NOTES:
1. THIS SMART WORK ZONE SYSTEM USED IN CONJUNCTION WITH A FREEWAY CLOSED SINGLE LEFT LANE CLOSURE TRAFFIC CONTROL PLAN DELETES ANY POCS SHOWN PRIOR TO LANE CLOSURE TAPER SHOWN ON THAT PLAN
2. SYSTEM TO BE OPERATED AND CONTROLLED BY A SMART WORK ZONE SYSTEM TECHNICIAN INDEPENDENTLY BUT IN COLLABORATION WITH THE TRAFFIC CONTROL SUPERVISOR
3. PLACE SYSTEM COMPONENTS AND PROGRAM ALL PCMS MESSAGES AS SHOWN UNLESS MODIFICATIONS ARE ACCEPTED BY THE ENGINEER
4. TRAFFIC DRUMS NOT REQUIRED PRIOR TO SMART WORK ZONE SYSTEM. PLACE COMPOUNDS BEHIND BARRIER, WHEN PLACED BEHIND GUARDRAIL, OR WITHIN A CLOSED LANE.
5. LOCATE PCMS PER WSDOT STANDARD SPECIFICATION 1-10(3)C.
6. ALL COMPONENTS MAY NOT BE NEEDED DEPENDING ON ACTUAL TRAFFIC QUEUES. MODIFICATIONS TO BE ACCEPTED BY ENGINEER
7. QUEUE LENGTH IS CALCULATED FROM THE BEGINNING OF THE FIRST LANE CLOSURE TAPER.
8. IN THE EVENT OF A SYSTEM FAILURE, SEE SPECIAL PROVISIONS "SMART WORK ZONE SYSTEM FAILURE PROTOCOL".

LEGEND
3. TEMPORARY SIGN LOCATION
4. TRAFFIC SAFETY DRUM
5. PORTABLE TRAVEL TIME READER
6. PORTABLE CHANGEABLE MESSAGE SIGN

FREEWAY (2 LANES): SMART WORK ZONE SYSTEM FOR SINGLE LEFT LANE CLOSURE
(QUEUES UP TO 3 MILES)
NOT TO SCALE
**DESIGNER NOTES:**

A. Include the "SMART WORK ZONE SYSTEM" GENERAL SPECIAL PROVISION that is now available in the contract special provisions.

B. If expected queues exceed 3 miles, see more complex system on TC161.

C. These traffic control plans are typical and may be modified for site specific situations and/or WSDOT region traffic practices.

D. To match the general special provisions, traffic safety drums should be used as shown in the traffic control plan.

E. Warning lights on channelization devices are optional; contact region traffic offices for their policy.

F. Vertical panel channelization devices shall not be used.

**MODIFYING SMART WORK ZONE SYSTEM TRAFFIC CONTROL PLANS**

If actual queues are less than expected, this Smart Work Zone System can be simplified:

**IF QUEUES ARE LESS THAN 2 MILES**
- Delete PCMS 4
- Delete traffic sensor C

**IF QUEUES ARE LESS THAN 1 MILE**
- Simply use PCMS 1 & PCMS 2 messages as shown in typical freeway lane closure traffic control plans (see below).

---

### PCMS 1

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
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<tbody>
<tr>
<td>TRAFFIC</td>
<td>SLOW</td>
<td>TRAFFIC</td>
</tr>
<tr>
<td>LOCATION</td>
<td>NEXT</td>
<td>AHEAD</td>
</tr>
<tr>
<td>MILES</td>
<td>2.0 SEC</td>
<td>2.0 SEC</td>
</tr>
</tbody>
</table>

Field locate at least 1/2 mile in advance of PCMS 2.

Locate PCMS per WSDOT standard specification.

Relocate as needed to remain 1/2 mile in advance of queue.

PCHS may be truck mounted if so the tires transverse the field.

Drums are optional.

Remove when queue no longer present.

Queues are less than 1 mile rounded up to nearest mile.

Locate PCMS per WSDOT standard specification.

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### PCMS 2

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAFFIC</td>
<td>LEFT</td>
<td>LANE AHEAD</td>
</tr>
<tr>
<td>LOCATION</td>
<td>1 MILE</td>
<td>CLOSED</td>
</tr>
<tr>
<td>MILES</td>
<td>2.0 SEC</td>
<td>2.0 SEC</td>
</tr>
</tbody>
</table>

Field locate 1/4 mile in advance of W20-1 sign.

Locate PCMS per WSDOT standard specification.

Relocate PCMS 2 as shown.

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**FREeway (2 Lanes): SMART WORK ZONE SYSTEM FOR SINGLE LEFT LANE CLOSURE**

*Queues up to 3 miles*

Not to scale