

RECOMMENDED SIGN SPACING = X (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)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

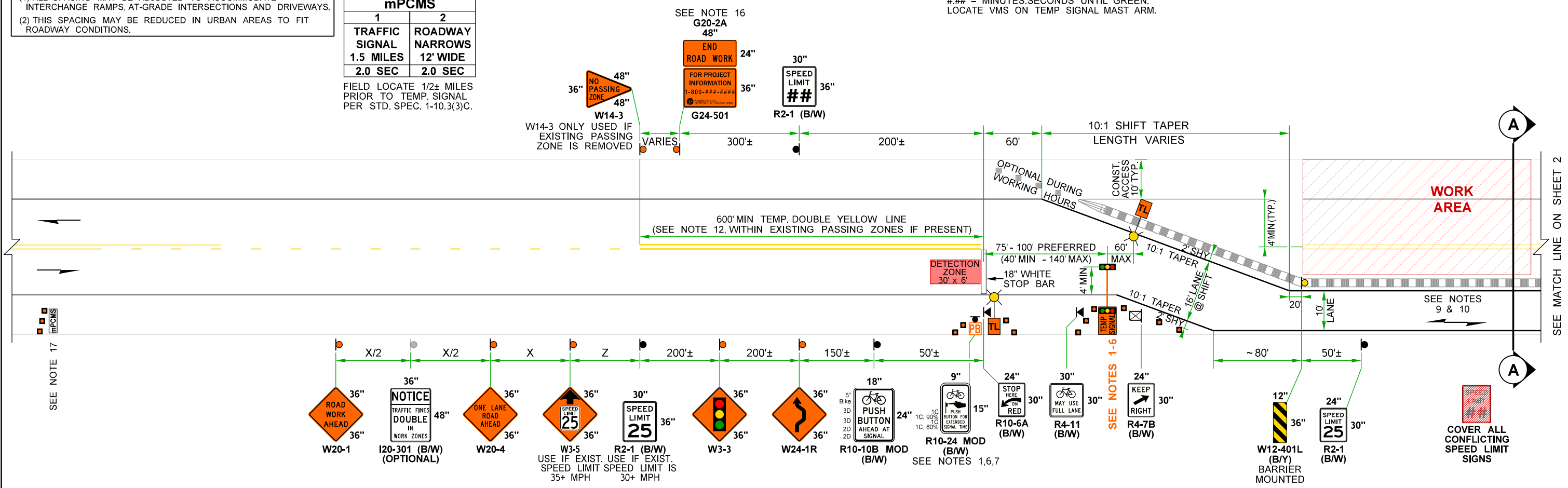
WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:#

= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.

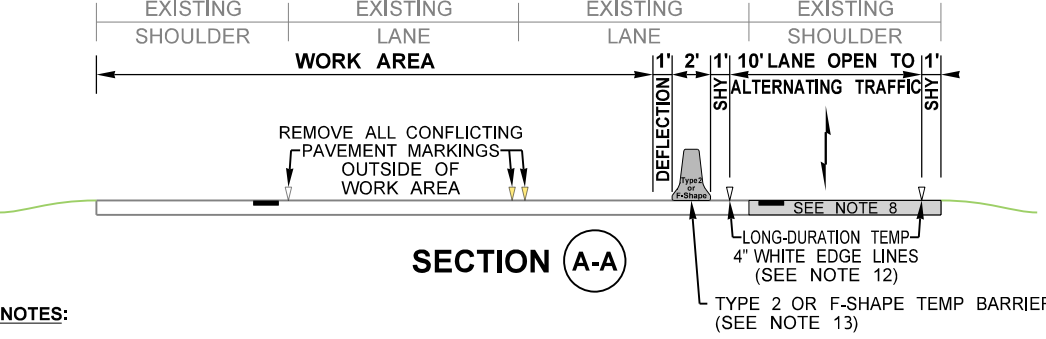
FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

mPCMS	
1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



- LEGEND:**
- CLASS A SIGN LOCATION (POST OR BARRIER-MOUNTED)
 - ⊙ CLASS A TRIPOD-MOUNTED SIGN LOCATION (1' MIN HEIGHT)
 - ⊙ CLASS A TRIPOD-MOUNTED SIGN LOCATION (5' MIN HEIGHT)
 - 28" TRAFFIC CONES (SEE NOTE 11)
 - ▬ UNANCHORED TEMPORARY BARRIER (SEE NOTE 13)
 - ▬ SLOPED BARRIER TERMINAL (SEE NOTE 13)
 - ⚡ TYPE 3 BARRICADE
 - 🚚 PROTECTIVE VEHICLE
 - 🚦 TEMPORARY TRAFFIC SIGNAL (SEE NOTES 1-6)
 - 🚦 COMPACT TEMP. TRAFFIC SIGNAL (SEE NOTES 1-6)
 - 🚲 TEMPORARY BICYCLE PUSH-BUTTON (SEE NOTES 1, 6, & 7)
 - 💡 TEMPORARY LIGHTING (SEE NOTE 6)
 - mPCMS mini PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 17)



- NOTES:**
- ALL TEMPORARY TRAFFIC SIGNAL TIMING PLANS MUST BE APPROVED BY THE ENGINEER. TWO SEPARATE SIGNAL TIMING PLANS NEEDED: (1) DEFAULT TIMING PLAN DESIGNED ONLY FOR VEHICLES. (2) MODIFIED SIGNAL TIMING, ACTIVATED BY THE BICYCLE PUSH-BUTTON, THAT EXTENDS THE ALL-RED CLEARANCE INTERVAL ONCE TO ALLOW BICYCLES TO CLEAR THE LANE CLOSURE FROM THE STOP BAR AT THE END OF THE YELLOW PHASE. AFTERWARDS, DEFAULT SIGNAL TIMING RESUMES.
 - TEMPORARY SIGNALS ARE FULLY ACTUATED CONTROLLED VIA VIDEO AND/OR RADAR DETECTION. WHEN NO VEHICLES DETECTED IN ANY DIRECTION, ALL TRAFFIC SIGNAL REST IN RED DISPLAY UNTIL THE NEXT VEHICLE IS DETECTED WHICH RECEIVES THE IMMEDIATE GREEN DISPLAY TO MINIMIZE DISPLAYS.

- TRAFFIC CONTROL MANAGER, TRAFFIC CONTROL SUPERVISOR (PRIMARY AND ALTERNATE), AND WSDOT ENGINEER SHALL BE NOTIFIED VIA EM, AIL, TEXT, AND/OR PAGE IF ANY TEMPORARY SIGNAL MALFUNCTIONS.
 - AVOID PLACING TEMPORARY SIGNALS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE OR EXTENDING WORK AREA.
 - TEMPORARY TRAFFIC SIGNALS LOCATED WITHIN 1/4 MILE OF A RAILROAD GRADE CROSSING SHALL BE EVALUATED FOR RAILROAD PREEMPTION. CONTACT REGION TRANSPORTATION OPERATIONS.
 - WHEN PRACTICAL, PROVIDE AT LEAST 4 FEET OF LATERAL CLEARANCE FROM TRAVEL LANE TO TEMP SIGNAL, PUSH-BUTTON, AND TEMPORARY LIGHTING. ACCEPTABLE TO PLACE THESE DEVICES BEHIND EXISTING GUARDRAIL OR BARRIER, BUT VERIFY STRUCTURAL LOADING ON TEMP SIGNAL MAST ARM IS SUFFICIENT. IF A GRAVEL LEVELING PAD IS NEEDED, CONTACT ENGINEER PRIOR TO INSTALLING.
 - BICYCLE PUSH BUTTON IS A MODIFIED PORTABLE PEDESTRIAN PUSH BUTTON THAT IS MOUNTED ON A PUSH-CART OR TRAILER BUT ALSO MAY BE MOUNTED ON A 4x4 WOODEN POST WHERE IT REMAINS ACCESSIBLE TO BICYCLES WITHOUT HAVING TO DISMOUNT.
 - EXISTING SHOULDER PAVEMENT MAY NEED TO BE REBUILT TO FULL-DEPTH TO HANDLE TRAFFIC LONG TERM. AT A MINIMUM, REMOVE EXISTING RUMBLE STRIP VIA MILL & HMA FILL. VERIFY EXISTING ITS BOXES AND CATCH BASINS ARE TRAFFIC WORTHY PRIOR TO PLACING TRAFFIC ON SHOULDER LONG-TERM.
- NOTES CONTINUED ON SHEET 2.

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSLShareLn.dgn					<p>Washington State Department of Transportation</p>	Plot 1 PLAN REF NO TC440
TIME	1:18:18 PM				FED.AID PROJ.NO.		SHEET 1 OF 6 SHEETS
DATE	7/31/2024				REGION NO. STATE		
PLOTTED BY	LintzF				10 WASH		
DESIGNED BY					JOB NUMBER		
ENTERED BY					CONTRACT NO.		
CHECKED BY					LOCATION NO.		
PROJ. ENGR.					DATE		
REGIONAL ADM.					P.E. STAMP BOX		
REVISION					DATE		TYPICAL TRAFFIC CONTROL PLANS

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:##

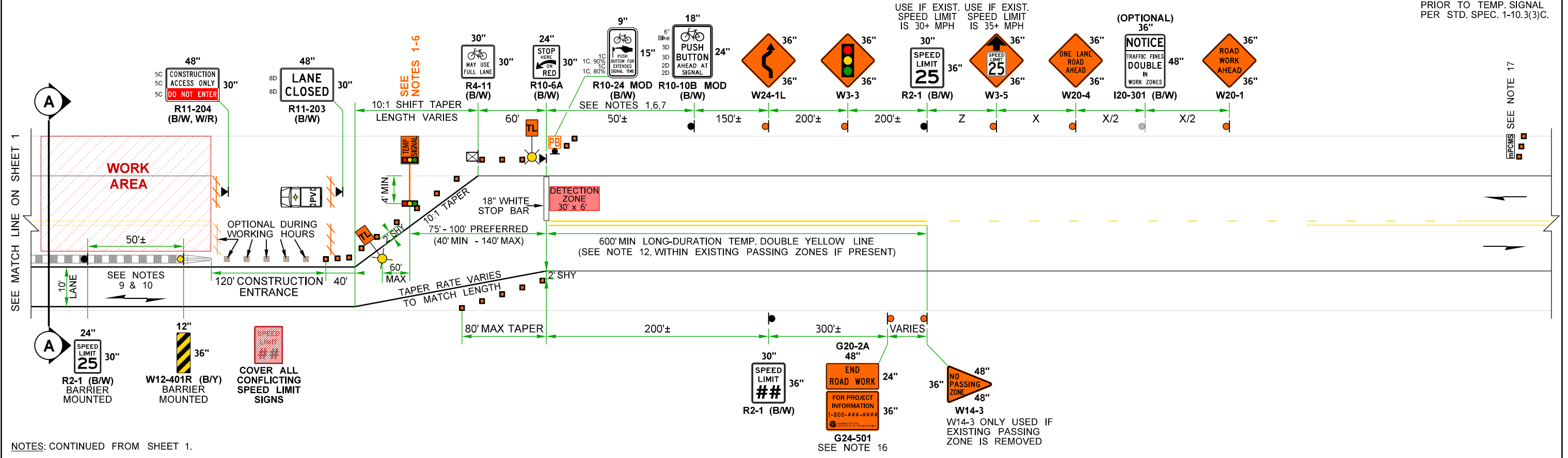
= MINUTES:SECONDS UNTIL GREEN. LOCATE VMS ON TEMP SIGNAL MAST ARM.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

mPCMS	
1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

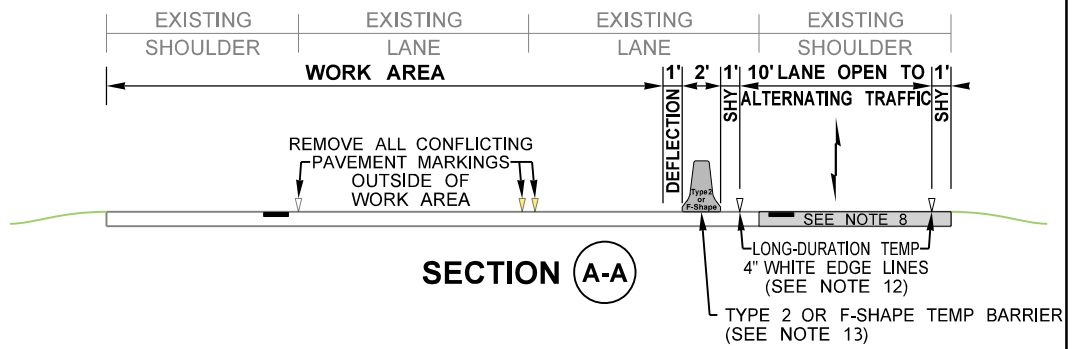
FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



NOTES: CONTINUED FROM SHEET 1.

- 9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.
- 10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.
- 11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
- 12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40' SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).
- 13. TYPE 2 OR F-SHAPE TEMPORARY BARRIER PERMITTED. SLOPED CONCRETE TERMINAL ALLOWED FOR REGULATORY WORK ZONE SPEED LIMITS 25 MPH OR LESS. TYPE 2 TEMPORARY BARRIER AND SLOPED CONCRETE TERMINAL PER STANDARD PLAN K80-32. F-SHAPE TEMPORARY BARRIER PER STANDARD PLAN C-60.10 (C-60.15 IF SCUPPERS USED FOR DRAINAGE) AND STANDARD PLAN C-60.80 FOR F-SHAPE CONCRETE BARRIER TERMINAL.
- 14. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
 - 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL
 - 6-10.3(5) TEMPORARY BARRIER
 - 8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION
 - 9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

- 15. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
- 16. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- 17. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 18. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 19. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 20. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS.



ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS) NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPS\440Hwy40-AltTrafficAdvTempSignal25WZSLSharedLn.dgn					<p>Washington State Department of Transportation</p>	Plot 2 PLAN REF NO TC440
TIME	1:18:19 PM						
DATE	7/31/2024						
PLOTTED BY	LintzF						
DESIGNED BY							
ENTERED BY							
CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.							
	REVISION	DATE	BY		DATE	DATE	DATE
					P.E. STAMP BOX	P.E. STAMP BOX	P.E. STAMP BOX

RECOMMENDED SIGN SPACING = X (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)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

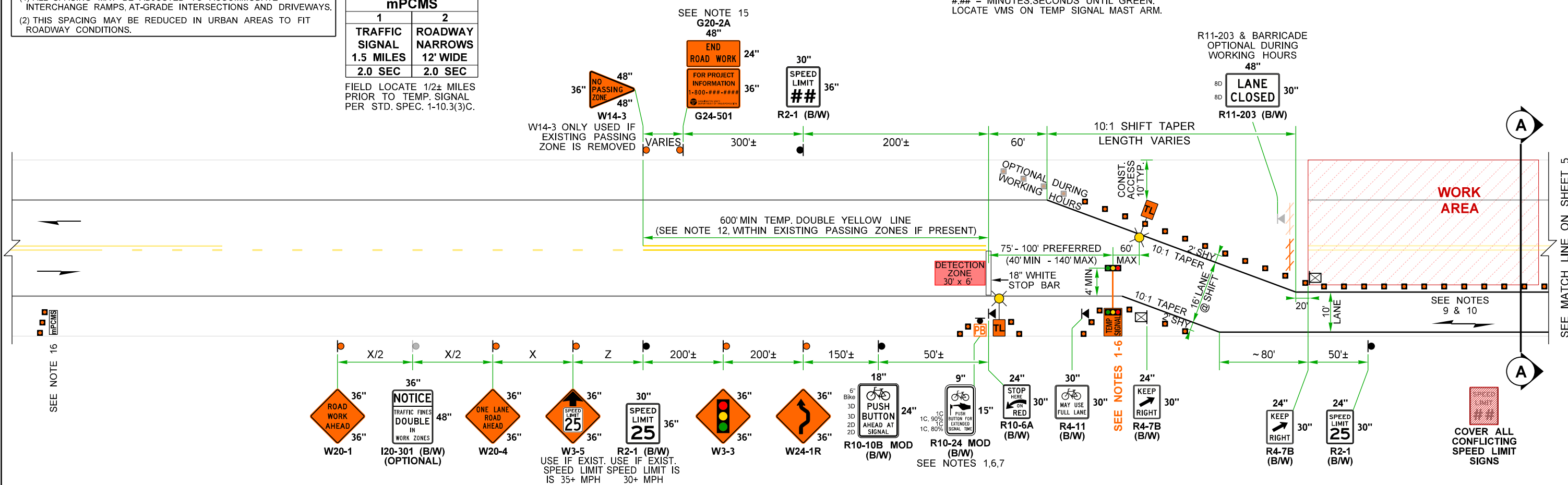
WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:##

= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 6.

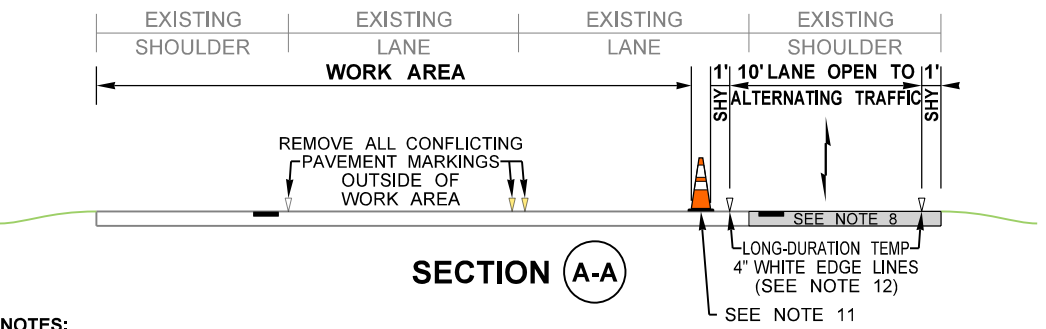
mPCMS	
1	2
TRAFFIC SIGNAL	ROADWAY NARROWS
1.5 MILES	12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



LEGEND:

- CLASS A SIGN LOCATION (POST OR BARRIER-MOUNTED)
- ▲ CLASS A TRIPOD-MOUNTED SIGN LOCATION (1' MIN HEIGHT)
- ⊠ CLASS A TRIPOD-MOUNTED SIGN LOCATION (5' MIN HEIGHT)
- 28" TRAFFIC CONES (SEE NOTE 11)
- ⚡ TYPE 3 BARRICADE
- 🚚 PROTECTIVE VEHICLE
- 🚦 TEMPORARY TRAFFIC SIGNAL (SEE NOTES 1-6)
- 🚦 COMPACT TEMP. TRAFFIC SIGNAL (SEE NOTES 1-6)
- 🚲 TEMPORARY BICYCLE PUSH-BUTTON (SEE NOTES 1, 6, & 7)
- 💡 TEMPORARY LIGHTING (SEE NOTE 6)
- mPCMS mini PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 16)



- NOTES:**
1. ALL TEMPORARY TRAFFIC SIGNAL TIMING PLANS MUST BE APPROVED BY THE ENGINEER. TWO SEPARATE SIGNAL TIMING PLANS NEEDED: (1) DEFAULT TIMING PLAN DESIGNED ONLY FOR VEHICLES. (2) MODIFIED SIGNAL TIMING, ACTIVATED BY THE BICYCLE PUSH-BUTTON, THAT EXTENDS THE ALL-RED CLEARANCE INTERVAL ONCE TO ALLOW BICYCLES TO CLEAR THE LANE CLOSURE FROM THE STOP BAR AT THE END OF THE YELLOW PHASE. AFTERWARDS, DEFAULT SIGNAL TIMING RESUMES.
 2. TEMPORARY SIGNALS ARE FULLY ACTUATED CONTROLLED VIA VIDEO AND/OR RADAR DETECTION. WHEN NO VEHICLES DETECTED IN ANY DIRECTION, ALL TRAFFIC SIGNAL REST IN RED DISPLAY UNTIL THE NEXT VEHICLE IS DETECTED WHICH RECEIVES THE IMMEDIATE GREEN DISPLAY TO MINIMIZE DISPLAYS.

3. TRAFFIC CONTROL MANAGER, TRAFFIC CONTROL SUPERVISOR (PRIMARY AND ALTERNATE), AND WSDOT ENGINEER SHALL BE NOTIFIED VIA EM, AIL, TEXT, AND/OR PAGE IF ANY TEMPORARY SIGNAL MALFUNCTIONS.
4. AVOID PLACING TEMPORARY SIGNALS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE OR EXTENDING WORK AREA.
5. TEMPORARY TRAFFIC SIGNALS LOCATED WITHIN 1/4 MILE OF A RAILROAD GRADE CROSSING SHALL BE EVALUATED FOR RAILROAD PREEMPTION. CONTACT REGION TRANSPORTATION OPERATIONS.
6. WHEN PRACTICAL, PROVIDE AT LEAST 4 FEET OF LATERAL CLEARANCE FROM TRAVEL LANE TO TEMP SIGNAL, PUSH-BUTTON, AND TEMPORARY LIGHTING. ACCEPTABLE TO PLACE THESE DEVICES BEHIND EXISTING GUARDRAIL OR BARRIER, BUT VERIFY STRUCTURAL LOADING ON TEMP SIGNAL MAST ARM IS SUFFICIENT. IF A GRAVEL LEVELING PAD IS NEEDED, CONTACT ENGINEER PRIOR TO INSTALLING.
7. BICYCLE PUSH BUTTON IS A MODIFIED PORTABLE PEDESTRIAN PUSH BUTTON THAT IS MOUNTED ON A PUSH-CART OR TRAILER BUT ALSO MAY BE MOUNTED ON A 4x4 WOODEN POST WHERE IT REMAINS ACCESSIBLE TO BICYCLES WITHOUT HAVING TO DISMOUNT.
8. EXISTING SHOULDER PAVEMENT MAY NEED TO BE REBUILT TO FULL-DEPTH TO HANDLE TRAFFIC LONG TERM. AT A MINIMUM, REMOVE EXISTING RUMBLE STRIP VIA MILL & HMA FILL. VERIFY EXISTING ITS BOXES AND CATCH BASINS ARE TRAFFIC WORTHY PRIOR TO PLACING TRAFFIC ON SHOULDER LONG-TERM.

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

NOT TO SCALE

FILE NAME: C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSLShareLn.dgn		REGION NO. STATE		FED.AID PROJ.NO.				Plot 4	
TIME: 1:18:20 PM	DATE: 7/31/2024	10	WASH					PLAN REF NO. TC440	
PLOTTED BY: LintzF	DESIGNED BY:	JOB NUMBER		LOCATION NO.		Washington State Department of Transportation		SHEET 4 OF 6 SHEETS	
ENTERED BY:	CHECKED BY:	CONTRACT NO.		DATE				TYPICAL TRAFFIC CONTROL PLANS	
PROJ. ENGR.	REGIONAL ADM.	REVISION	DATE	BY	P.E. STAMP BOX	DATE			

FOR DRIVEWAY, BUSINESS ACCESS,
AND INTERSECTING ROADWAY DETAILS
SEE TC440, SHEET 6.

WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:##

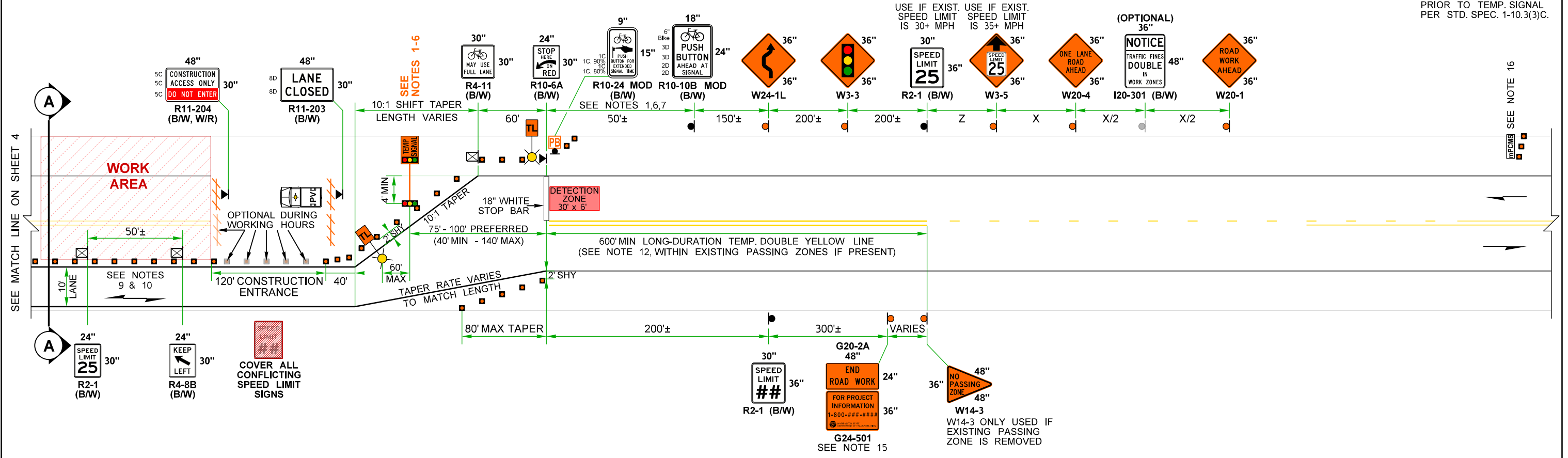
= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

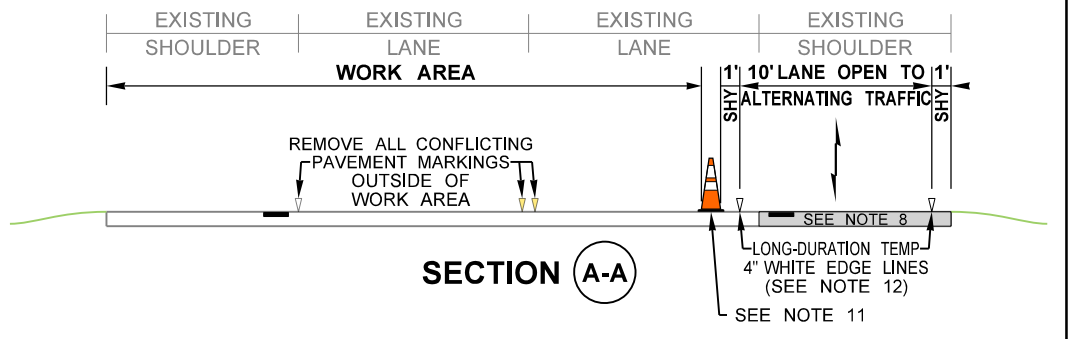
mPCMS	
1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES
PRIOR TO TEMP. SIGNAL
PER STD. SPEC. 1-10.3(3)C.



- NOTES: CONTINUED FROM SHEET 4.
- BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.
 - ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.
 - 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
 - EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40' SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).
 - SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
 - 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL
 - 6-10.3(5) TEMPORARY BARRIER
 - 8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION
 - 9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL
 - FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.

- WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS.



ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSL\SharedLn.dgn					<p>Washington State Department of Transportation</p>	Plot 5
TIME	1:18:21 PM						PLAN REF NO
DATE	7/31/2024						TC440
PLOTTED BY	LintzF						
DESIGNED BY							
ENTERED BY							
CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.							
	REVISION	DATE	BY		DATE	DATE	TYPICAL TRAFFIC CONTROL PLANS
					P.E. STAMP BOX	P.E. STAMP BOX	SHEET 5 OF 6 SHEETS

RECOMMENDED SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350±
RURAL ROADS & URBAN ARTERIALS	25-30 MPH	200± (2)
RESIDENTIAL & BUSINESS DISTRICTS	25 MPH OR LESS	100± (2)
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		
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MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

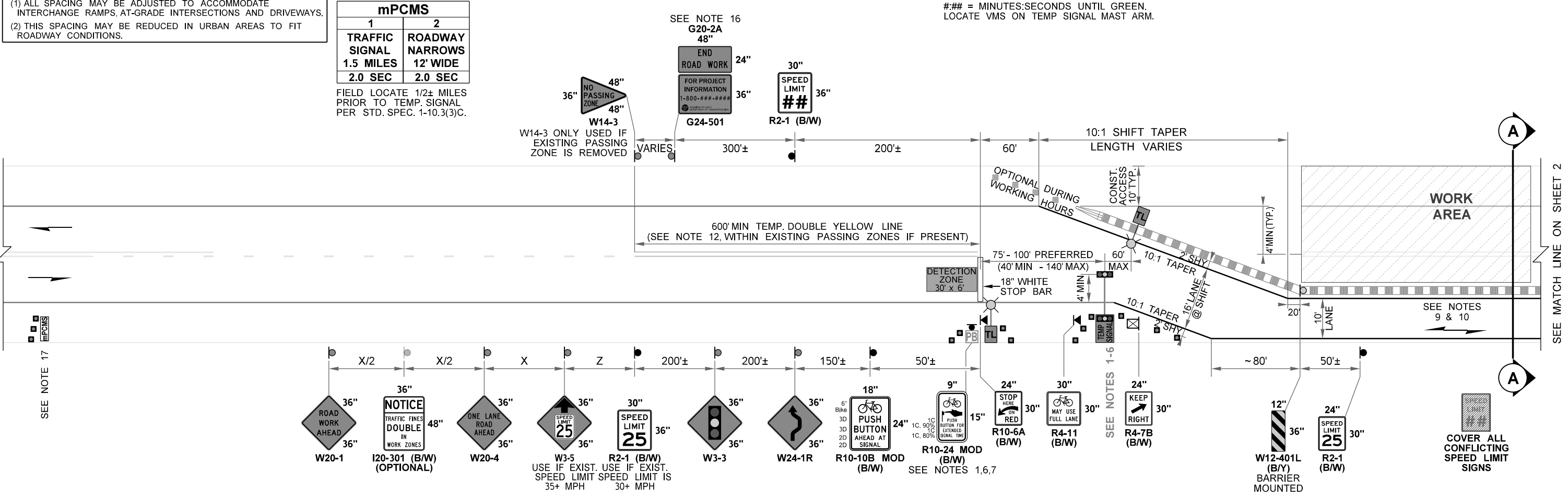
SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:#

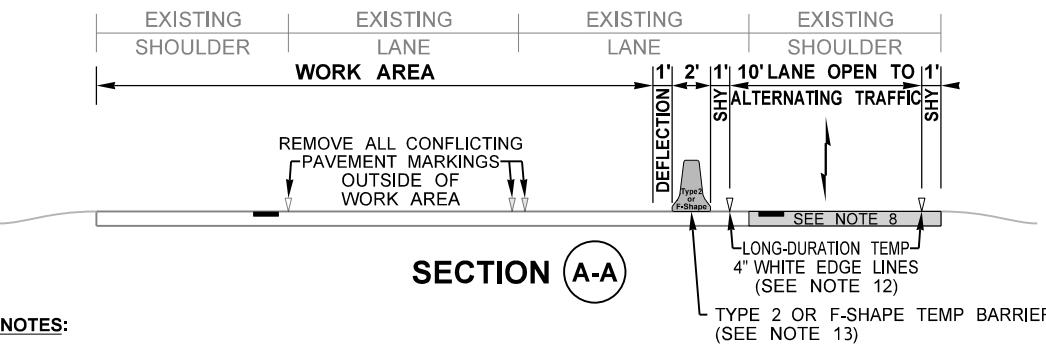
FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

mPCMS	
1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



- LEGEND:**
- CLASS A SIGN LOCATION (POST OR BARRIER-MOUNTED)
 - CLASS A TRIPOD-MOUNTED SIGN LOCATION (1' MIN HEIGHT)
 - CLASS A TRIPOD-MOUNTED SIGN LOCATION (5' MIN HEIGHT)
 - 28" TRAFFIC CONES (SEE NOTE 11)
 - UNANCHORED TEMPORARY BARRIER (SEE NOTE 13)
 - SLOPED BARRIER TERMINAL (SEE NOTE 13)
 - TYPE 3 BARRICADE
 - PROTECTIVE VEHICLE
 - TEMPORARY TRAFFIC SIGNAL (SEE NOTES 1-6)
 - COMPACT TEMP. TRAFFIC SIGNAL (SEE NOTES 1-6)
 - TEMPORARY BICYCLE PUSH-BUTTON (SEE NOTES 1, 6, & 7)
 - TEMPORARY LIGHTING (SEE NOTE 6)
 - miniPORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 17)



- NOTES:**
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- TRAFFIC CONTROL MANAGER, TRAFFIC CONTROL SUPERVISOR (PRIMARY AND ALTERNATE), AND WSDOT ENGINEER SHALL BE NOTIFIED VIA EM, AIL, TEXT, AND/OR PAGE IF ANY TEMPORARY SIGNAL MALFUNCTIONS.
- AVOID PLACING TEMPORARY SIGNALS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE OR EXTENDING WORK AREA.
- TEMPORARY TRAFFIC SIGNALS LOCATED WITHIN 1/4 MILE OF A RAILROAD GRADE CROSSING SHALL BE EVALUATED FOR RAILROAD PREEMPTION. CONTACT REGION TRANSPORTATION OPERATIONS.
- WHEN PRACTICAL, PROVIDE AT LEAST 4 FEET OF LATERAL CLEARANCE FROM TRAVEL LANE TO TEMP SIGNAL, PUSH-BUTTON, AND TEMPORARY LIGHTING. ACCEPTABLE TO PLACE THESE DEVICES BEHIND EXISTING GUARDRAIL OR BARRIER, BUT VERIFY STRUCTURAL LOADING ON TEMP SIGNAL MAST ARM IS SUFFICIENT. IF A GRAVEL LEVELING PAD IS NEEDED, CONTACT ENGINEER PRIOR TO INSTALLING.
- BICYCLE PUSH-BUTTON IS A MODIFIED PORTABLE PEDESTRIAN PUSH-BUTTON THAT IS MOUNTED ON A PUSH-CART OR TRAILER BUT ALSO MAY BE MOUNTED ON A 4x4 WOODEN POST WHERE IT REMAINS ACCESSIBLE TO BICYCLES WITHOUT HAVING TO DISMOUNT.
- EXISTING SHOULDER PAVEMENT MAY NEED TO BE REBUILT TO FULL-DEPTH TO HANDLE TRAFFIC LONG TERM. AT A MINIMUM, REMOVE EXISTING RUMBLE STRIP VIA MILL & HMA FILL. VERIFY EXISTING ITS BOXES AND CATCH BASINS ARE TRAFFIC WORTHY PRIOR TO PLACING TRAFFIC ON SHOULDER LONG-TERM.

ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS) NOT TO SCALE

FILE NAME: C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSLShareLn.dgn		REGION NO. STATE		FED.AID PROJ.NO.				Plot 1	
TIME: 1:18:22 PM	DATE: 7/31/2024	10	WASH					PLAN REF NO. TC440	
PLOTTED BY: LintzF	DESIGNED BY:	JOB NUMBER		LOCATION NO.		Washington State Department of Transportation		SHEET 1 OF 6 SHEETS	
ENTERED BY:	CHECKED BY:	CONTRACT NO.		DATE					
PROJ. ENGR.	REGIONAL ADM.	REVISION	DATE	BY	P.E. STAMP BOX	DATE			

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 3.

WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:##

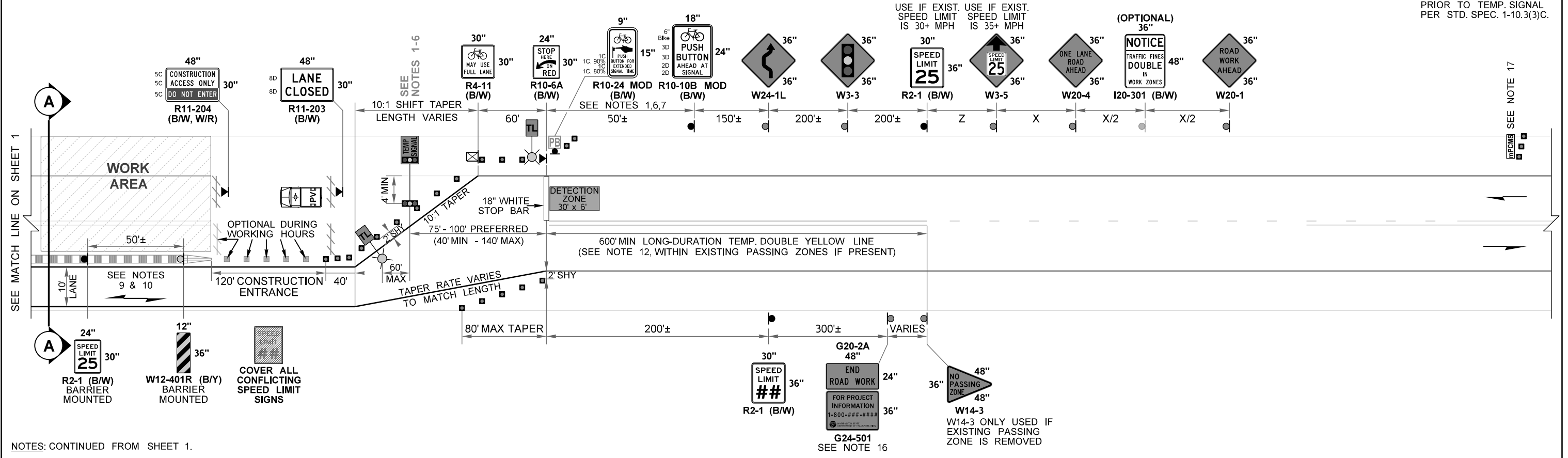
= MINUTES:SECONDS UNTIL GREEN. LOCATE VMS ON TEMP SIGNAL MAST ARM.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

mPCMS	
1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

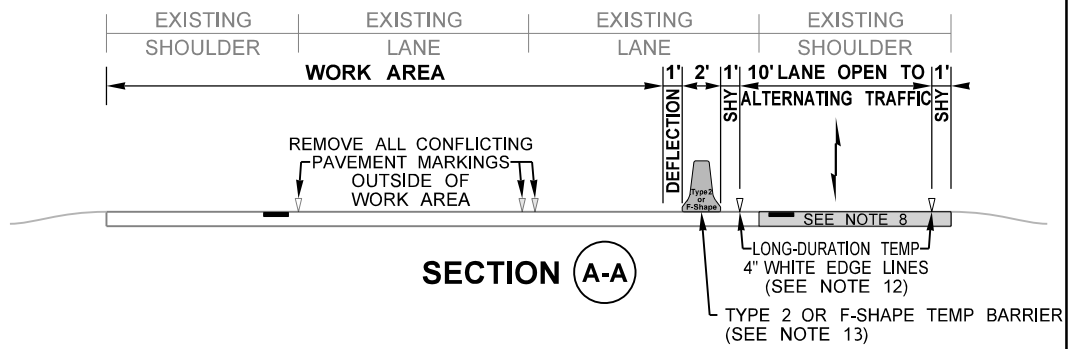
FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



NOTES: CONTINUED FROM SHEET 1.

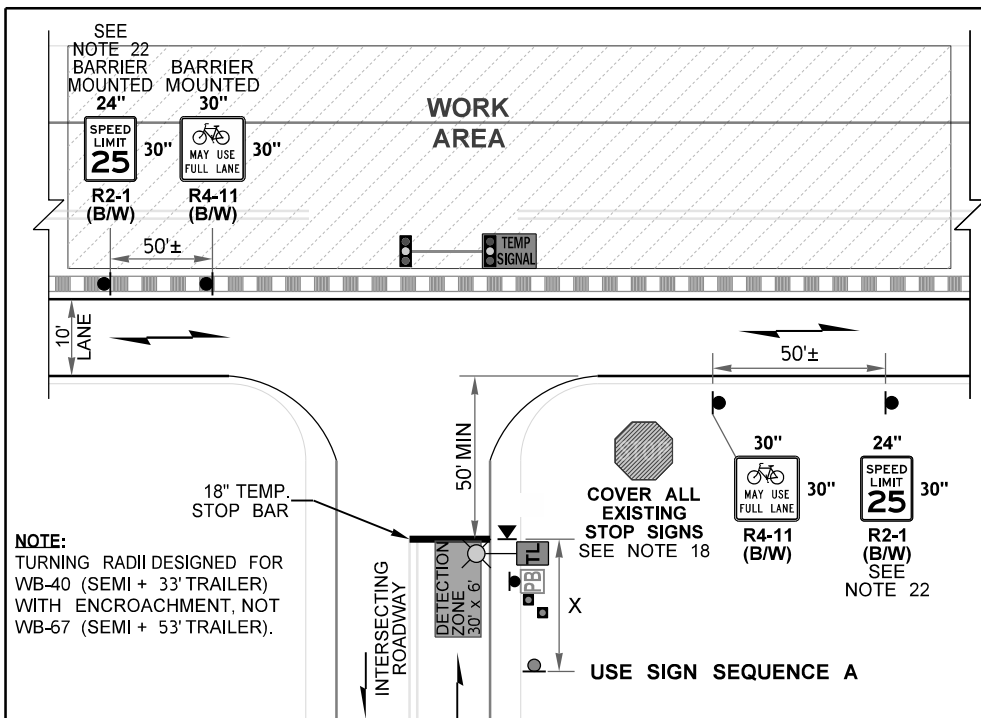
- 9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.
- 10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.
- 11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
- 12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40' SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).
- 13. TYPE 2 OR F-SHAPE TEMPORARY BARRIER PERMITTED. SLOPED CONCRETE TERMINAL ALLOWED FOR REGULATORY WORK ZONE SPEED LIMITS 25 MPH OR LESS. TYPE 2 TEMPORARY BARRIER AND SLOPED CONCRETE TERMINAL PER STANDARD PLAN K80-32. F-SHAPE TEMPORARY BARRIER PER STANDARD PLAN C-60.10 (C-60.15 IF SCUPPERS USED FOR DRAINAGE) AND STANDARD PLAN C-60.80 FOR F-SHAPE CONCRETE BARRIER TERMINAL.
- 14. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
 - 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL
 - 6-10.3(5) TEMPORARY BARRIER
 - 8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION
 - 9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

- 15. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
- 16. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- 17. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 18. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 19. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 20. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS.

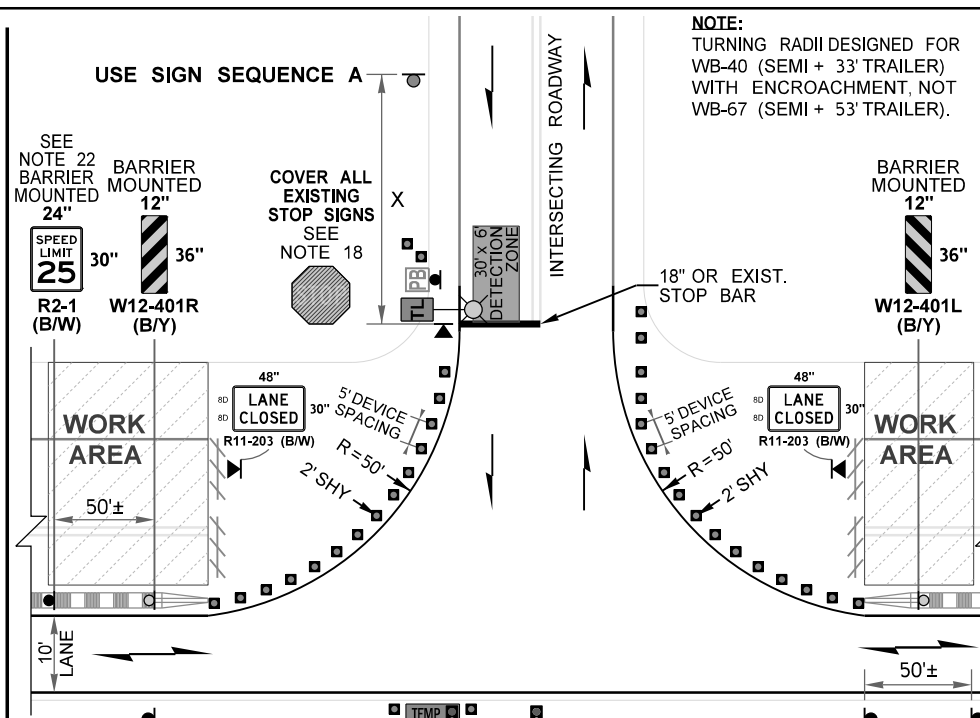


ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC 25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS) NOT TO SCALE

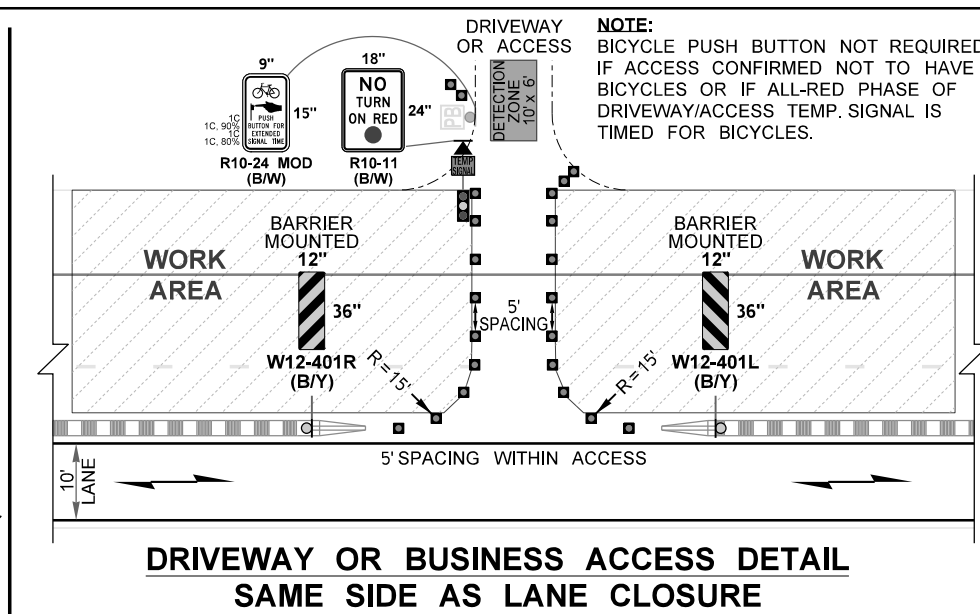
FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPS\440Hwy40-AltTrafficAdvTempSignal25WZSLSharedLn.dgn					<p>Washington State Department of Transportation</p>	Plot 2 PLAN REF NO TC440
TIME	1:18:22 PM						
DATE	7/31/2024						
PLOTTED BY	LintzF						
DESIGNED BY							
ENTERED BY							
CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.							
	REVISION	DATE	BY		DATE	DATE	DATE
					P.E. STAMP BOX	P.E. STAMP BOX	P.E. STAMP BOX



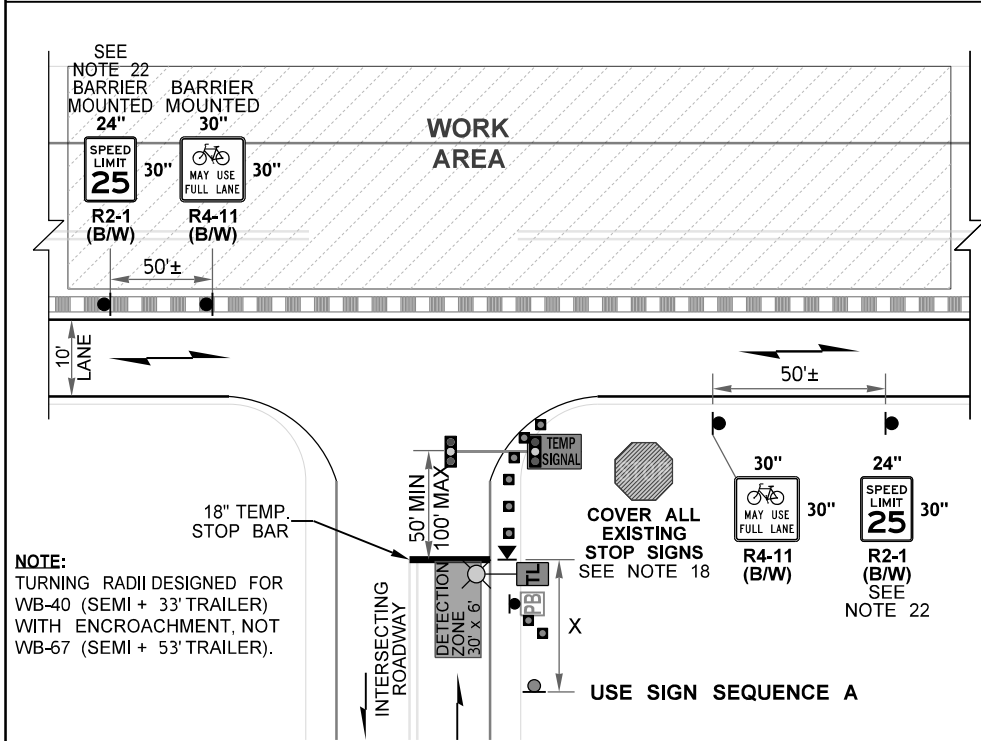
**UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE (SIGNAL FAR-SIDE)**



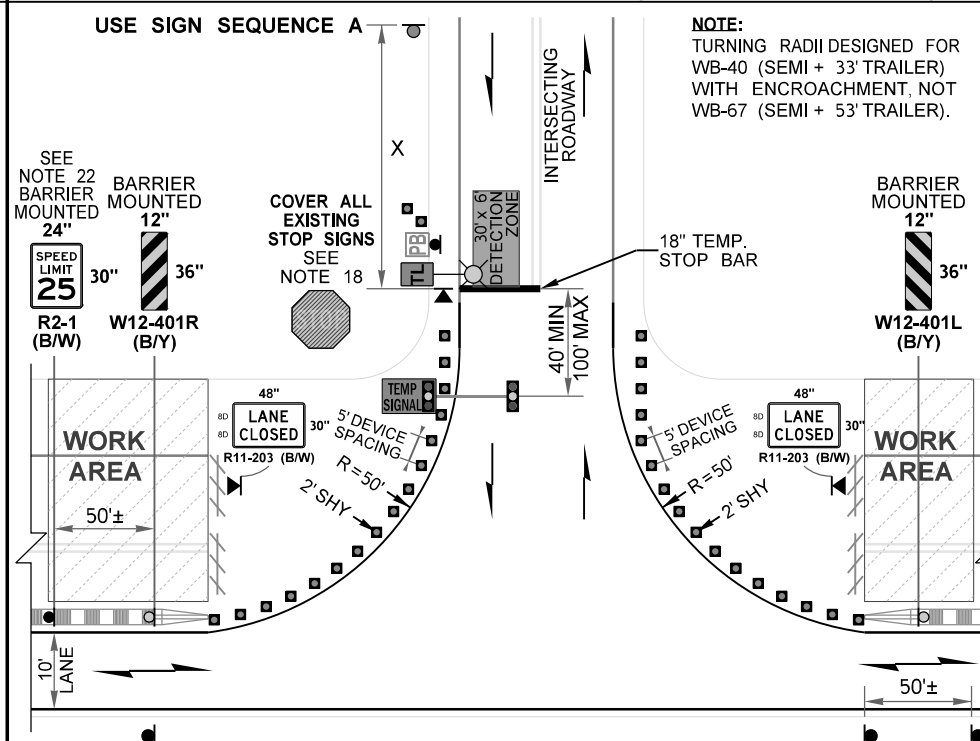
**UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SIGNAL FAR-SIDE)**



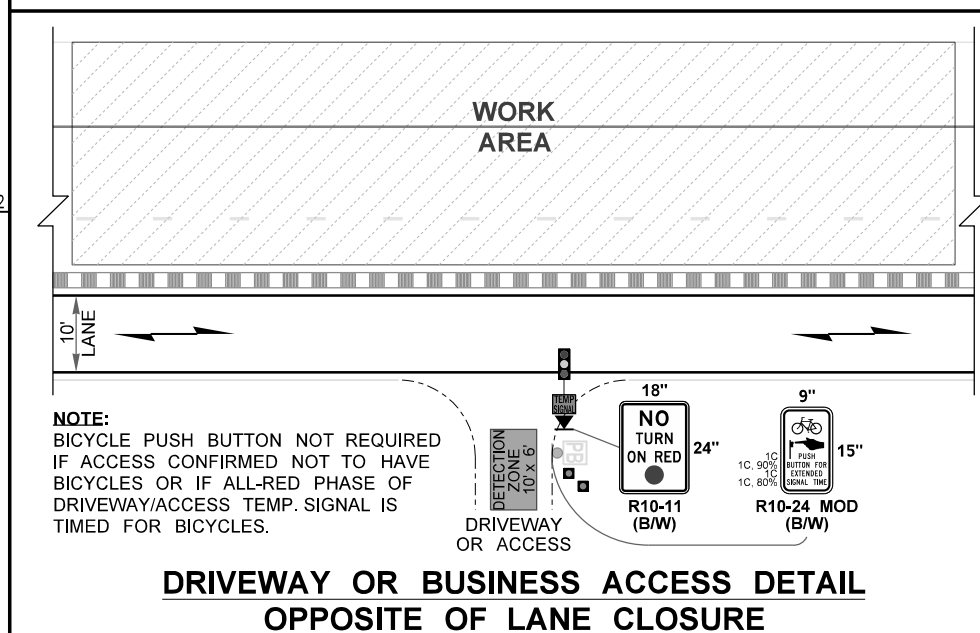
**DRIVEWAY OR BUSINESS ACCESS DETAIL
SAME SIDE AS LANE CLOSURE**



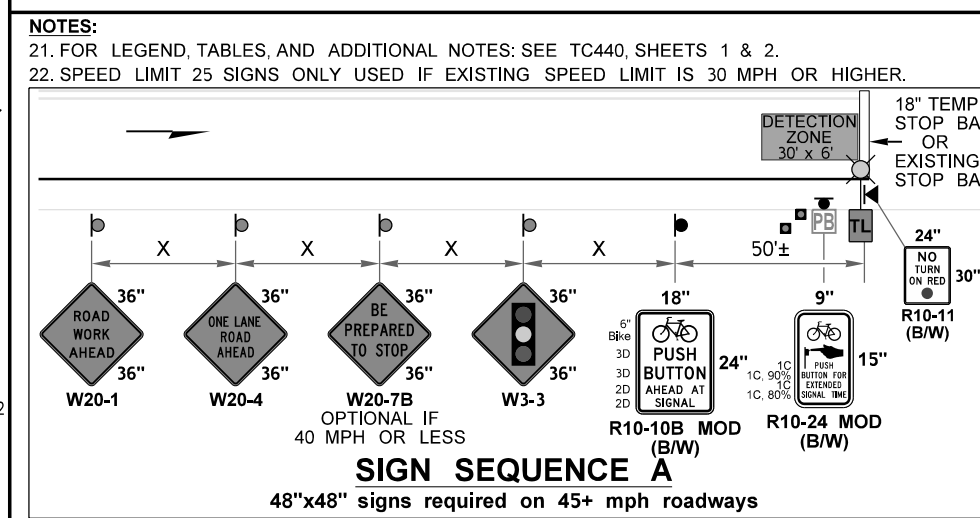
**UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE (SIGNAL NEAR-SIDE)**



**UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SIGNAL NEAR-SIDE)**



**DRIVEWAY OR BUSINESS ACCESS DETAIL
OPPOSITE OF LANE CLOSURE**



**ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + TEMP BARRIER (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)
NOT TO SCALE**

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSL\SharedLn.dgn			REGION NO.	STATE	FED.AID PROJ.NO.	Plot 3
TIME	1:18:23 PM			10	WASH		PLAN REF NO TC440
DATE	7/31/2024						SHEET 3
PLOTTED BY	LintzF						OF
DESIGNED BY							6
ENTERED BY							SHEETS
CHECKED BY							
PROJ. ENGR.				CONTRACT NO.	LOCATION NO.		
REGIONAL ADM.	REVISION	DATE	BY				



RECOMMENDED SIGN SPACING = X (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)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
TAPER	TANGENT
10'	20'

SPEED REDUCTION AHEAD SIGN SPACING = Z		
EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

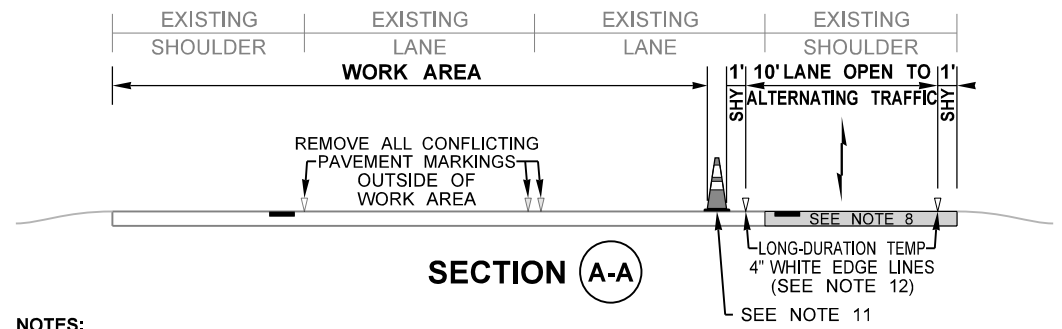
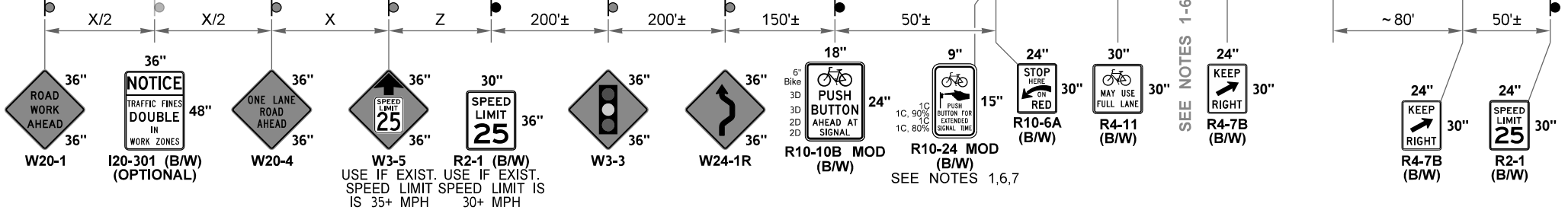
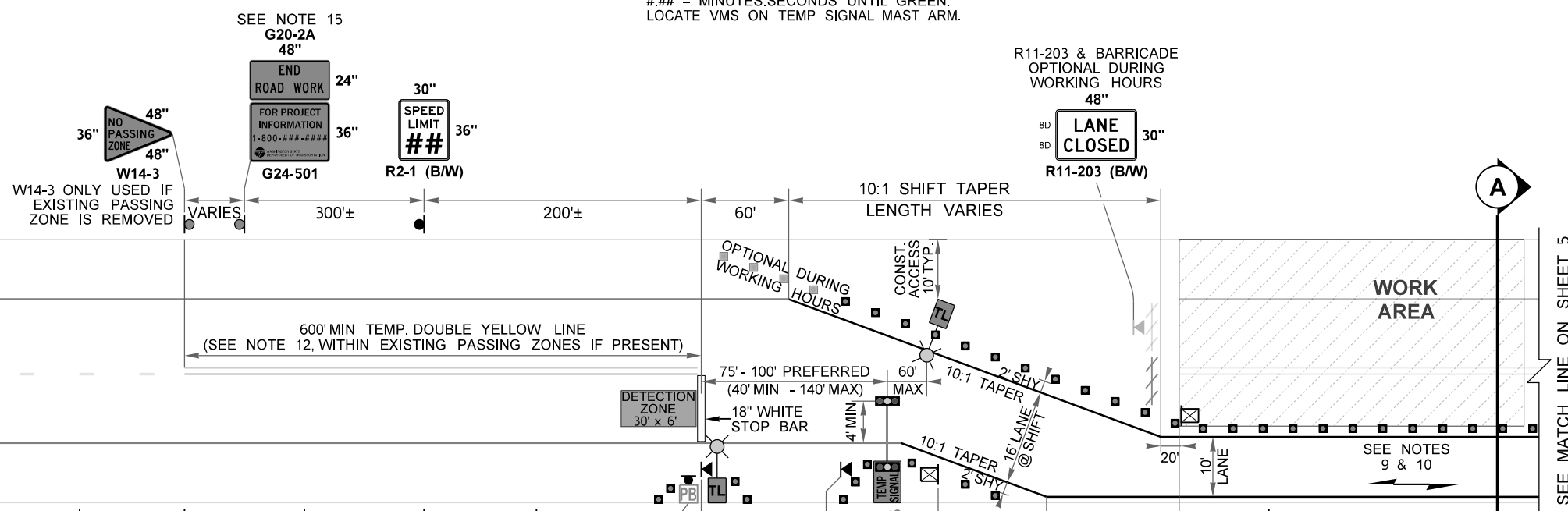
WAIT-TIME DISPLAY VMS		
GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:#

= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS SEE TC440, SHEET 6.

mPCMS	
1 TRAFFIC SIGNAL 1.5 MILES	2 ROADWAY NARROWS 12' WIDE 2.0 SEC

FIELD LOCATE 1/2± MILES PRIOR TO TEMP. SIGNAL PER STD. SPEC. 1-10.3(3)C.



- LEGEND:**
- CLASS A SIGN LOCATION (POST OR BARRIER-MOUNTED)
 - CLASS A TRIPOD-MOUNTED SIGN LOCATION (1' MIN HEIGHT)
 - CLASS A TRIPOD-MOUNTED SIGN LOCATION (5' MIN HEIGHT)
 - 28" TRAFFIC CONES (SEE NOTE 11)
 - TYPE 3 BARRICADE
 - PROTECTIVE VEHICLE
 - TEMPORARY TRAFFIC SIGNAL (SEE NOTES 1-6)
 - COMPACT TEMP. TRAFFIC SIGNAL (SEE NOTES 1-6)
 - TEMPORARY BICYCLE PUSH-BUTTON (SEE NOTES 1, 6, & 7)
 - TEMPORARY LIGHTING (SEE NOTE 6)
 - mini PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 16)

NOTES:

- ALL TEMPORARY TRAFFIC SIGNAL TIMING PLANS MUST BE APPROVED BY THE ENGINEER. TWO SEPARATE SIGNAL TIMING PLANS NEEDED: (1) DEFAULT TIMING PLAN DESIGNED ONLY FOR VEHICLES. (2) MODIFIED SIGNAL TIMING, ACTIVATED BY THE BICYCLE PUSH-BUTTON, THAT EXTENDS THE ALL-RED CLEARANCE INTERVAL ONCE TO ALLOW BICYCLES TO CLEAR THE LANE CLOSURE FROM THE STOP BAR AT THE END OF THE YELLOW PHASE. AFTERWARDS, DEFAULT SIGNAL TIMING RESUMES.
- TEMPORARY SIGNALS ARE FULLY ACTUATED CONTROLLED VIA VIDEO AND/OR RADAR DETECTION. WHEN NO VEHICLES DETECTED IN ANY DIRECTION, ALL TRAFFIC SIGNAL REST IN RED DISPLAY UNTIL THE NEXT VEHICLE IS DETECTED WHICH RECEIVES THE IMMEDIATE GREEN DISPLAY TO MINIMIZE DISPLAYS.

- TRAFFIC CONTROL MANAGER, TRAFFIC CONTROL SUPERVISOR (PRIMARY AND ALTERNATE), AND WSDOT ENGINEER SHALL BE NOTIFIED VIA EM, AIL, TEXT, AND/OR PAGE IF ANY TEMPORARY SIGNAL MALFUNCTIONS.
- AVOID PLACING TEMPORARY SIGNALS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE OR EXTENDING WORK AREA.
- TEMPORARY TRAFFIC SIGNALS LOCATED WITHIN 1/4 MILE OF A RAILROAD GRADE CROSSING SHALL BE EVALUATED FOR RAILROAD PREEMPTION. CONTACT REGION TRANSPORTATION OPERATIONS.
- WHEN PRACTICAL, PROVIDE AT LEAST 4 FEET OF LATERAL CLEARANCE FROM TRAVEL LANE TO TEMP SIGNAL, PUSH-BUTTON, AND TEMPORARY LIGHTING. ACCEPTABLE TO PLACE THESE DEVICES BEHIND EXISTING GUARDRAIL OR BARRIER, BUT VERIFY STRUCTURAL LOADING ON TEMP SIGNAL MAST ARM IS SUFFICIENT. IF A GRAVEL LEVELING PAD IS NEEDED, CONTACT ENGINEER PRIOR TO INSTALLING.
- BICYCLE PUSH BUTTON IS A MODIFIED PORTABLE PEDESTRIAN PUSH BUTTON THAT IS MOUNTED ON A PUSH-CART OR TRAILER BUT ALSO MAY BE MOUNTED ON A 4x4 WOODEN POST WHERE IT REMAINS ACCESSIBLE TO BICYCLES WITHOUT HAVING TO DISMOUNT.
- EXISTING SHOULDER PAVEMENT MAY NEED TO BE REBUILT TO FULL-DEPTH TO HANDLE TRAFFIC LONG TERM. AT A MINIMUM, REMOVE EXISTING RUMBLE STRIP VIA MILL & HMA FILL. VERIFY EXISTING ITS BOXES AND CATCH BASINS ARE TRAFFIC WORTHY PRIOR TO PLACING TRAFFIC ON SHOULDER LONG-TERM.

NOTES CONTINUED ON SHEET 5.

**ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)
NOT TO SCALE**

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSLShareLn.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	DATE	DATE	PLOT 4	PLAN REF NO TC440
TIME	1:18:24 PM										
DATE	7/31/2024				JOB NUMBER	CONTRACT NO.	LOCATION NO.	DATE	DATE	SHEET 4 OF 6 SHEETS	
PLOTTED BY	LintzF										
DESIGNED BY					P.E. STAMP BOX	P.E. STAMP BOX	DATE	DATE	DATE	TYPICAL TRAFFIC CONTROL PLANS	
ENTERED BY											
CHECKED BY					REVISION	DATE	BY	DATE	DATE	DATE	
PROJ. ENGR.											
REGIONAL ADM.					REVISION	DATE	BY	DATE	DATE	DATE	



FOR DRIVEWAY, BUSINESS ACCESS,
AND INTERSECTING ROADWAY DETAILS
SEE TC440, SHEET 6.

WAIT-TIME DISPLAY VMS

GREEN	YELLOW	RED
25 MPH ZONE	(Blank)	WAIT #:#

= MINUTES:SECONDS UNTIL GREEN.
LOCATE VMS ON TEMP SIGNAL MAST ARM.

**MAXIMUM CHANNELIZATION
DEVICE SPACING (feet)**

TAPER	TANGENT
10'	20'

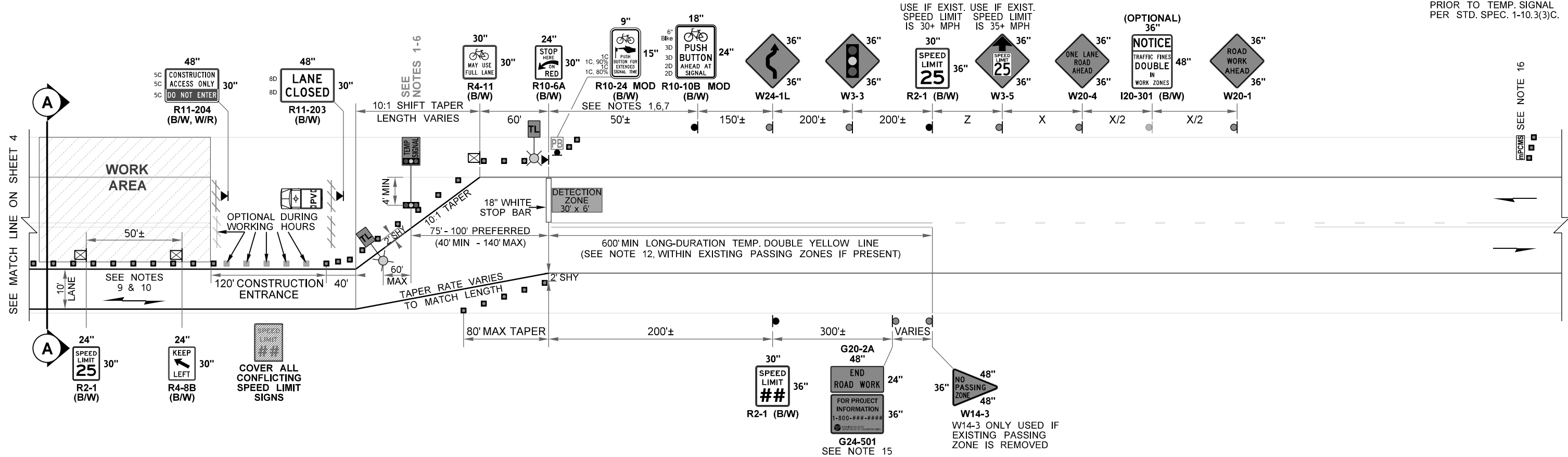
SPEED REDUCTION AHEAD SIGN SPACING = Z

EXISTING SPEED LIMIT (MPH)	35	40
SPACING (feet)	350	480

mPCMS

1	2
TRAFFIC SIGNAL 1.5 MILES	ROADWAY NARROWS 12' WIDE
2.0 SEC	2.0 SEC

FIELD LOCATE 1/2± MILES
PRIOR TO TEMP. SIGNAL
PER STD. SPEC. 1-10.3(3)C.



NOTES: CONTINUED FROM SHEET 4.

9. BICYCLISTS ARE COMBINED WITH VEHICULAR TRAFFIC THROUGH THE LANE CLOSURE.

10. ACCOMMODATE PEDESTRIANS VIA SHUTTLE THROUGH LANE CLOSURE OR ANOTHER METHOD THE ENGINEER ACCEPTS.

11. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.

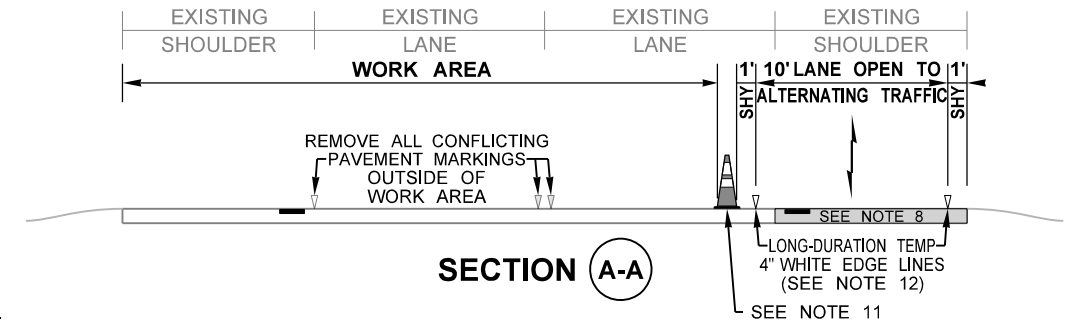
12. EXISTING CENTERLINE PAVEMENT MARKINGS MAY VARY. IF PASSING ZONE PRESENT WITHIN 600' OF TEMPORARY STOP BAR, REMOVE EXISTING CENTERLINE MARKING, OR COVER WITH BLACK TEMP. TAPE, AND INSTALL LONG-DURATION TEMP. DOUBLE YELLOW LINE (MAY BE SUPPLEMENTED WITH SURFACE-MOUNTED TYPE 2YY RPMs @ 40' SPACING). ALL OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED OR COVERED WITH BLACK TEMP. TAPE (THOSE WITHIN THE WORK AREA MAY REMAIN AS SHOWN).

13. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:

- 1-10.3(3)K PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL
- 6-10.3(5) TEMPORARY BARRIER
- 8-23.3(4)B TEMPORARY PAVEMENT MARKINGS - LONG DURATION
- 9-35.14 PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

14. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.

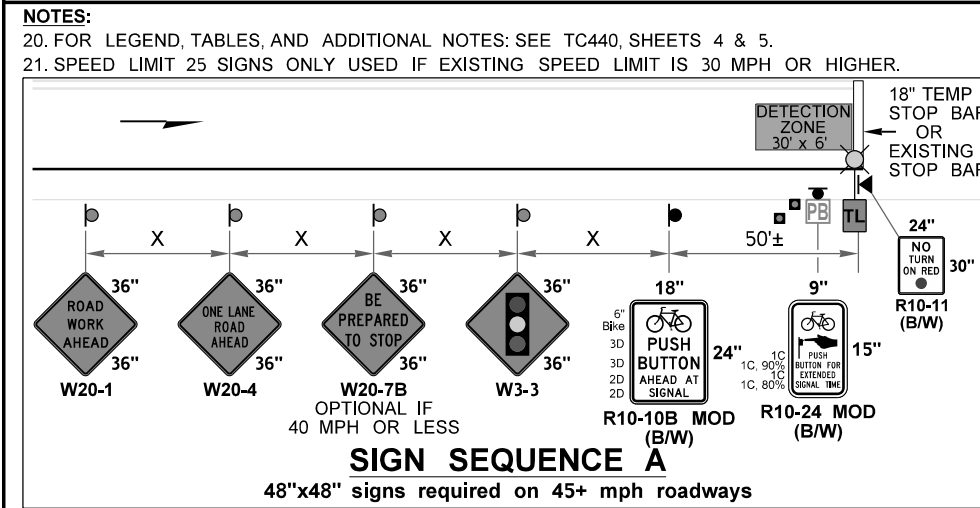
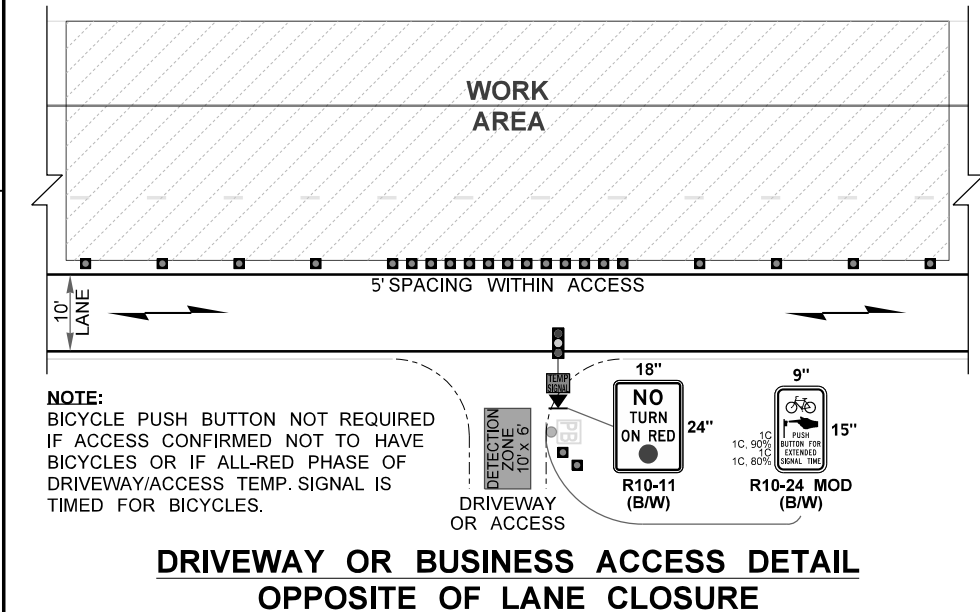
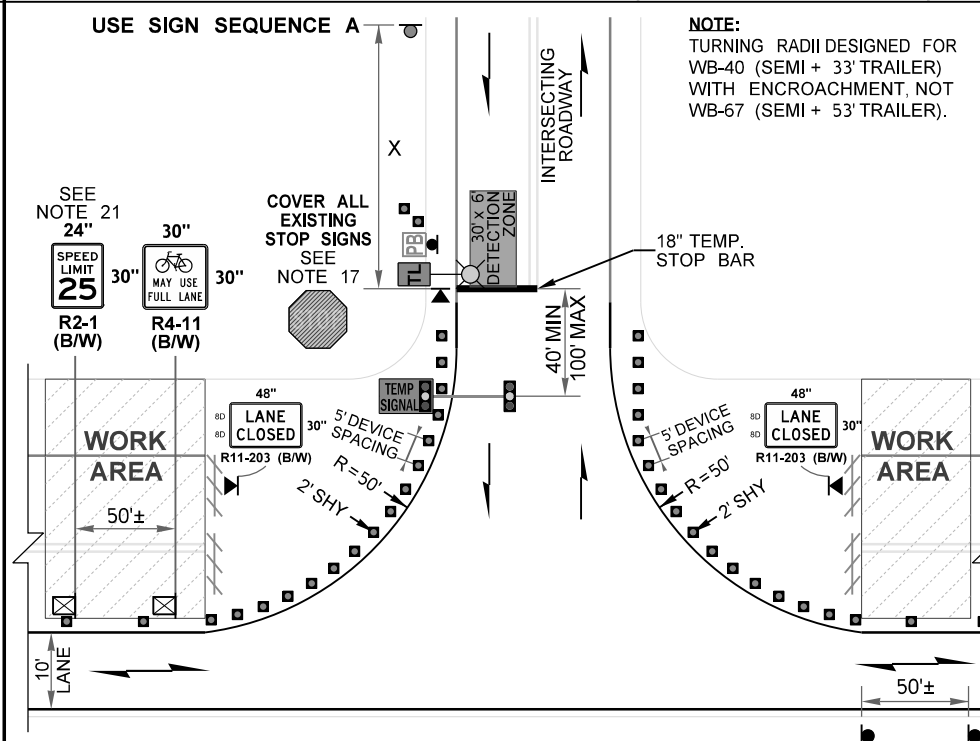
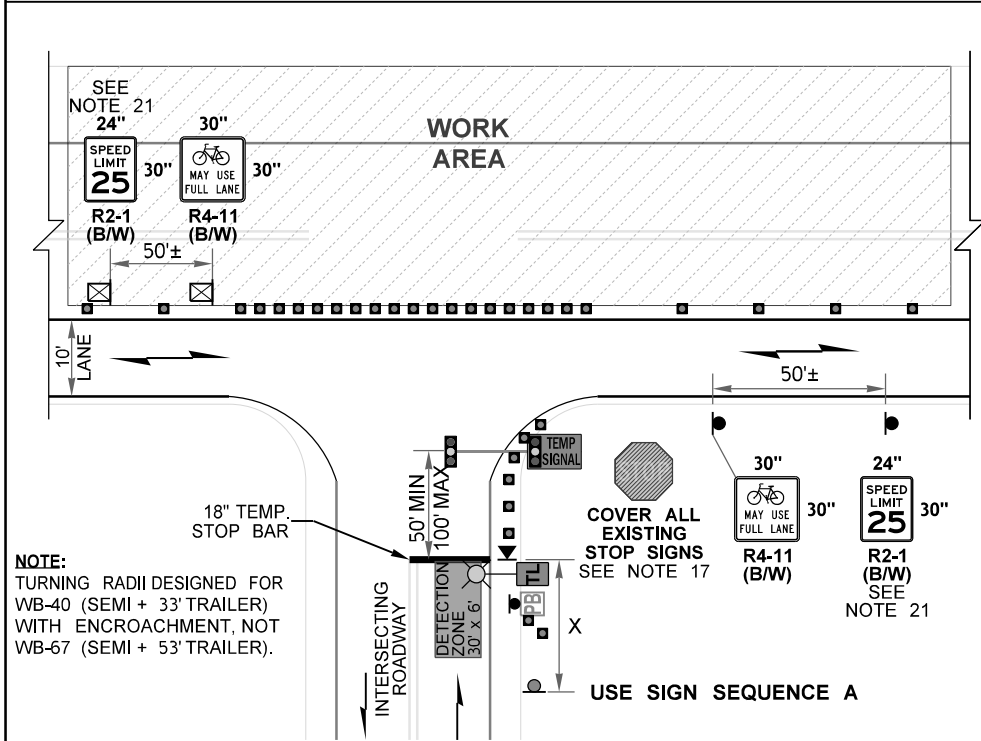
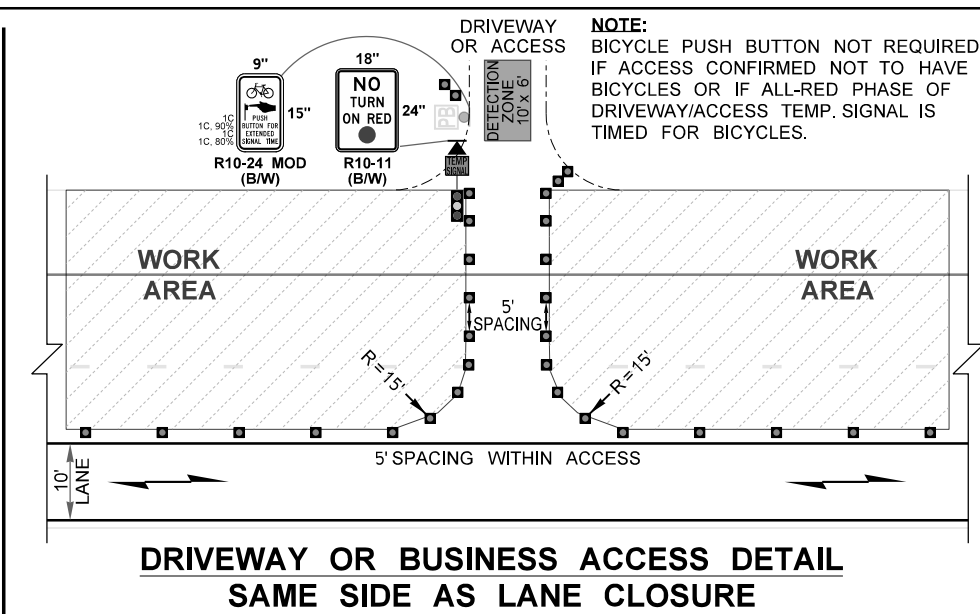
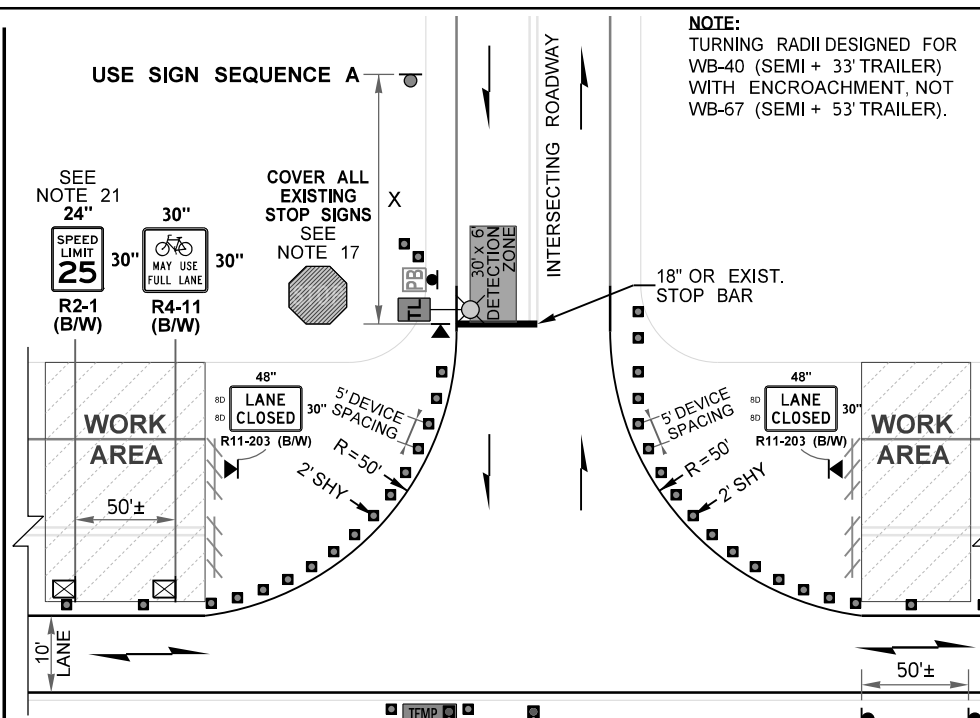
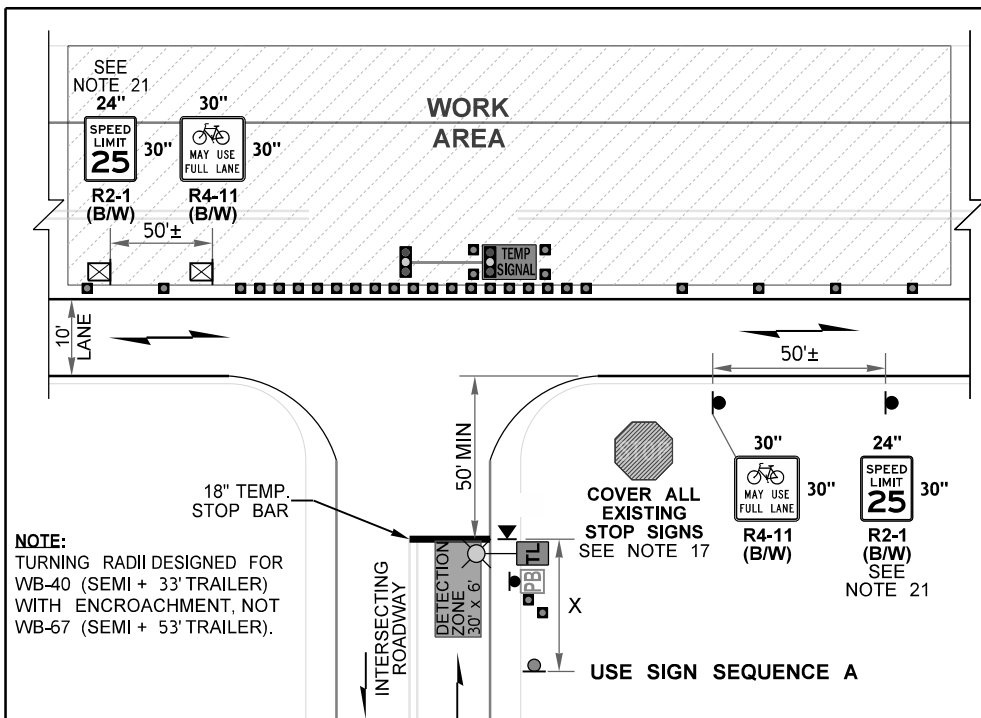
- 15. WSDOT PROJECT ENGINEERING OFFICE WILL PROVIDE PHONE NUMBER.
- 16. FULL-SIZE PCMS MAY BE USED IN LIEU OF mPCMS WHERE SPACE ALLOWS.
- 17. REMOVE OR COVER ALL CONFLICTING SIGNAGE PER STD. SPEC. 1-10.3(3)A.
- 18. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
- 19. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS. 30 DAY NOTICE REQUIRED ON MAJOR FREIGHT CORRIDORS.



**ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)**

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSLShareLn.dgn				Plot 5
TIME	1:18:24 PM				PLAN REF NO
DATE	7/31/2024				TC440
PLOTTED BY	LintzF				SHEET 5 OF 6 SHEETS
DESIGNED BY					
ENTERED BY					TYPICAL TRAFFIC CONTROL PLANS
CHECKED BY					
PROJ. ENGR.					
REGIONAL ADM.	REVISION	DATE	BY	LOCATION NO.	



**ADVANCED TEMPORARY SIGNAL-CONTROLLED ALTERNATING 1-LANE, 2-WAY TRAFFIC
25 WZSL + CHANNELIZING DEVICES (HIGHWAYS 40 MPH OR LESS, 8+ DAYS)
NOT TO SCALE**

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\440Hwy40-AltTrafficAdvTempSignal25WZSL\SharedLn.dgn		
TIME	1:18:25 PM		
DATE	7/31/2024		
PLOTTED BY	LintzF		
DESIGNED BY			
ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.			
REVISION	DATE	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	
	DATE	DATE
	P.E. STAMP BOX	P.E. STAMP BOX



Plot 6
PLAN REF NO TC440
SHEET 6 OF 6 SHEETS
TYPICAL TRAFFIC CONTROL PLANS

