NOTES:
1. THIS SMART WORK ZONE SYSTEM USED IN CONJUNCTION WITH
   A) FREEWAY SINGLE RIGHT LANE CLOSURE TRAFFIC
   CONTROL PLAN DELAYS 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
   COLLUSION WITH THE TRAFFIC CONTROL SUPERVISOR.
3. PLACE SYSTEM COMPONENTS AND PROGRAM ALL PCMS
   MESSAGES AS SHOWN UNLESS MODIFICATIONS ARE ACCEPTED
   BY THE DEPARTMENT OF TRANSPORTATION. SET MESSAGES
   BASED ON WORK ZONE TRAVEL DELAY TIMES IN MINUTES.
4. TRANVERSE DRUMS NOT REQUIRED PRIOR TO SMART WORK
   ZONE SYSTEM COMPONENTS WHEN PLACED BEHIND BARRIER
   BEING GUIDED OR WITHIN A CLOSED LANE.
5. AS NECESSARY TO AVOID CONFLICTS WITH LANE CLOSURE
   TRANSPORT AHEAD AND CHANNELIZATION DEVICES.
6. LOCATION PCMS PER ABDOT STANDARD SPECIFICATION 1-10.31C.
7. ALL COMPONENTS MAY NOT BE NEEDED DEPENDING ON
   ACTUAL TRAFFIC QUEUES. MODIFICATIONS TO BE ACCEPTED
   BY ENGINEER.
8. QUEUE LENGTH IS DETERMINED BY THE BEGGINING OF THE
   FIRST LANE CLOSURE TAPER.
9. SMART WORK ZONE SYSTEM TECHNICIAN SHALL LOCATE
   PORTABLE TRAVEL TIME READERS TO DETERMINE SYSTEM
   TRAVEL DELAY TIMES.
10. IN THE EVENT A SYSTEM FAILURE SEE SPECIAL
    SMART WORK ZONE SYSTEM FAILURE PROTOCOLS.

LEGEND:
1. TEMPORARY SIGN LOCATION
   • TRAFFIC SAFETY DRUM
   o PORTABLE TRAVEL TIME READER
   e PCMS
   - PORTABLE CHANGEABLE MESSAGE SIGN

FREEWAY (2 LANES): SMART WORK ZONE SYSTEM FOR SINGLE RIGHT LANE CLOSURE
(QUEUES UP TO 6 MILES)
NOT TO SCALE
FREEWAY (2 LANES): SMART WORK ZONE SYSTEM FOR SINGLE RIGHT LANE CLOSURE
(QUEUES UP TO 6 MILES)

NOT TO SCALE

PCMS 1

- SLOW TRAFFIC MILES
- NEXT MILES
- 2.0 SEC

PCMS 2

- RIGHT LANE MILES
- AHEAD MILES
- 2.0 SEC

FILE NAME: C:\Users\LintzF\Desktop\Work Zone TC\165Fwy6MileSWZS1Rt.dgn

Washington State Department of Transportation

PLOT 2

PCMS 1 & PCMS 2 MESSAGES AS SHOWN IN TYPICAL FREEWAY LANE CLOSURE TRAFFIC CONTROL PLANS (SEE BELOW).

IF ACTUAL 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).

A. INCLUDE THE "SMART WORK ZONE SYSTEM" GENERAL SPECIAL PROVISION THAT IS NOW AVAILABLE IN THE CONTRACT SPECIAL PROVISIONS.

B. IF ACTUAL QUEUES EXCEED 6 MILES, SMART WORK ZONE SYSTEM SHOULD BE MODIFIED. CONTACT FRED LINTZ (FLINTZ@WSDOT.WA.GOV) OR STEVE HAAPALA (HAAPAL@WSDOT.WA.GOV) FOR ADDITIONAL GUIDANCE.

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 4 MILES:
- DELETE PCMS 1
- DELETE PCMS 2
- DELETE TRAFFIC SENSOR F

IF QUEUES ARE LESS THAN 3 MILES:
- SEE SIMPLER SYSTEM ON TC155

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).

NOT TO SCALE

DESIGNER GUIDANCE

D. VERTICAL PANEL CHANNELIZATION DEVICES SHALL NOT BE USED.

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

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IF QUEUES ARE LESS THAN 3 MILES:
- SEE SIMPLER SYSTEM ON TC155

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).

NOT TO SCALE

DESIGNER GUIDANCE