NOTES:
1. THIS SMART WORK ZONE SYSTEM IS USED IN CONJUNCTION WITH A 2-LANE FREEWAY SINGLE RIGHT LANE CLOSURE TRAFFIC CONTROL PLAN. DELETE ANY PCMS 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 COMPONENTS WHEN PLACED BEHIND BARRIER BEHIND GUARDRAIL OR WITHIN A CLOSED LANE.
5. ADJUST AS NEEDED TO AVOID CONFLICTS WITH LANE CLOSURE SEQUENTIAL ARROW BOARD AND CHANNELIZATION DEVICES.
6. LOCATE PCMS PER WSDOT STANDARD SPECIFICATION 1-10.3(3).
7. ALL COMPONENTS MAY NOT BE NEEDED DEPENDING ON ACTUAL TRAFFIC QUEUES. MODIFICATIONS TO BE ACCEPTED BY ENGINEER.
8. QUEUE LENGTH IS CALCULATED FROM THE BEGINNING OF THE FIRST LANE CLOSURE TAPER.
9. IN THE EVENT OF A SYSTEM FAILURE, SEE SPECIAL PROVISIONS "SMART WORK ZONE SYSTEM FAILURE PROTOCOL".

LEGEND
- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- PORTABLE TRAVEL TIME READER
- PORTABLE TRAVEL TIME READER
- PORTABLE CHANGEABLE MESSAGE SIGN

FREEWAY (2 LANES): SMART WORK ZONE SYSTEM FOR SINGLE RIGHT 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 TC165.

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 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).

Freeway (2 lanes): Smart Work Zone System for Single Right Lane Closure

(Queues Up to 3 miles)

Not to Scale

<table>
<thead>
<tr>
<th>PCMS 1</th>
<th>PCMS 2</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>SLOW TRAFFIC</td>
<td>SLOW TRAFFIC</td>
</tr>
<tr>
<td>NEXT # AHEAD</td>
<td>1 MILE AHEAD</td>
</tr>
<tr>
<td>2.0 SEC 2.0 SEC</td>
<td>2.0 SEC 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.

Remove when queue no longer present.

Queues are less than 1 mile:
- PCMS 1 & PCMS 2 messages as shown in typical freeway lane closure traffic control plans.

Queues are less than 2 miles:
- Delete PCMS 4

Queues exceed 3 miles: See more complex system on TC165.

Designer Guidance

For Offices: Traffic Region Contact.

E. Vertical panel channelization devices shall not be used.

Traffic sensors C and PCMS 4 may be truck mounted if the trucks are equipped with WSDOT standard specifications.

Drums are optional.

Remove when queue length is rounded up to nearest mile.

Locate PCMS per WSDOT standard specification.

Queues are less than 1 mile:
- PCMS 1 & PCMS 2 messages as shown in typical freeway lane closure traffic control plans.

Queues are less than 2 miles:
- Delete PCMS 4

Queues exceed 3 miles: See more complex system on TC165.