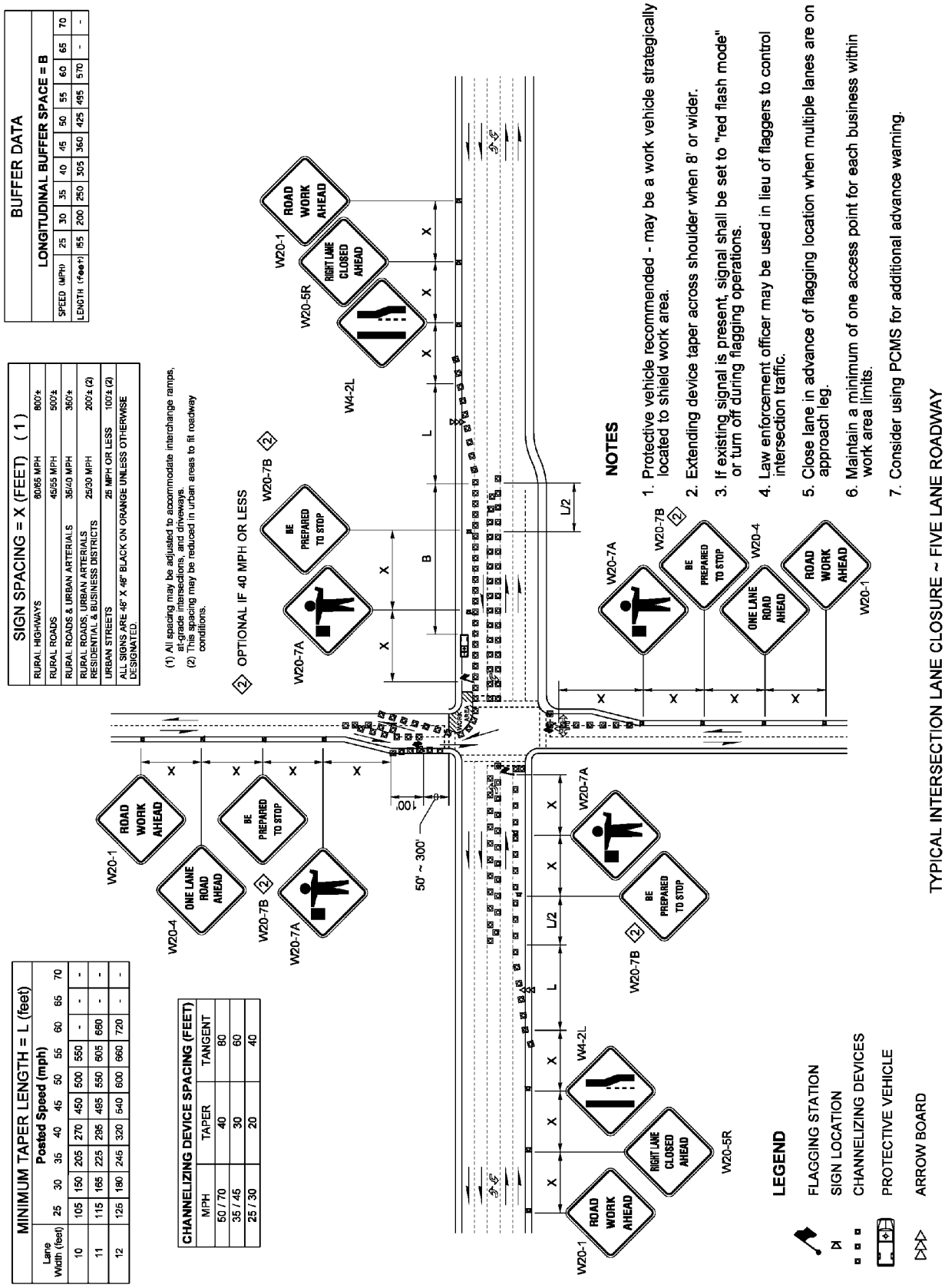
The following TCPs depict typical examples of mobile work zones:

TCP 27 ***Typical Intersection Lane Closure – Three-Lane Roadway***
(Typical urban location with two through lanes and a center turn lane that can be used for shifting traffic in order to maintain the through traffic. Intersection control is by flagger direction, and if a signal is present at the location, it is turned off.)

TCP 28 ***Typical Intersection Lane Closure – Five-Lane Roadway***
(Typical urban location with two through lanes each direction and a center turn lane. This plan depicts closing right lanes for work at the intersection and closing the left-turn pockets to aid in the control of the traffic at the intersection. Intersection control is by flagger direction, and if a signal is present at the location, it is turned off.)



TCP 27 – Typical Intersection Lane Closure – Three-Lane Roadway



TCP 28 – Typical Intersection Lane Closure – Five-Lane Roadway

The following detail plans show examples which are difficult to show on other traffic control plans or where additional guidance is necessary.

TCD 1 ***Shoulder Work Area Protection During Non-Working Hours***
(This detail provides guidance to drop-off protection and providing a recoverable slope if a vehicle were to drive off the edge of the roadway in a work zone during non-work hours.

TCD 2 ***Typical Example – Motorcycle Warning Sign Detail***
(This detail provides examples for sign placement in using the Motorcycles Use Extreme Caution sign in coordination with specific warning signs. Place the warning sign in advance of the Motorcycle warning sign. (See RCW 47.36.200 and WAC 468-95-305.)

TCD 3 ***Typical Example – Lane Closure With Shift***
(For use on multi-lane roadways where the work operation goes to the lane line and the traffic is shifted over onto the existing shoulder in order to maintain some buffer space between the work and traffic.) Use caution shifting traffic onto shoulders as traffic may approach a bridge structure and the shoulder may narrow and additional devices may be needed to make drivers aware of the condition

TCD 4 ***Typical Example – Speed Zone Detail for Chip Seal Project***
(Guidance for the signing requirements in chip seal projects with reduced work zone speed limits.)

TCD 5 ***Typical Example – Work Beyond the Shoulder***
(Typical example taken from MUTCD application that details minimum signing requirements for work within 15 feet of the edge of roadway.)

TCD 6 ***Typical Example – Long-Term Shoulder Closure on Freeway***
(Typical example taken from the MUTCD, this plan depicts the signing and channelizing device requirements for shoulder closure operations, particularly operations with barrier.)

TCD 7 ***Typical Example – Rolling Slowdown***
(See detailed operational guidance that accompanies this plan.)

TCD 8 ***Typical Example – Emergency Operations***
(See detailed operational guidance that accompanies this plan.)

TCD 9 ***Temporary Pavement Marking Details***
(This detail sheet provides descriptions and typical layouts as needed.)

TCD 10 ***Typical Example – Temporary Intersection Pedestrian Traffic Control***
(This plan depicts typical signing examples for closing of a sidewalk during work zone operations. Specific pedestrian needs must be considered prior to any work beginning that impacts pedestrian pathways. Special attention must be given to pedestrian ADA accommodations. Consult with Region Traffic Office for assistance with specific issues or needs to provide the appropriate pedestrian controls.)

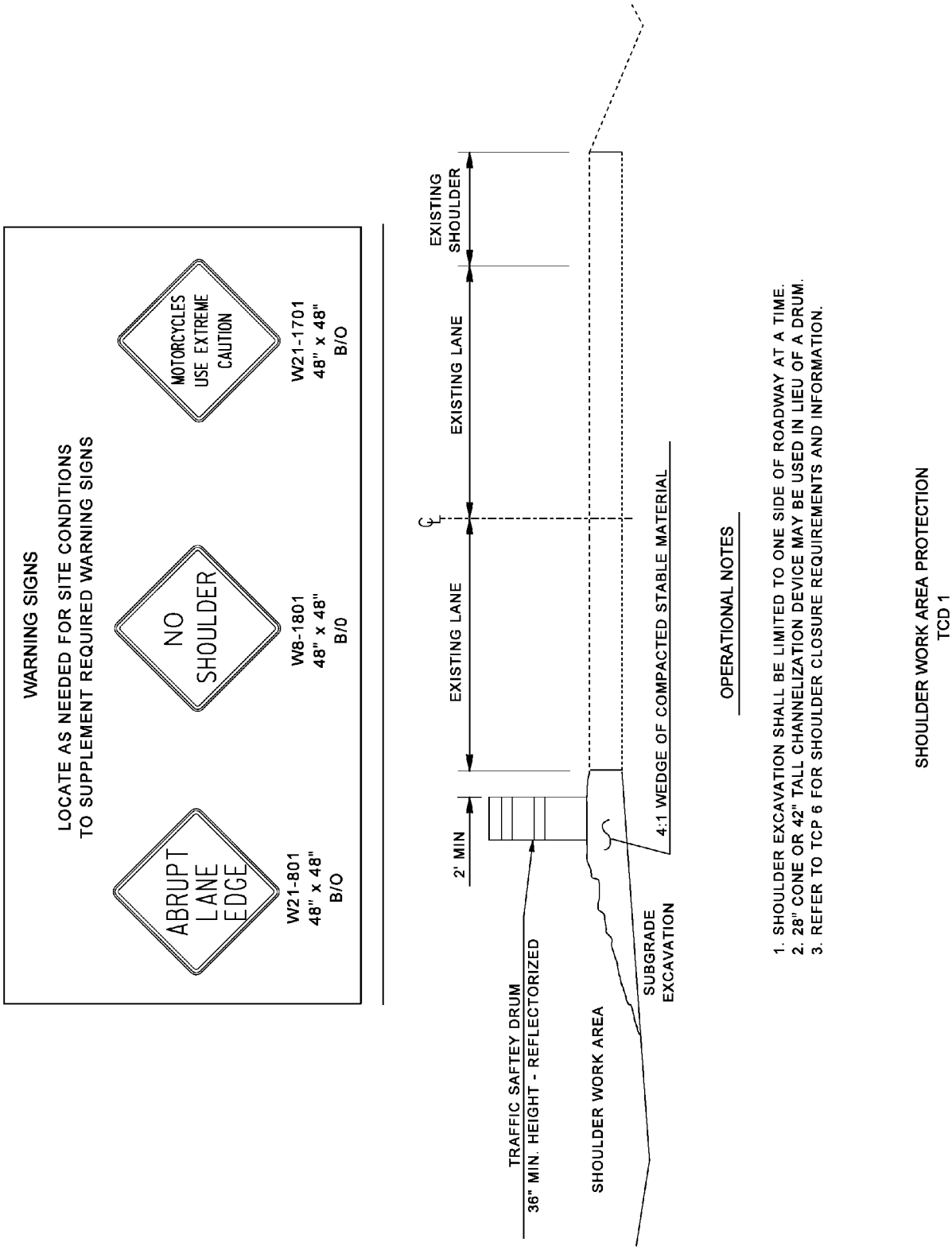
TCD 11 ***Typical Example – Temporary Portable Signal***
(This plan provides example of the traffic control signing and device requirements for a portable signal operation. Assistance from the Region Traffic Office and the Region Signal Superintendent may be necessary to adequately address the signal timing needs and any specific details in regard to the location of the portable signal system. 1,500 feet maximum between signal heads.)

TCD 12 ***Typical Example – Automated Flagger Assistance Device (AFAD)***
(This plan provides an example of the traffic control signing and device requirements for an alternating one-way traffic operation that utilizes an automated flagger assistance device. The AFAD device can be used in any alternating one-way traffic operation that is typically flagger controlled, the AFAD is a device that is used as a safety enhancement that enables the human flagger to be physically away from traffic in a safe location and remotely operate the device. 800 feet maximum between AFAD locations.)

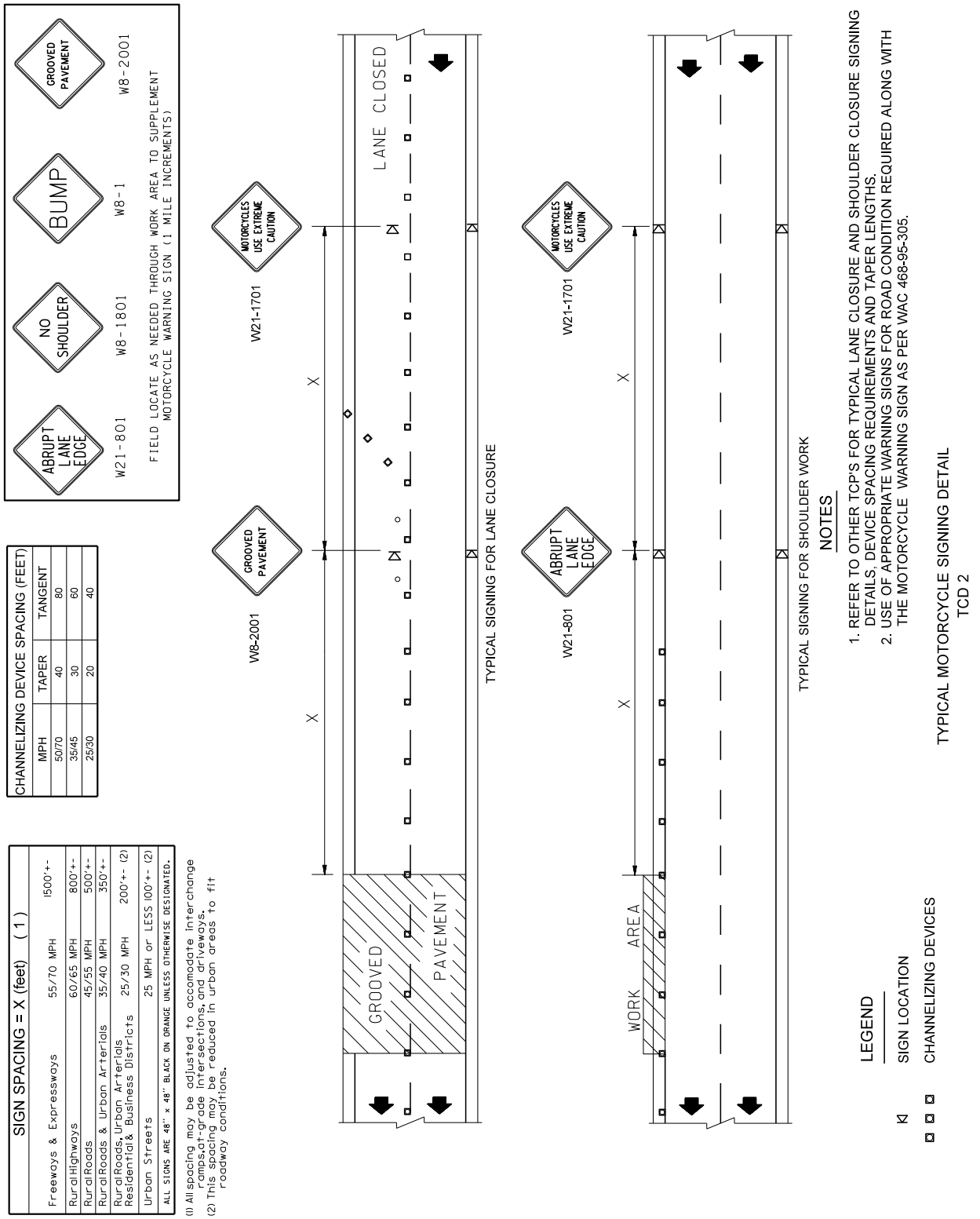
TCD 13 ***Typical Example – Work Within a Roundabout***
(This example provides general guidance on the signing and device requirements for maintenance work in and around a roundabout location. Each roundabout location is unique and a site specific traffic control plan should be developed for the work operation.)

TCD 14 ***Typical Mobile Shoulder Operation With Encroachment on a Two-Lane Roadway***
(For mobile operations on a rural two-lane, two-way roadway with lane encroachment and limited sight distance.)

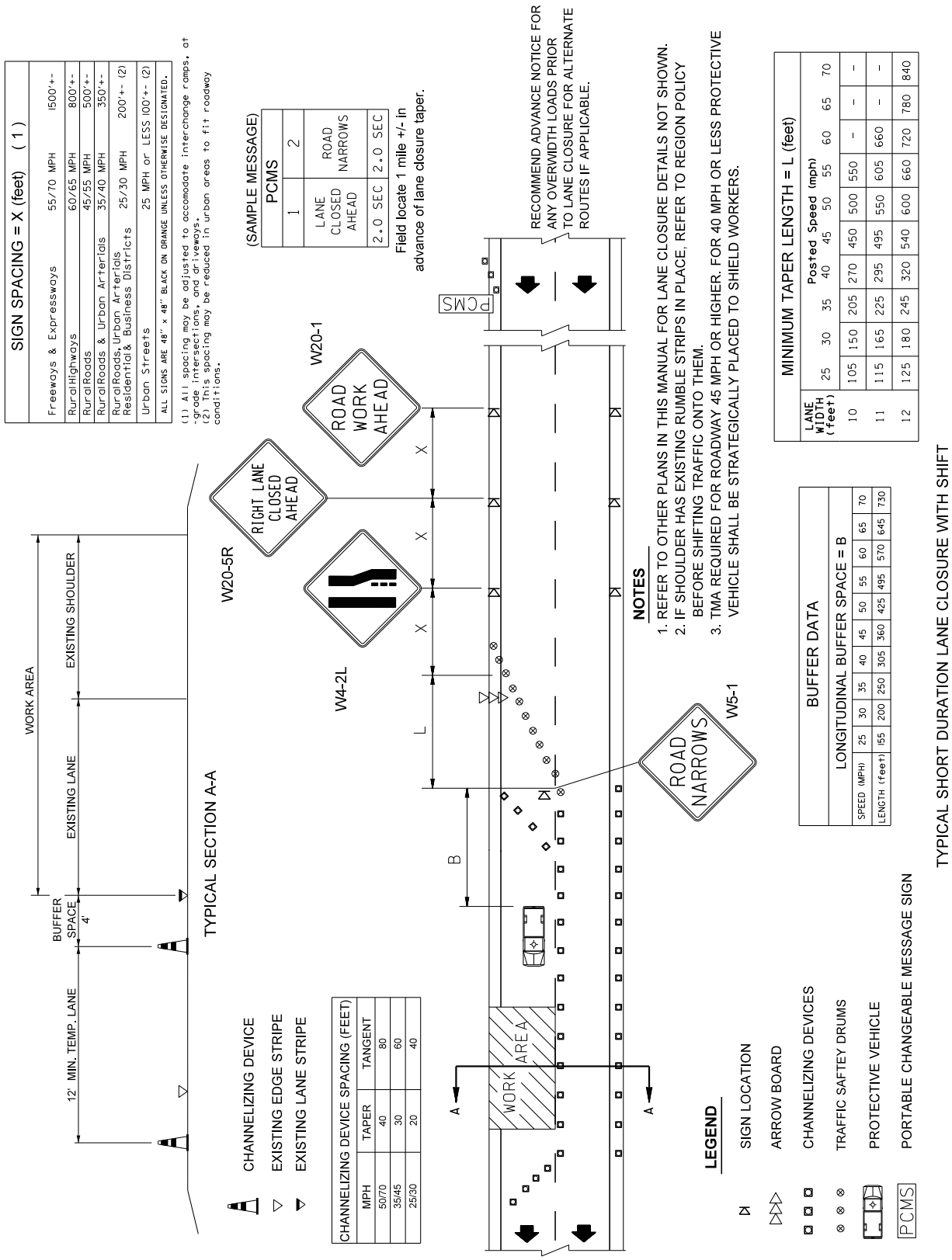
TCD 15 ***Typical Temporary Exit Gore Channelization Plan***
(This example is for use during paving operations in the vicinity of an exit gore, the existing pavement markings are commonly covered by new pavement and the markings are not visible so this detail shows a method to create a temporary physical gore for use until the permanent pavement marking is installed.)



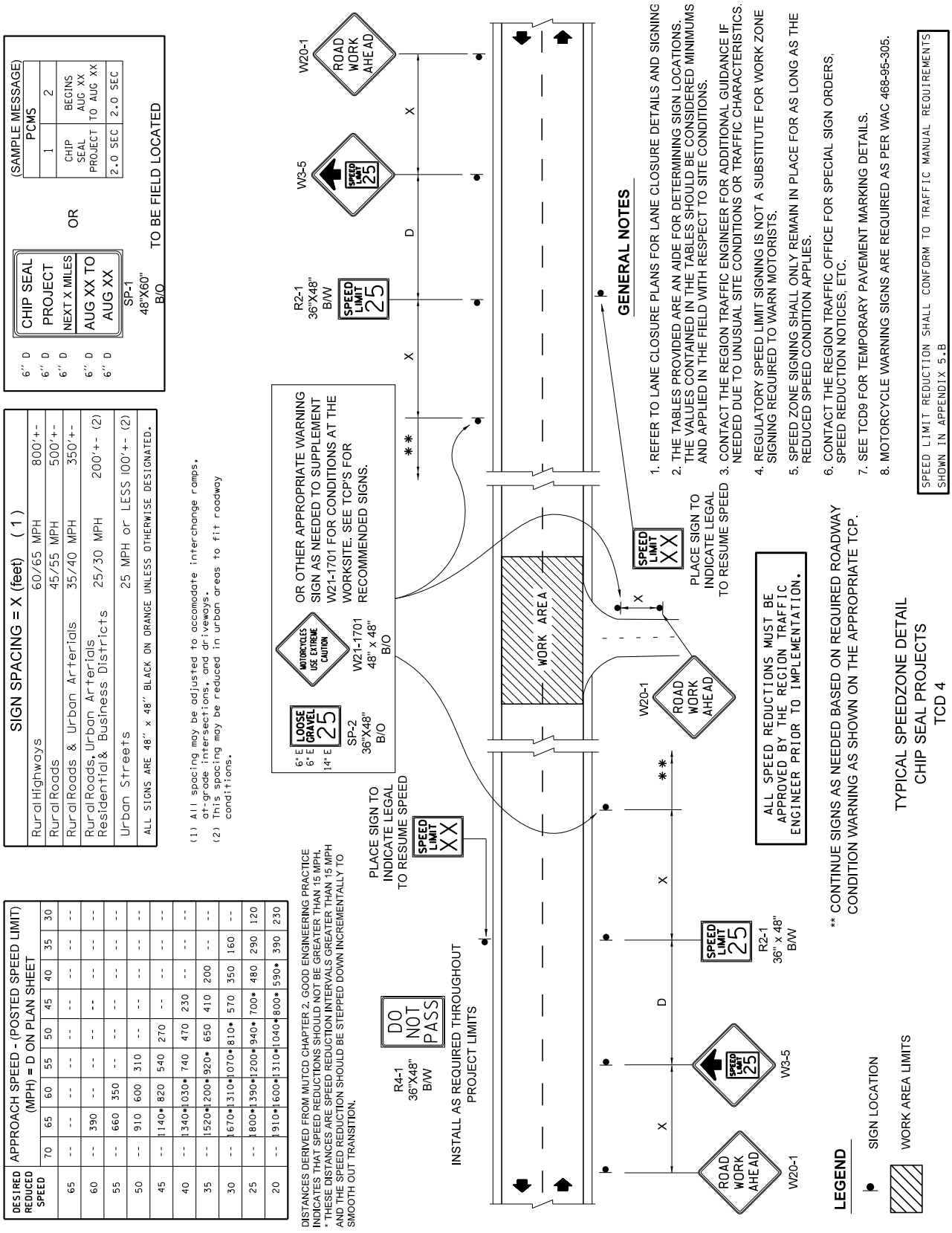
TCD 1 – Shoulder Work Area Protection During Non-Working Hours



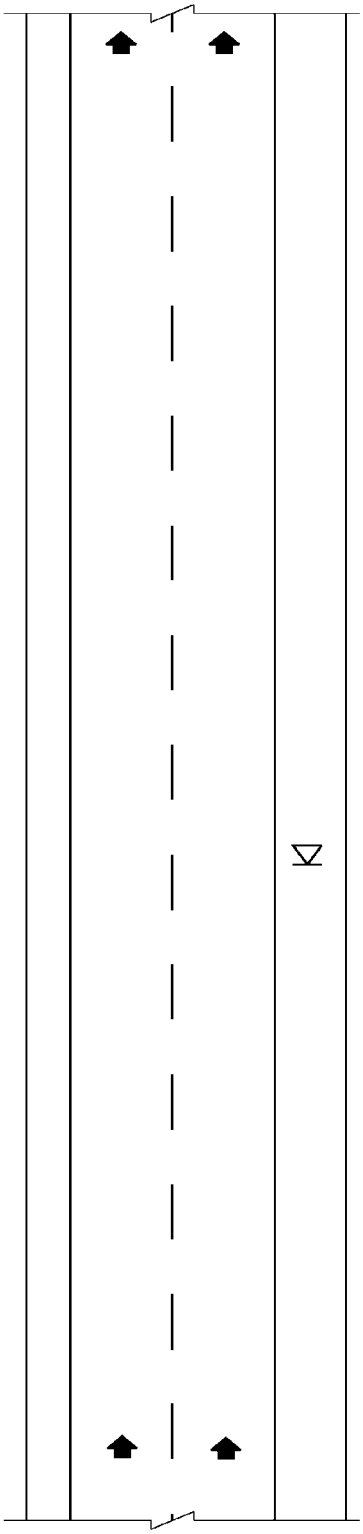
TCD 2 – Typical Example – Motorcycle Warning Sign Detail



TCD 3 – Typical Example – Lane Closure With Shift



TCD 4 – Typical Example – Speed Zone Detail for Chip Seal Project



SIGN SPACING = X (feet) (1)		
Freeways & Expressways	55/70 MPH	1500'+-
Rural Highways	60/65 MPH	800'+-
Rural Roads	45/55 MPH	500'+-
Rural Roads & Urban Arterials	35/40 MPH	350'+-
Rural Roads, Urban Arterials Residential & Business Districts	25/30 MPH	200'+- (2)
Urban Streets	25 MPH or LESS	100'+- (2)
ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

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

LEGEND

SIGN LOCATION

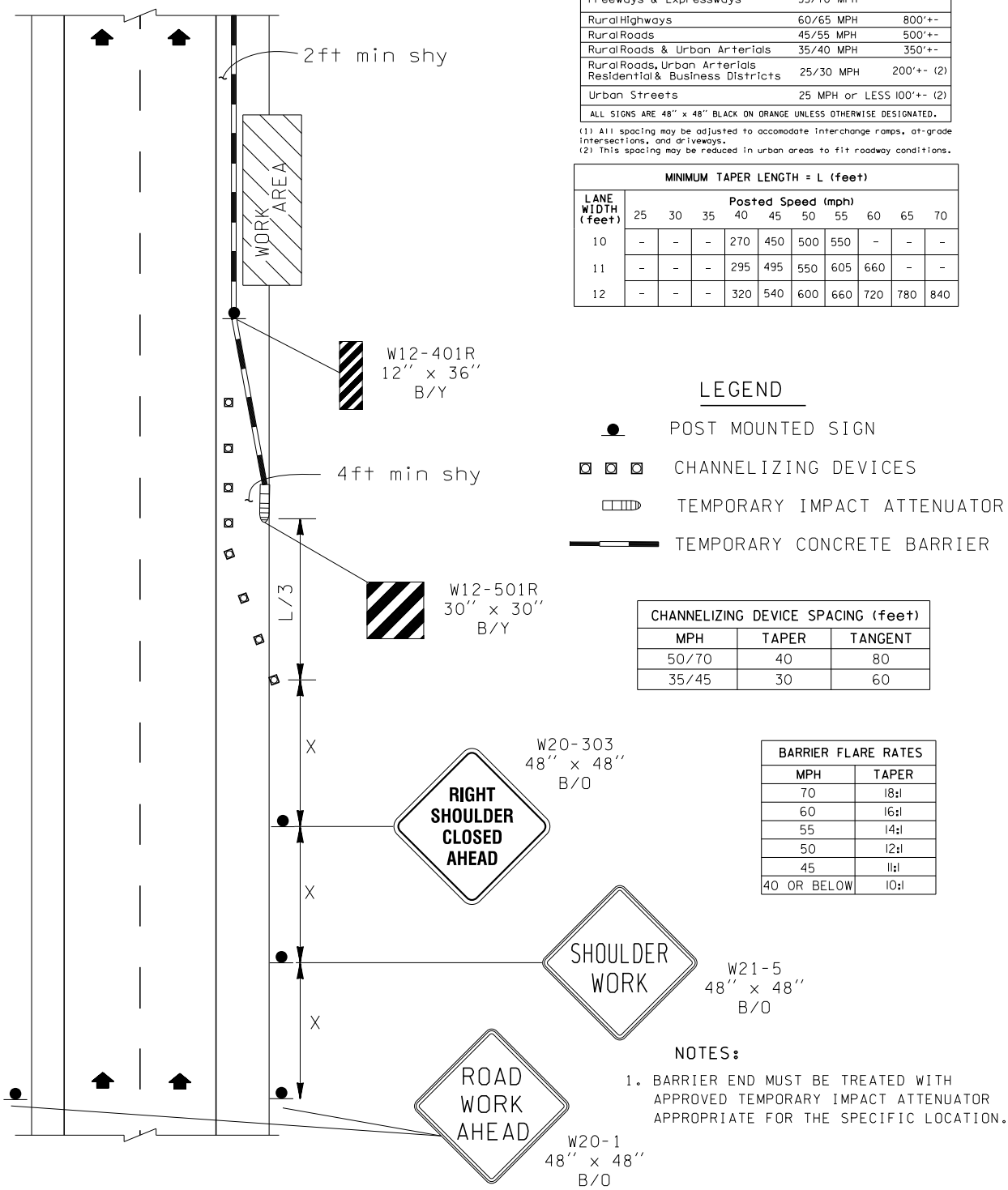
X

W20-1
48" x 48"
B/O

NOTES:

1. THE ROAD WORK AHEAD SIGN MAY BE REPLACED WITH OTHER APPROPRIATE SIGNS SUCH AS SHOULDER WORK.
2. THE ROAD WORK AHEAD SIGN MAY BE OMITTED WHERE THE WORK SPACE IS BEHIND BARRIER, MORE THAN 24 INCHES BEHIND THE CURB OR 15 FEET OR MORE FROM THE EDGE OF ANY ROADWAY.
3. IF WORK VEHICLES ARE ON THE SHOULDER, A SHOULDER WORK SIGN MAY BE USED. FOR MOWING OPERATIONS THE SIGN MOWING AHEAD MAY BE USED.
4. A GENERAL WARNING SIGN SUCH AS ROAD MACHINERY AHEAD SHOULD BE USED IF WORKERS AND EQUIPMENT MUST OCCASIONALLY MOVE ONTO THE SHOULDER.
5. WORK OPERATIONS SUCH AS MOWING WHERE THE MOWER IS OFF THE SHOULDER IS ALLOWED UNDER THIS PLAN.
6. THE PARKING OF ADDITIONAL EQUIPMENT USED TO LOAD/UNLOAD EQUIPMENT ARE NOT CONSIDERED A WORK ZONE OF ITS OWN AND CAN BE PARKED ON THE SHOULDER BUT NNEEDS TO HAVE AT LEAST 3 DEVICES TO CLOSE THE SHOULDER. REFER TO 3.1 FOR ADDITIONAL INFORMATION.

TCD 5 – Typical Example – Work Beyond the Shoulder



SIGN SPACING = X (feet) (1)		
Freeways & Expressways	55/70 MPH	1500'+-
Rural Highways	60/65 MPH	800'+-
Rural Roads	45/55 MPH	500'+-
Rural Roads & Urban Arterials	35/40 MPH	350'+-
Rural Roads, Urban Arterials Residential & Business Districts	25/30 MPH	200'+- (2)
Urban Streets	25 MPH or LESS	100'+- (2)
ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

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

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	-	-	-	270	450	500	550	-	-	-
11	-	-	-	295	495	550	605	660	-	-
12	-	-	-	320	540	600	660	720	780	840

CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

BARRIER FLARE RATES	
MPH	TAPER
70	18:1
60	16:1
55	14:1
50	12:1
45	11:1
40 OR BELOW	10:1

TCD 6 – Typical Long-Term Shoulder Closure on High Speed Roadway

TCD 7 – Rolling Slowdown

A rolling slowdown is a legitimate form of traffic control commonly practiced by the WSP and highway maintenance crews. This use is valuable for emergency, or **very specific** short duration closures (e.g. to pick debris from the roadway, to push a blocking disabled to the shoulder, or to pull power lines across the roadway). The traffic control vehicles form a moving blockade across all lanes, which reduce traffic speeds and create a large gap in traffic, or clear area, allowing very short-term work to be accomplished **without completely stopping the traffic**.

Other traditional forms of traffic control such as lane closures should be considered first and as the primary choice when possible. If the slowdown is to be a scheduled operation, then the Regional Traffic Office needs to be contacted with a work request so a site specific traffic control plan (TCP) can be developed and/or reviewed and approved. The gap in traffic created by the rolling slowdown, and other traffic issues, should be addressed on an approved TCP. Also, use of WSP is encouraged whenever possible, at a minimum coordination with WSP is necessary.

In the event of debris in the roadway, a blocking disabled vehicle, or other **emergency**, the use of experience and resources at hand, along with sound judgment and common sense, will suffice in lieu of an approved, site specific, TCP. TCD 7 has been developed as a guideline to represent the basic requirements for performing a safe and effective rolling slowdown. Site specific TCPs can be developed based on this plan.

Equipment availability is a prime consideration. Before starting this operation, ensure there are at least one traffic control vehicle (with flashing amber lights) per two lanes, **and** one vehicle to cover every point of access onto the "rolling slowdown" segment of roadway. (Only during emergencies should less than one traffic control vehicle per lane be considered.) Truck mounted PCMS boards stating, "Slow or Stopped Vehicles" are very helpful. **Be sure that every crewmember participating is well briefed and knows what is needed from them. Good communications for this operation are essential!**

The traffic control vehicles leading the rolling slowdown must enter the roadway far enough upstream from the work operation site to allow a clear area in front of them to develop. The traffic control vehicles will work into position so that each lane is controlled. As in every other form of traffic control, sight distance is important, so that drivers are not surprised. While traveling at a fixed and reduced rate of speed, a gap in traffic must be created which is long enough to provide the estimated time needed for the work to be done.

A separate traffic control vehicle, "chase vehicle," shall follow the slowest, or last, vehicle ahead of the blockade. When that last vehicle passes, the crew can begin the work operation.

All ramps and entrances to the roadway between the moving blockade and work operation must be temporarily closed using traffic control equipment and personnel. Each of those ramps must remain closed until the crew doing the work gives the "all clear" signal, **or** until the front of the moving blockade passes the closed on-ramp(s).

Radio communications between the work crew and the moving blockade are required so the speed of the blockade can be adjusted, if necessary, to increase or decrease the closure time. Release traffic only after you have confirmation that all workers and their vehicles are clear of the roadway.

Rolling Slowdown Calculations

Known:

T = Time needed with no traffic (in minutes)

V_s = Speed of slowdown vehicles (in mph) 20 mph minimum recommended

V_c = Speed of chaser vehicle in front of slowdown (in mph) generally it should be the posted speed

Calculations:

G = Gap needed (in miles)

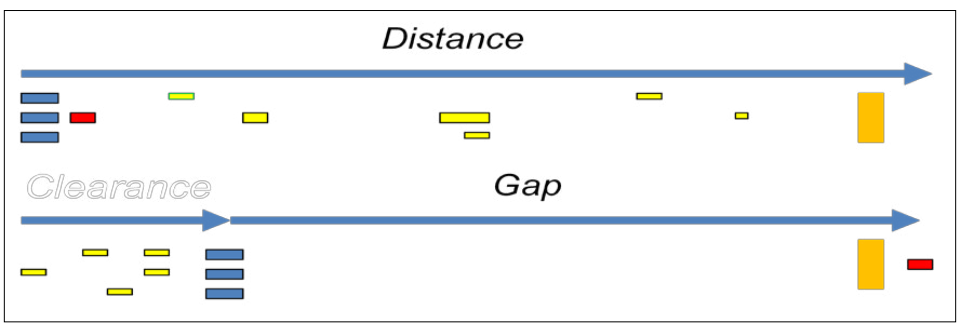
$G = T (V_s/60)$

C = Clearance time needed to create the gap (in minutes)

$C = G / (V_c/60 – V_s/60)$

D = Distance ahead of the work area to start the slowdown (in miles)

$D = C (V_c/60)$



Example:

You need a 5 minute gap on a 60 mph freeway to cross a large piece of equipment into the median work area, so you propose a 20 mph rolling slowdown during the off-peak or lowest traffic volume hours for the freeway.

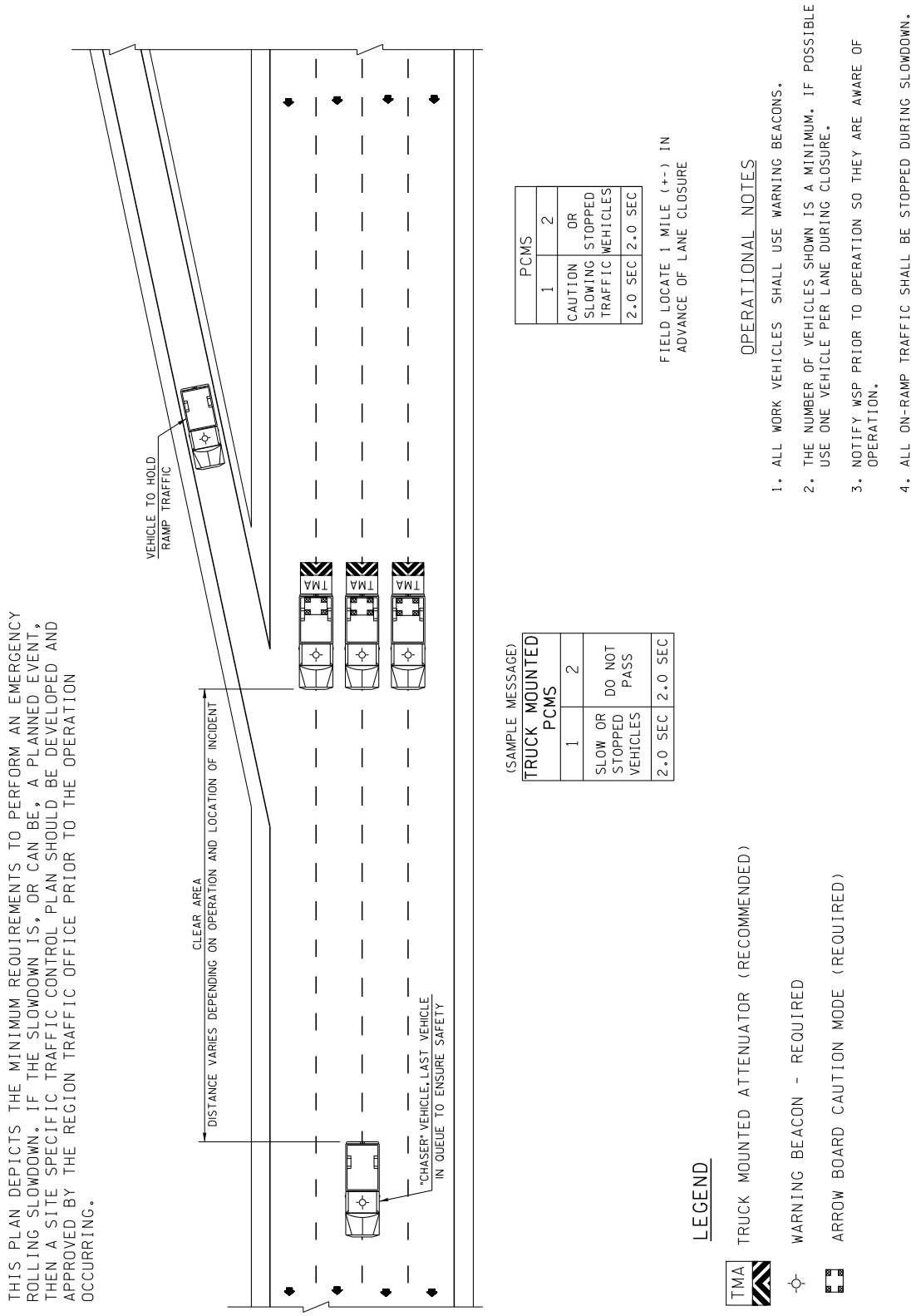
G = 5 (20/60) = 1.67 miles

C = 1.67 / (60-20/60) = 2.5 minutes

D = 2.5 (60/60) 2.5 miles

Links:

For WSDOT maintenance, see the Chapter 6 of this manual.



TCD 7 – Typical Example – Rolling Slowdown

TCD 8 – Emergency Operations

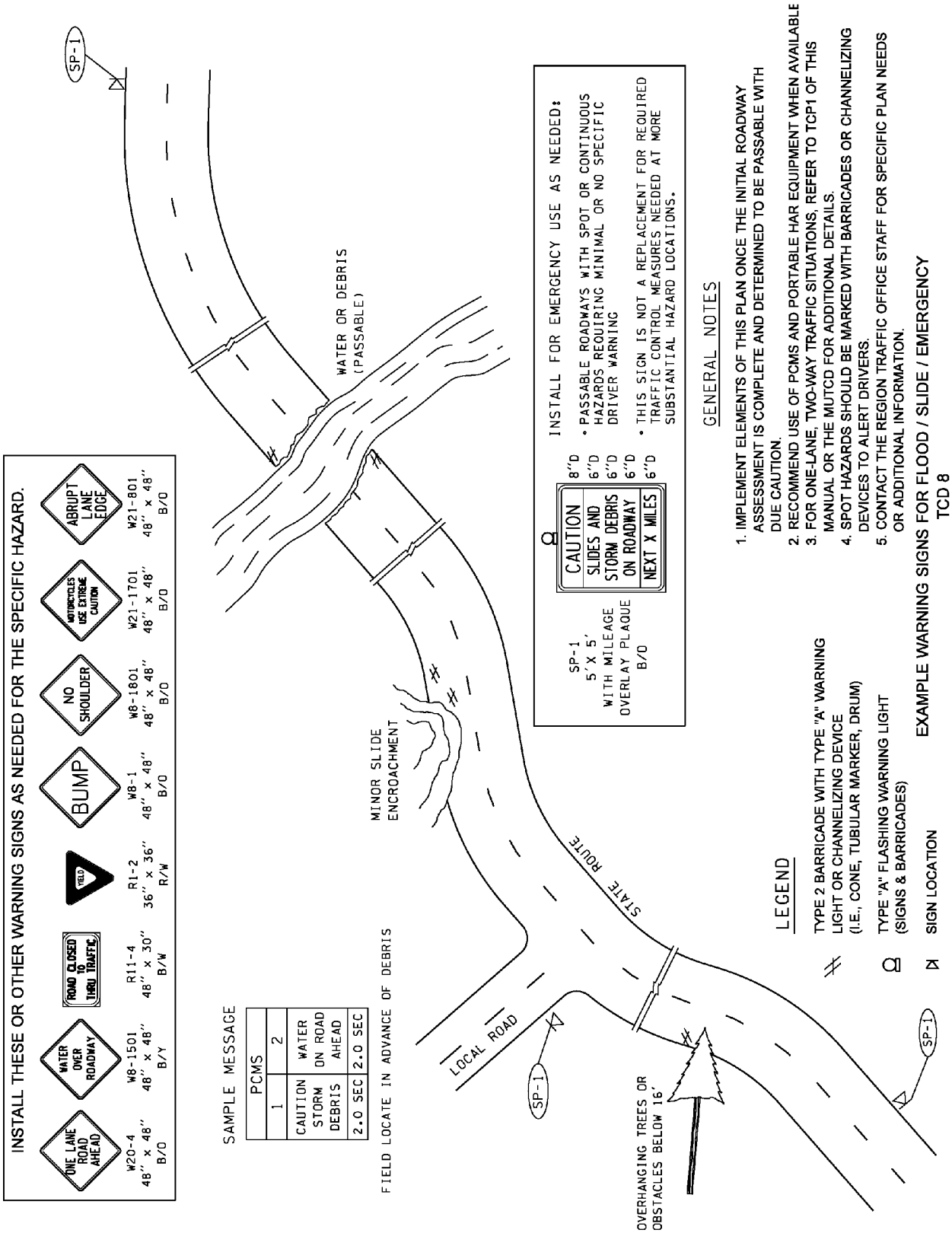
The immediate response to an emergency situation must, by necessity, make use of whatever devices and equipment are available. Assistance from the Washington State Patrol and WSDOT Incident Response Team may be appropriate. The use of flares is allowed unless flammable material is present, electronic flares or glow sticks are an option for this condition.

Implement the appropriate traffic control plan (lane closure, etc.) if the situation is expected to last longer than 60 minutes. This allows for a short duration operation, until traffic control assistance arrives.

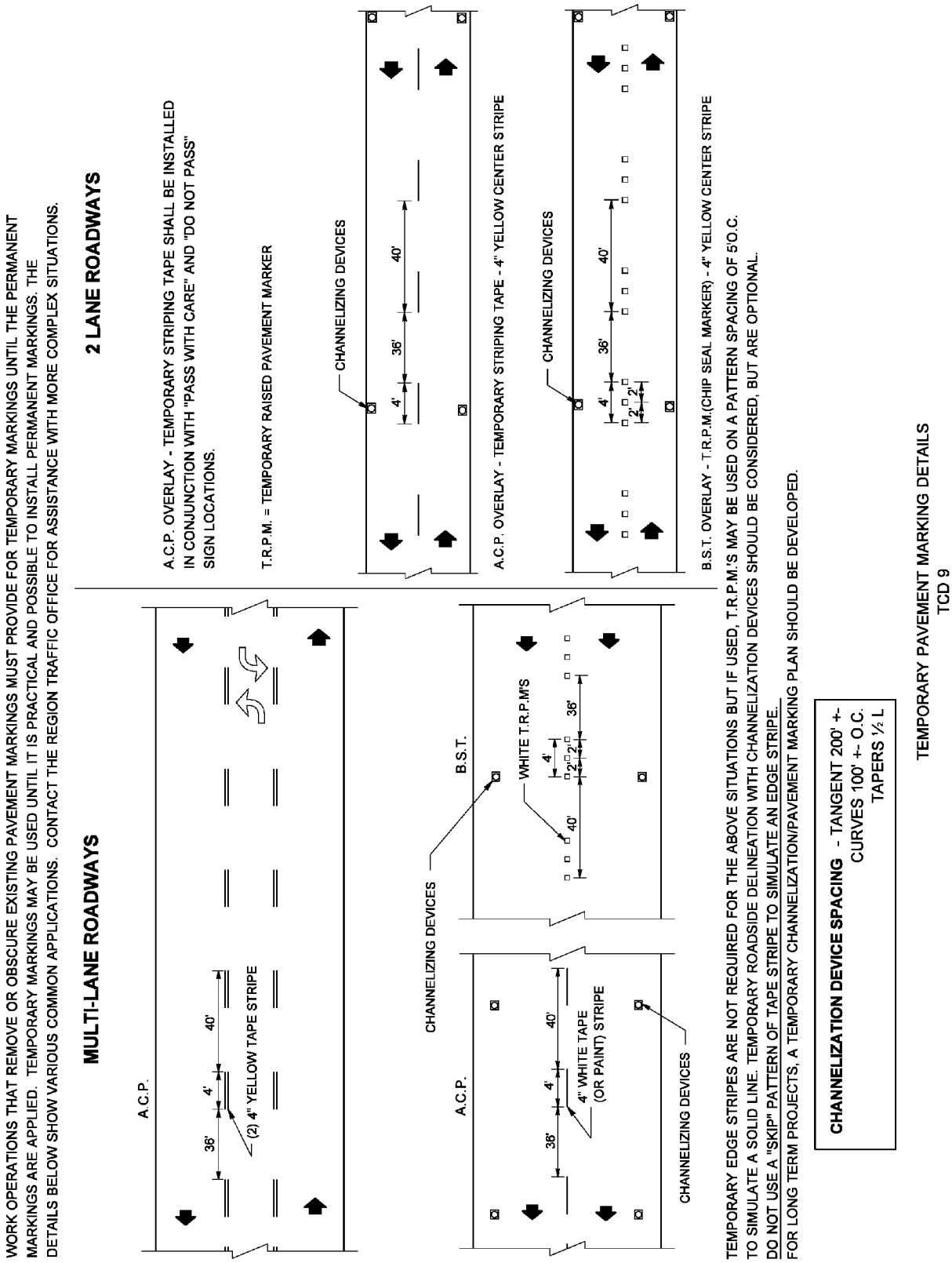
It is important to differentiate between an actual emergency and an emergent condition. An actual emergency requires an immediate response to save lives or prevent serious injury using whatever resources are available, usually in response to a crash or incident. An emergent condition requires an expedient yet planned response to a situation that may have the potential to cause a crash, but the crash has not yet occurred or a crash or other event has caused damage needing repair after the crash event. Most "call outs" or damage reports fall into the emergent condition category and although serious to varying degrees, still allow some period of time to plan a reasonable short duration work zone response, even if additional resources are needed once the condition is evaluated on site.

TCD 8 reflects various conditions and measures that might be applied as part of an emergency response for a natural disaster. More commonly, emergencies are those caused by vehicle crashes, breakdowns or spilled or lost cargo. Response to these types of emergencies is urgent and not specifically addressed by work zone standards. Refer to WSDOT Incident Response Program for guidance. Refer to Section 3.2 for additional guidance.

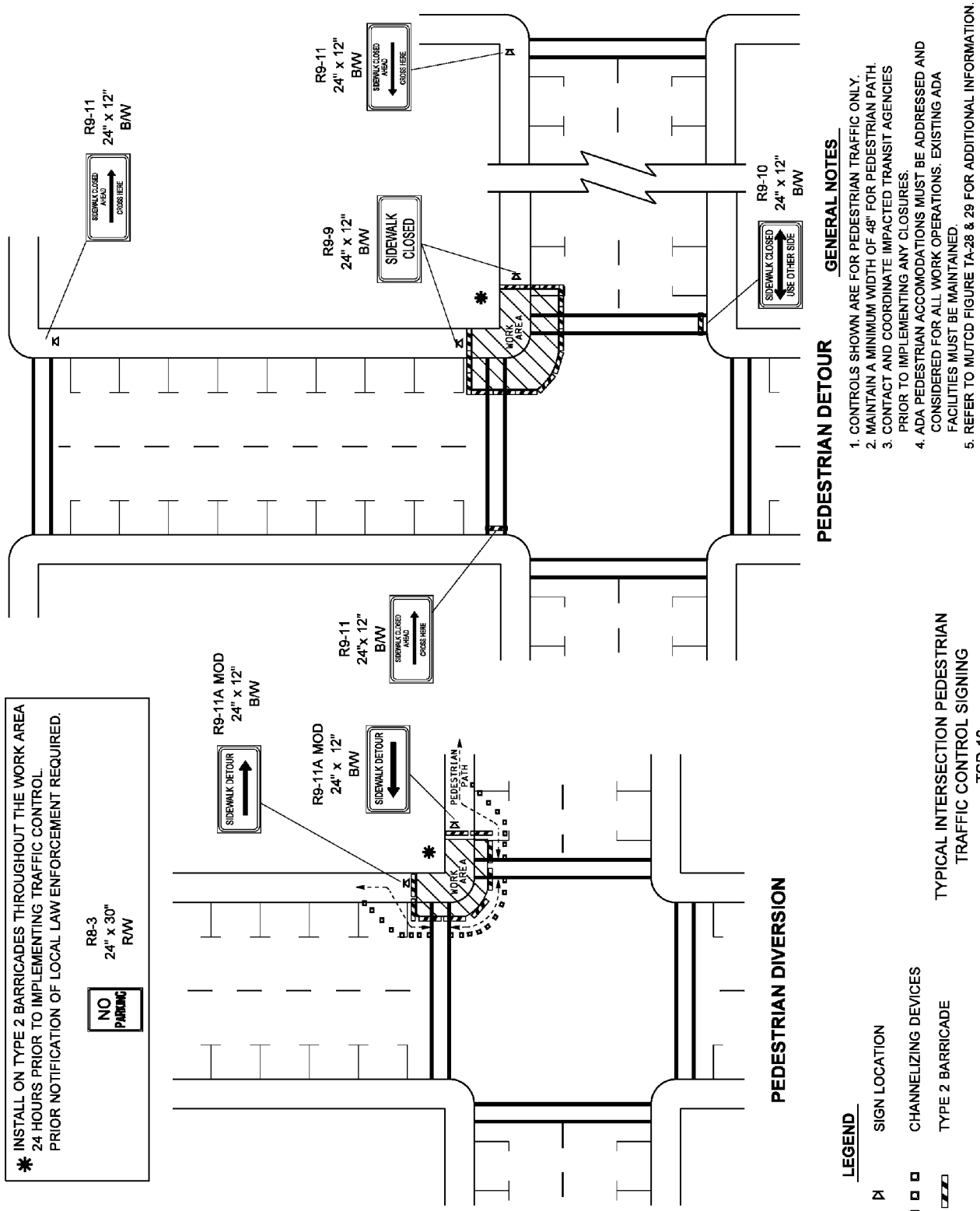
Response to an emergency situation is inherently more dangerous than planned situations. Do not expose yourself to a life-threatening situation. Wait for assistance and protect yourself at all times.



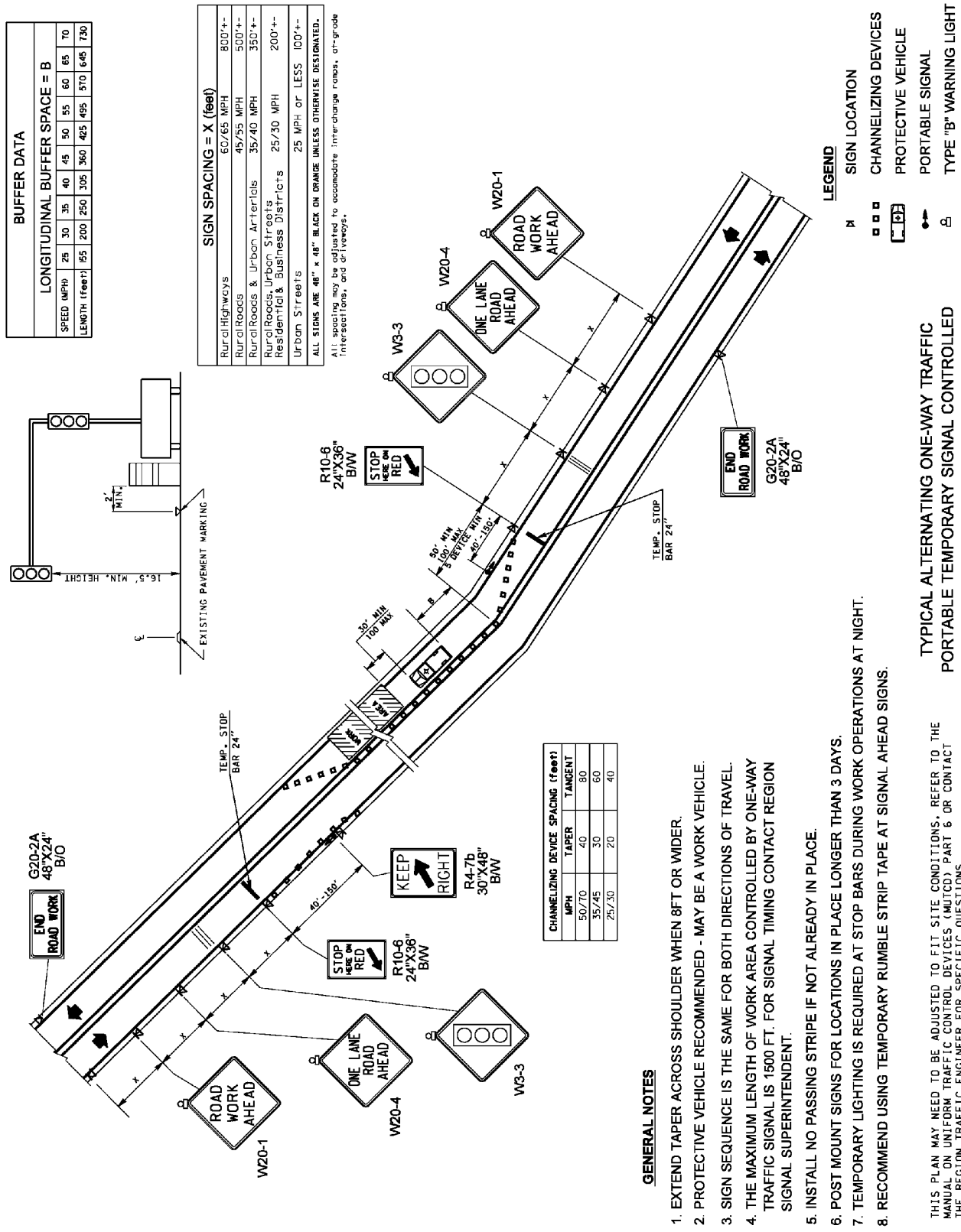
TCD 8 – Typical Example – Emergency Operations



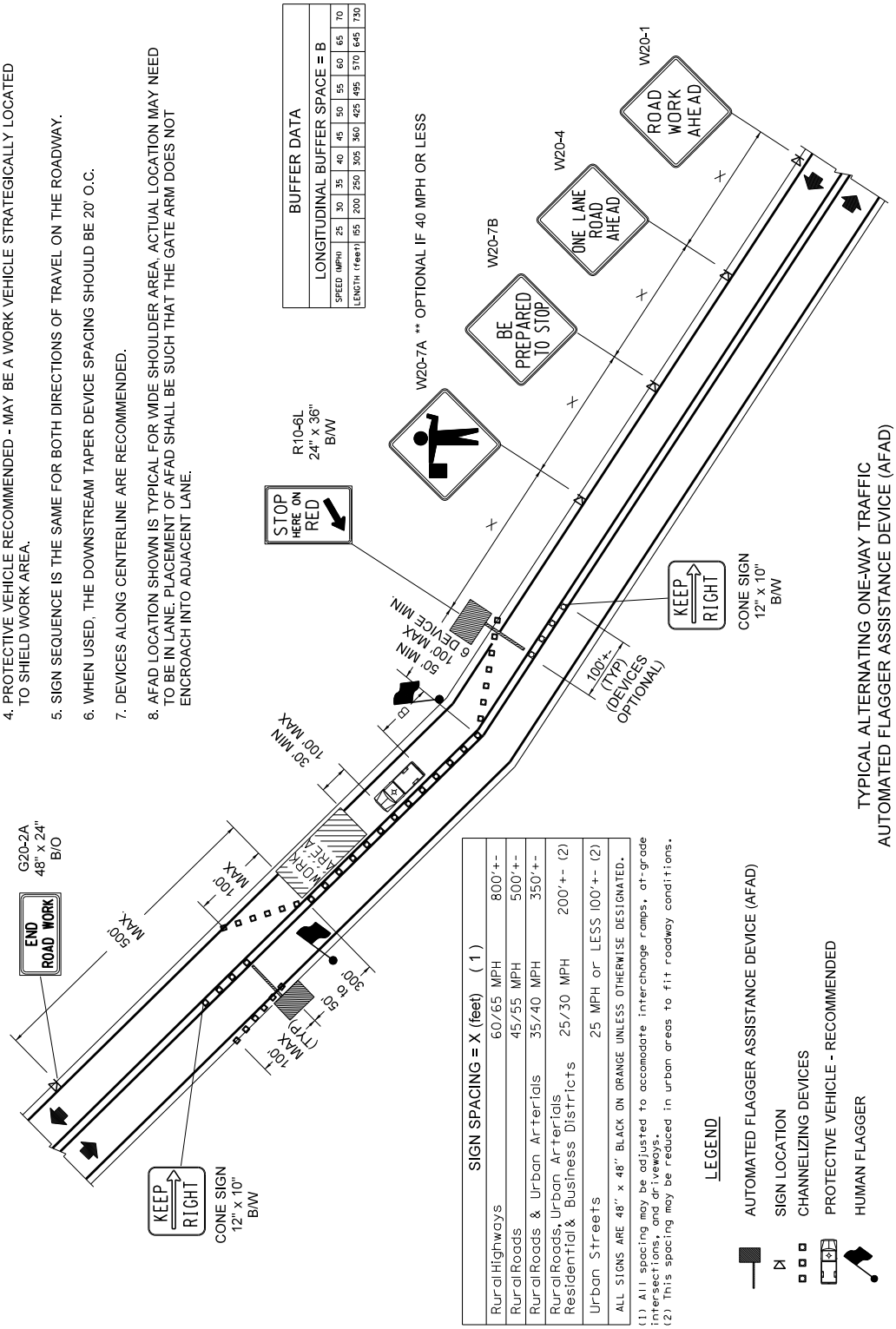
TCD 9 – *Temporary Pavement Marking Details*



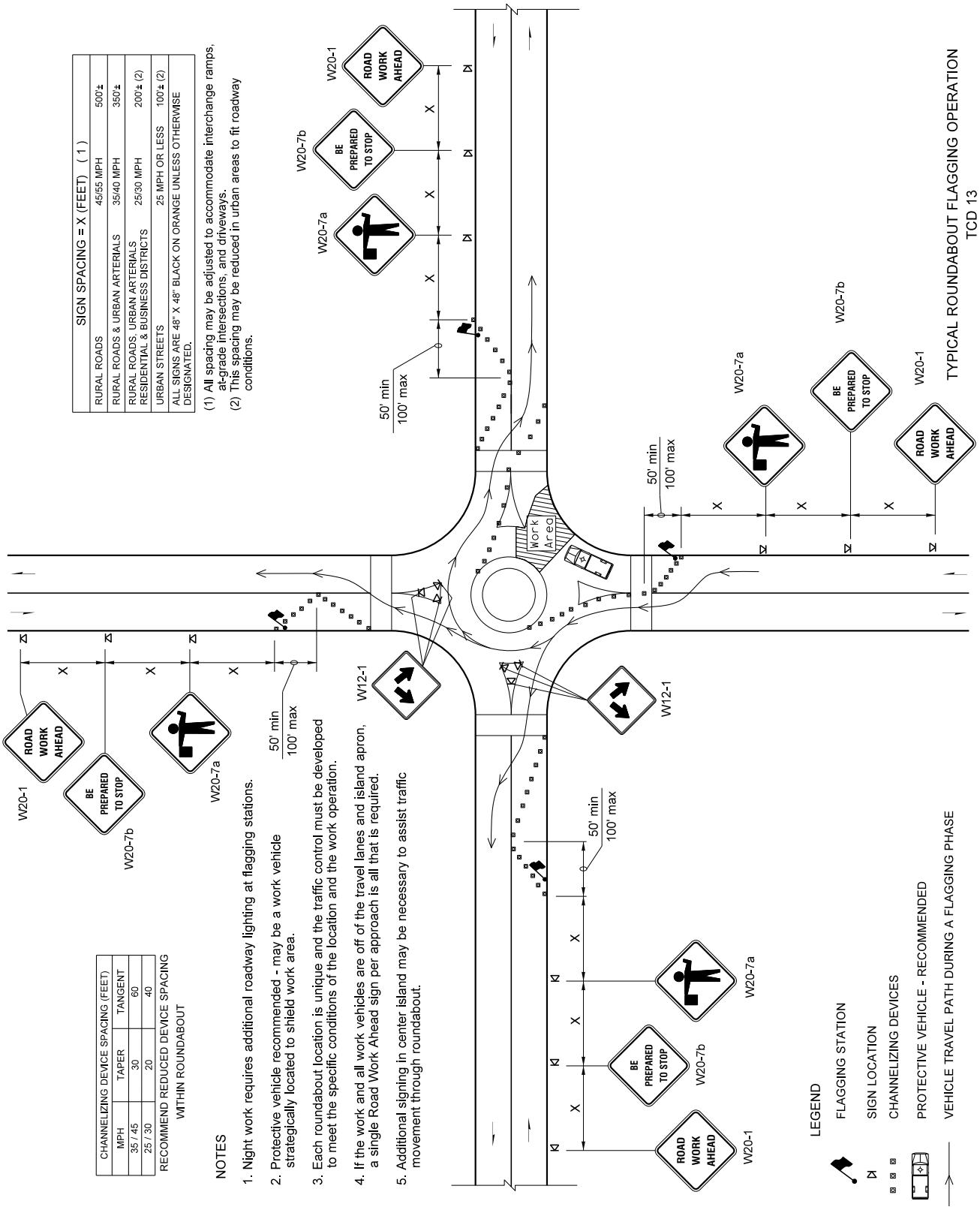
TCD 10 – Typical Example – Temporary Intersection Pedestrian Traffic Control



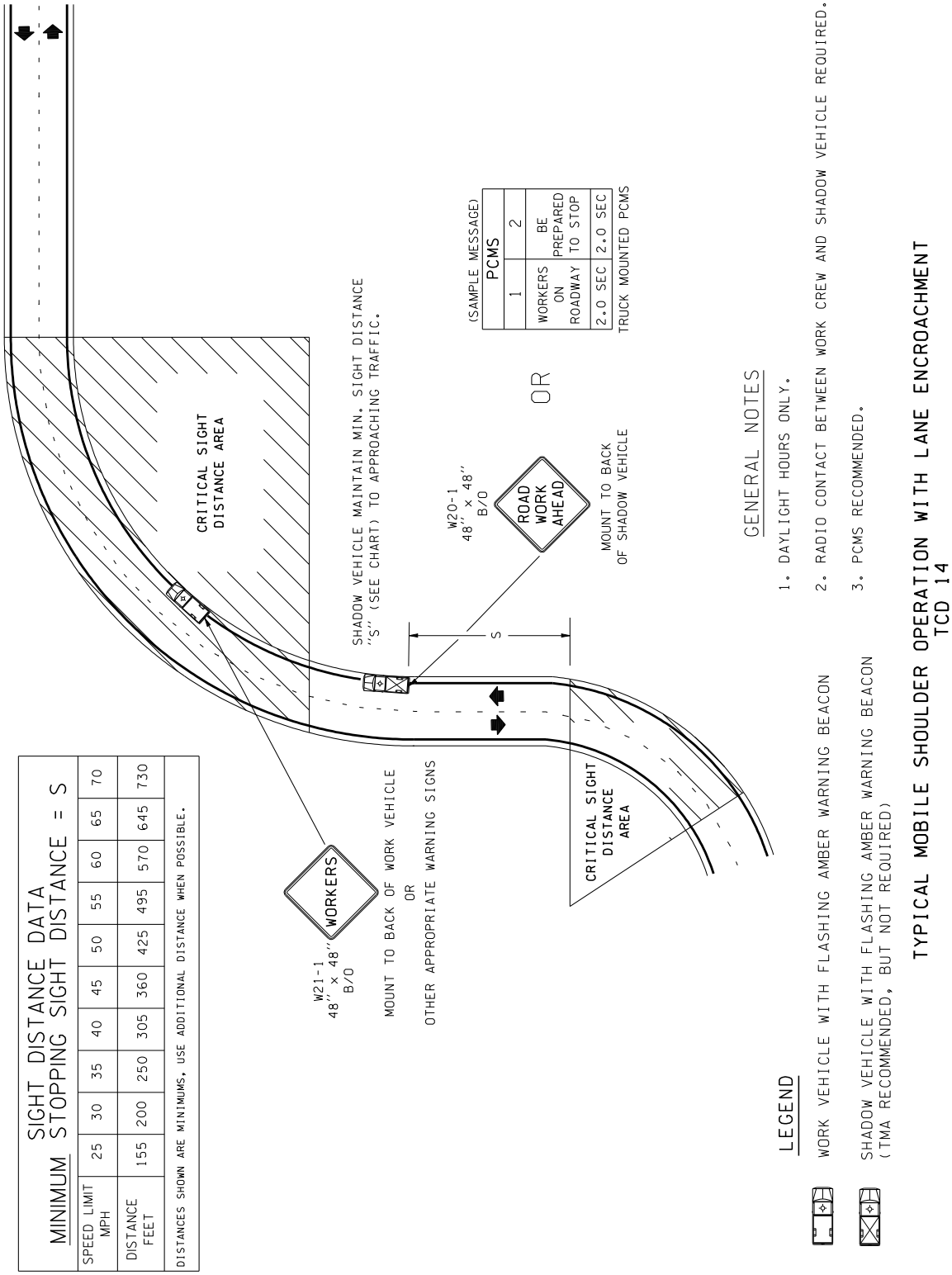
TCD 11 – Typical Example – Temporary Portable Signal



TCD 12 – Typical Example – Automated Flagger Assistance Device (AFAD)



TCD 13 – Typical Example – Work Within a Roundabout

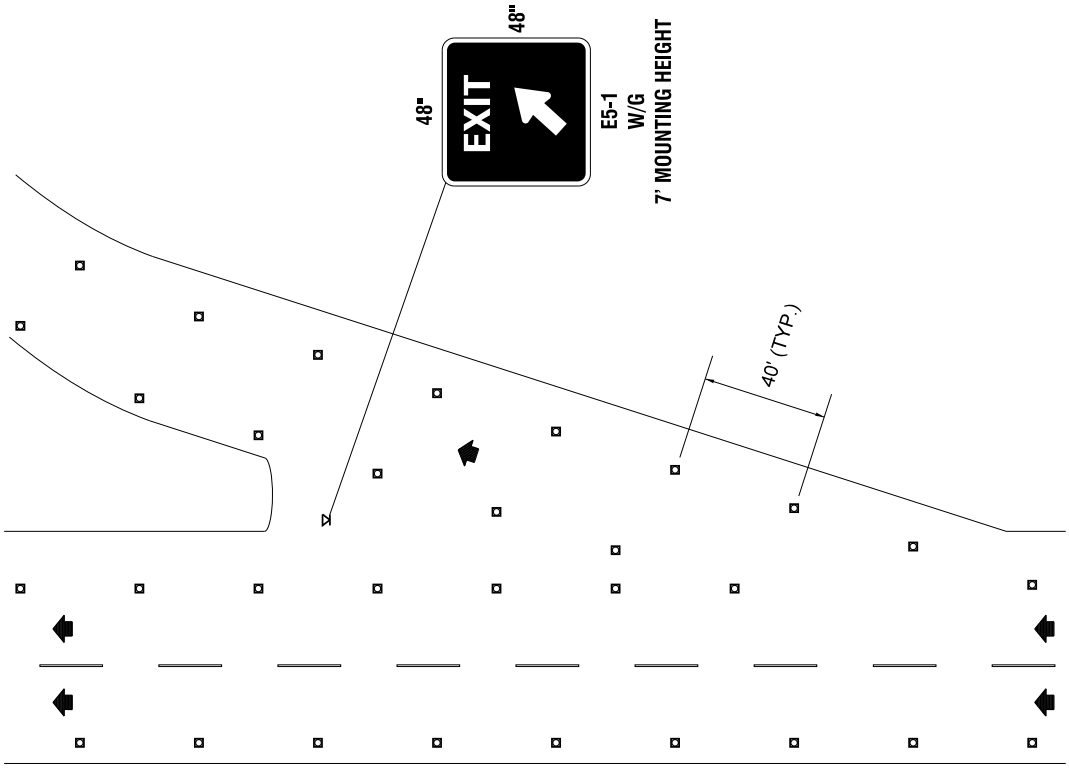


MINIMUM SIGHT DISTANCE DATA
STOPPING SIGHT DISTANCE = S

SPEED LIMIT MPH	25	30	35	40	45	50	55	60	65	70
DISTANCE FEET	155	200	250	305	360	425	495	570	645	730

DISTANCES SHOWN ARE MINIMUMS, USE ADDITIONAL DISTANCE WHEN POSSIBLE.

TCD 14 – Typical Mobile Shoulder Operation With Encroachment on a Two-Lane Roadway



TEMPORARY EXIT GORE
TCD 15

GENERAL NOTES

1. Place channelizing devices to form a temporary physical gore until pavement markings are installed.

LEGEND

CHANNELIZING DEVICES

SIGN LOCATION

TCD 15 – Typical Temporary Exit Gore Channelization Plan

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

(All minimums)

Lane Width	10 Feet				11 Feet				12 Feet				Shoulder Tapers (Assumes 10' Shoulders)		
	L		1/2 L		L		1/2 L		L		1/2 L				
MPH	Merging	Devices	Shifting	Devices	Merging	Devices	Shifting	Devices	Merging	Devices	Shifting	Devices	MPH	(ft) Length	Devices
20	70	6	35	3	75	6	40	3	80	6	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

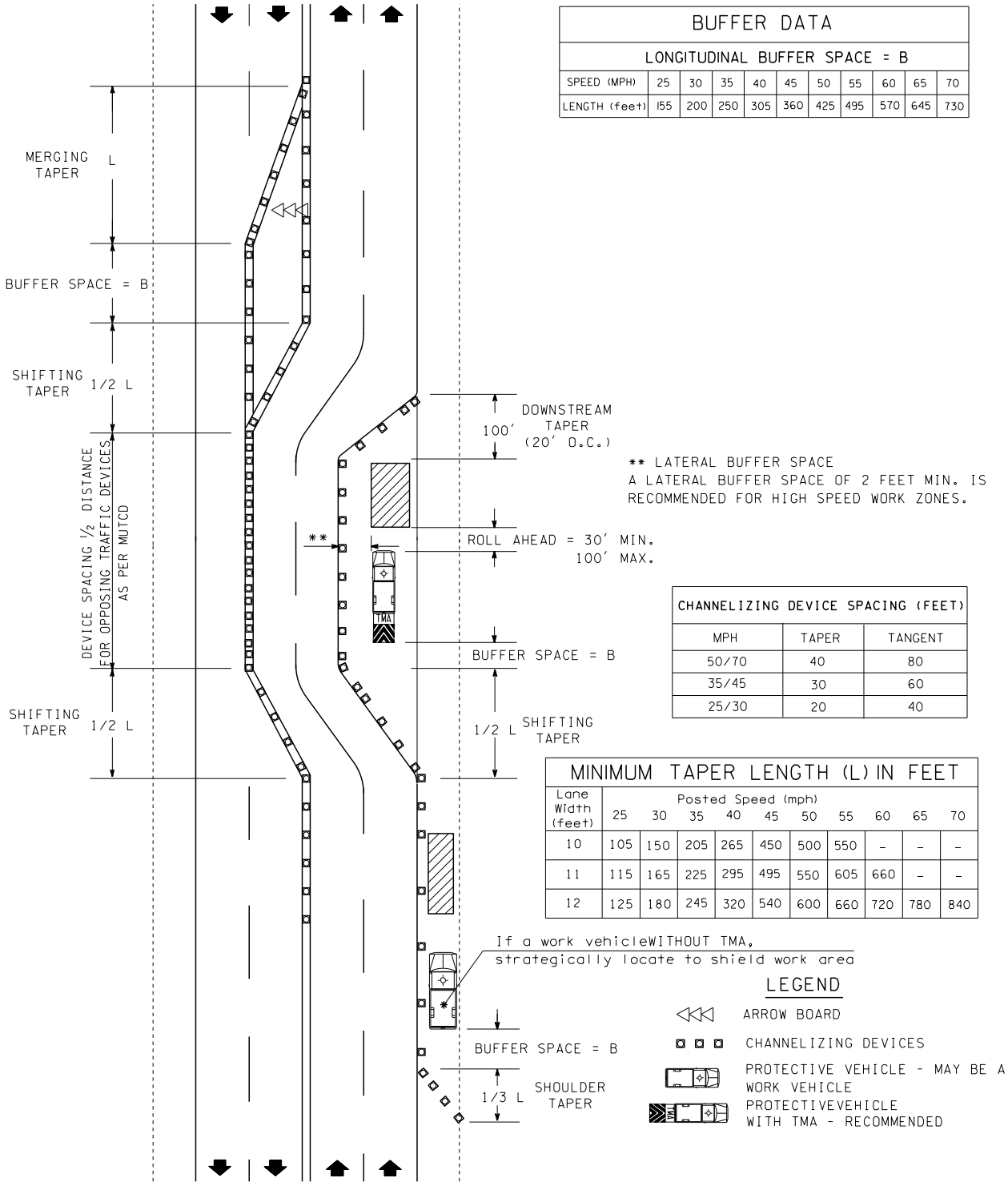
shoulder taper equals Shoulder Width x Speed / 3

Device Spacing Chart

50/70 mph	40 ft	80 ft
35/45 mph	30 ft	60 ft
25/30 mph	20 ft	40 ft

* The number of channelizing devices listed is the minimum required. Use of more devices should be considered if additional delineation is desired.
** Termination taper, when used should have a minimum length of 100 ft per lane with devices placed approximately 20 ft O.C.

WSDOT *Construction Manual* M 41-01
WSDOT *Design Manual* M 22-01
WSDOT *Maintenance Manual* M 51-01
WSDOT *Sign Fabrication Manual* M 55-05
WSDOT *Standard Plans* M 21-01
WSDOT *Standard Specifications* M 41-10
WSDOT *Traffic Manual* M 51-02
Manual on Uniform Traffic Control Devices
WSDOT Work Zone Safety webpage



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

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

MINIMUM TAPER LENGTH (L) IN FEET										
Lane Width (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	265	450	500	550	–	–	–
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840

TAPER AND BUFFER SPACE DETAILS