ADDENDUM 2

Project: Valley Rd to Bourgault (S25 to S77) Project

Date: 7/25/2025

To: Prospective Bidders

From: Jeremiah Waugh, PE, Engineering Manager, Project Manager for PUD1

Cc: Kristin Masteller, PUD1

ADDENDUM

Bidder shall sign and attach a copy of this Addendum with Bid Proposal.

Changes and clarifications to the Bid Documents and Plan-Set for the above-referenced project are as follows:

1. Work hours are typical daylight hours. Except for overnight outages per Addendum 1. PUD1 crew works 4 10-hour days M-Th. Contractor will be provided with access to PUD1 laydown yard if access is needed outside of normal crew hours.
2. Traffic Control Plans (TCPs) will be shoulder and 1-lane closure only. See attached.
    a. No TERO (tribal flagging) required
3. Lane Closure Times:

☑ 33. Work within state-owned highway right of way shall be restricted to the days of the week and hours shown below unless otherwise approved or directed by the department representative. No Work shall be allowed on Saturday, Sunday, or Holidays. Nothing in this section shall limit the authority of the Department to further restrict work within state-owned highway right of way at the Department's discretion. The hours of closure are subject to change if unanticipated circumstances occur.

☑ Lane Closures							
Monday – Wednesday	Northbound	Anytime	to Anytime		Southbound	Anytime	to Anytime
Thursday	Northbound	Anytime	to Anytime		Southbound	Anytime	to Anytime
Friday	Northbound	Anytime	to Anytime		Southbound	Anytime	to Anytime
☑ Shoulder Closures							
Monday – Wednesday	Northbound	8:00 AM	to 4:30 PM		Southbound	8:00 AM	to 4:30 PM
Thursday	Northbound	8:00 AM	to 4:30 PM		Southbound	8:00 AM	to 4:30 PM
Friday	Northbound	8:00 AM	to 4:30 PM		Southbound	8:00 AM	to 4:30 PM
☐ Other							

4. Clarification - PUD1 will provide: 500MCM cable, 500MCM 4-pt junctions (for vaults), 500MCM deadbreak elbows, #2 cable, #2 loadbreak elbows, dust caps, 1-phase cabinets w/ 4ways, 3-phase cabinets w/ 4-ways, padmount transformer, OH transformers, bypass switch & Group operated switches (GOSs) *to be removed and replaced by contractor*.
5. Contractor will not be responsible for comm attachments, but will coordinate with comm companies during the construction

Acknowledgement of receipt of Addendum: _____

SIGNATURE OF BIDDER

RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800'±
RURAL ROADS	45-55 MPH	500'±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

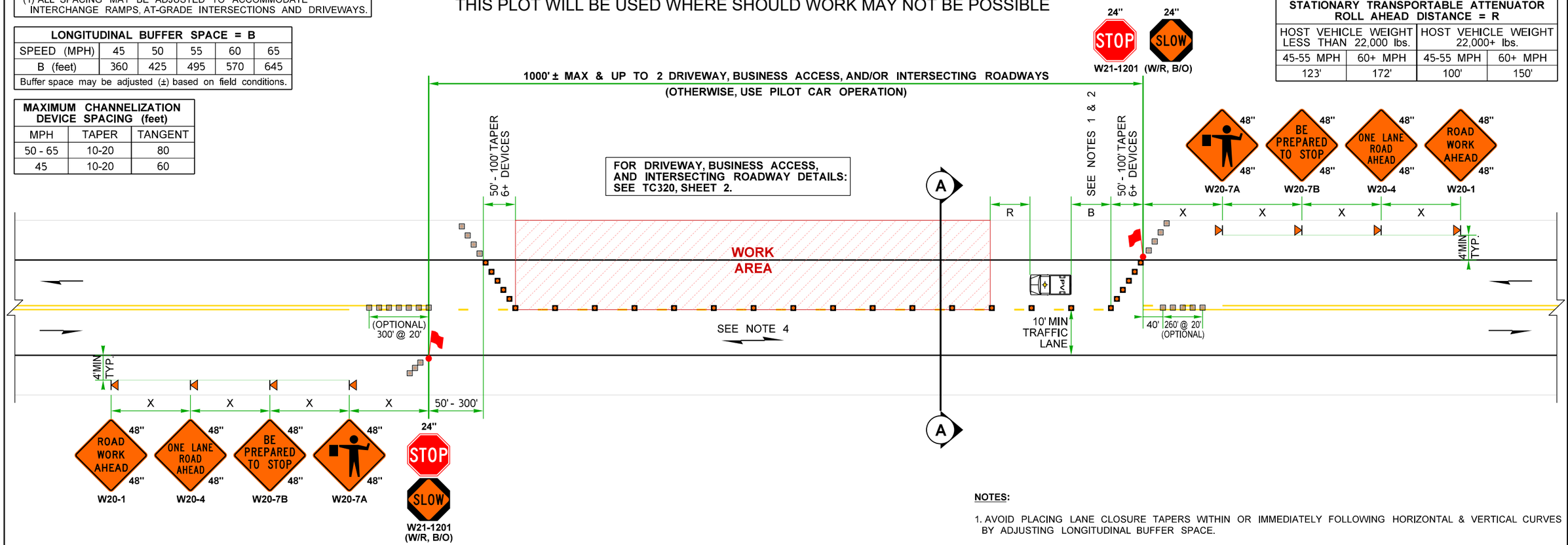
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (±) based on field conditions.					

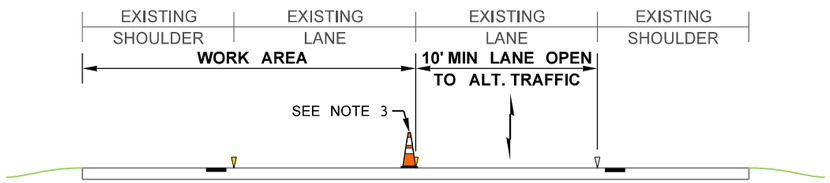
MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50 - 65	10-20	80
45	10-20	60

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW. 40' - 80' RECOMMENDED.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R			
HOST VEHICLE WEIGHT LESS THAN 22,000 lbs.		HOST VEHICLE WEIGHT 22,000+ lbs.	
45-55 MPH	60+ MPH	45-55 MPH	60+ MPH
123'	172'	100'	150'

THE WORK IS PRIMARILY SHOULDER WORK.
THIS PLOT WILL BE USED WHERE SHOULD WORK MAY NOT BE POSSIBLE





SECTION A-A

LEGEND:

- TEMPORARY SIGN LOCATION
- 28" REFLECTIVE TRAFFIC CONE (SEE NOTE 3)
- OPTIONAL CHANNELIZATION DEVICE
- PROTECTIVE VEHICLE (SEE NOTE 2)
- FLAGGER

NOTES:

1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
2. **IF LONGITUDINAL BUFFER SPACE REDUCED** FROM DISTANCES LISTED IN TABLE, UPGRADE PROTECTIVE VEHICLE (PV) TO A TRANSPORTABLE ATTENUATOR (TA). ADDITIONAL PV/TAs MAY BE ADDED AT SEPARATE WORK CREWS.
3. MAY SHIFT LATERALLY. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
4. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
   (B) COMBINE BIKES & VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO RELEASING ONCOMING TRAFFIC
   (C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
   1-07.8(1) HIGH-VISIBILITY APPAREL
   1-10.3(1)A FLAGGERS AND NIGHTTIME ILLUMINATION
   1-10.3(2)A TRAFFIC CONTROL PROCEDURES
   9-35.1 24-INCH STOP/SLOW PADDLE SIZE
6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. EXISTING PAVEMENT MARKINGS MAY VARY.

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

NOT TO SCALE

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TIME	1:53:11 PM						
DATE	4/2/2024						
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
P.E. STAMP BOX

DATE
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Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

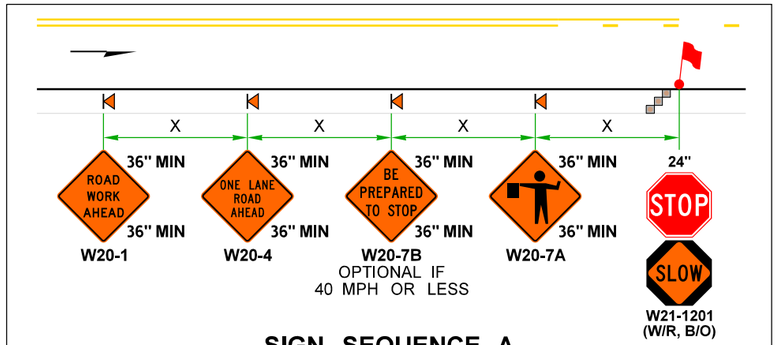
Plot 1
PLAN REF NO TC320
SHEET 1 OF 4 SHEETS

NOTES:

9. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC320, SHEET 1.

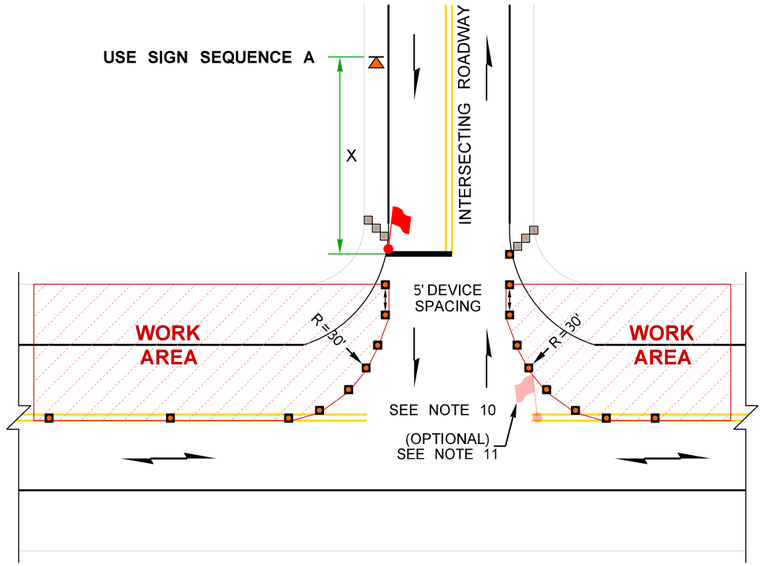
10. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING ROADWAY APPROACHES, BUSINESS ACCESSES, OR DRIVEWAYS. **MAY HOLD APPROACH OR ACCESS TRAFFIC FOR 5 MINUTES OR LESS** (ENGINEER MAY ACCEPT HOLDS UP TO 10 MINUTES) WHILE RESTRICTING TURNS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.

11. SINGLE FLAGGER (WITH RED FLAG/ RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.

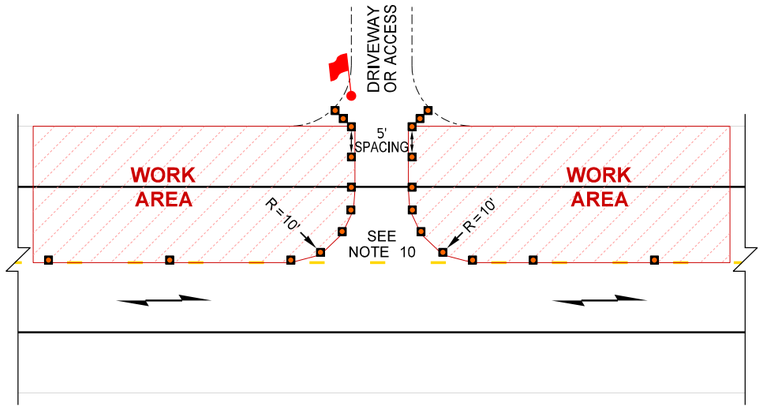


SIGN SEQUENCE A

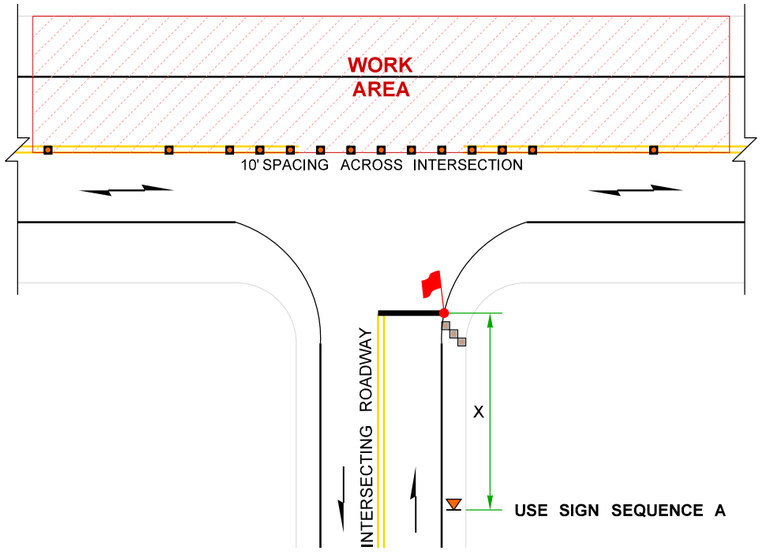
48"x48" signs required on 45+ mph roadways



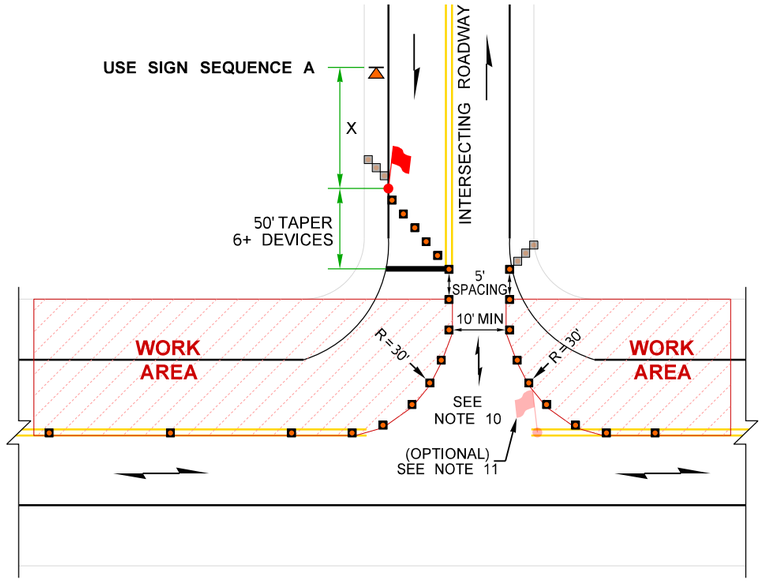
UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (TWO OPEN LANES)



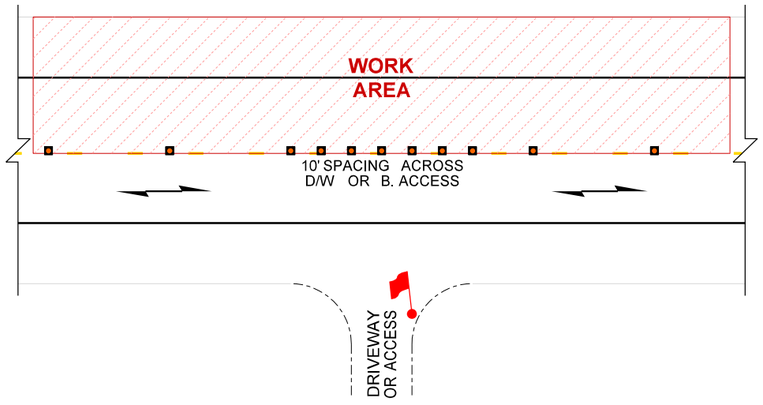
DRIVEWAY OR BUSINESS ACCESS DETAIL
SAME SIDE AS LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SINGLE OPEN LANE)



DRIVEWAY OR BUSINESS ACCESS DETAIL
OPPOSITE OF LANE CLOSURE

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

NOT TO SCALE

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DATE	4/2/2024						
PLOTTED BY	LintzF				JOB NUMBER		
DESIGNED BY							
ENTERED BY					CONTRACT NO.	LOCATION NO.	
CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.		REVISION	DATE	BY			

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

Plot 2

PLAN REF NO TC320

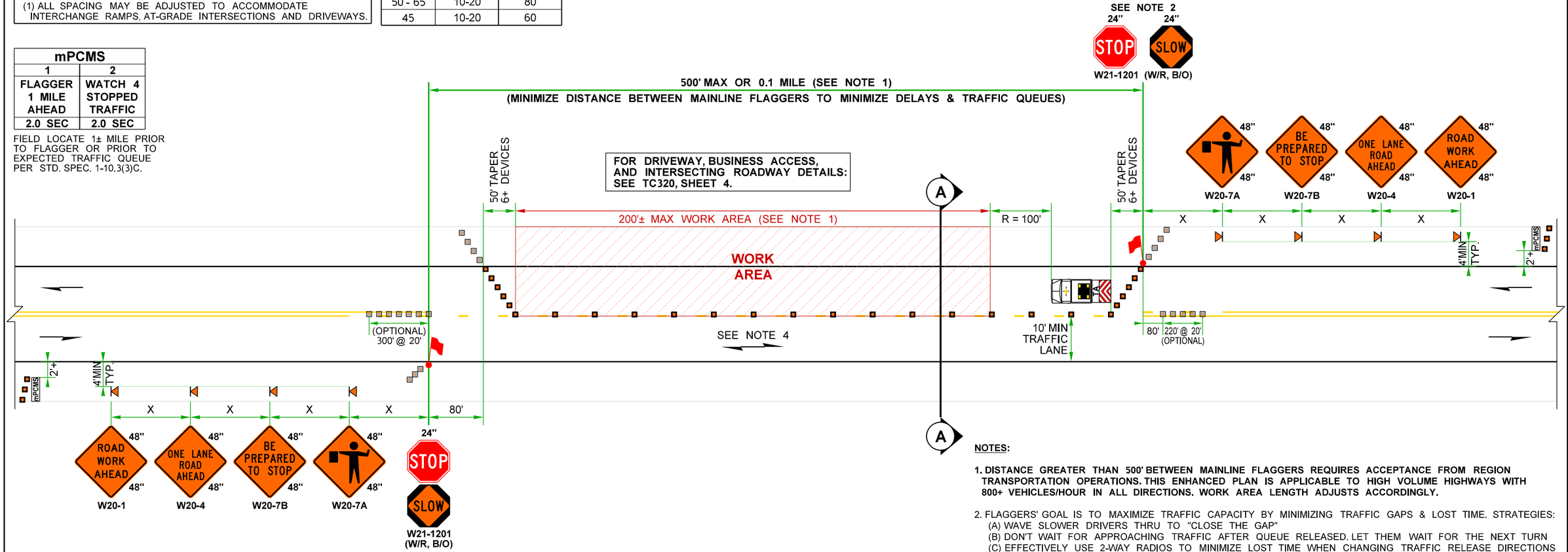
SHEET 2 OF 4 SHEETS

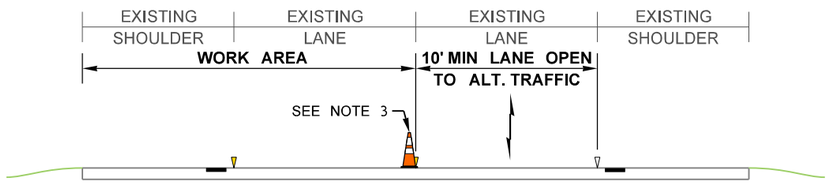
RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800'±
RURAL ROADS	45-55 MPH	500'±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50 - 65	10-20	80
45	10-20	60

mPCMS	
1	2
FLAGGER 1 MILE AHEAD	WATCH 4 STOPPED TRAFFIC
2.0 SEC	2.0 SEC

FIELD LOCATE 1± MILE PRIOR TO FLAGGER OR PRIOR TO EXPECTED TRAFFIC QUEUE PER STD. SPEC. 1-10.3(3)C.





SECTION A-A

LEGEND:

- TEMPORARY SIGN LOCATION
- 28" REFLECTIVE TRAFFIC CONE (SEE NOTE 3)
- OPTIONAL CHANNELIZATION DEVICE
- TRANSPORTABLE ATTENUATOR (TL-3)
- FLAGGER
- mPCMS mini PORTABLE CHANGEABLE MESSAGE SIGN (PCMS OK, SEE NOTE 8)

NOTES:

1. **DISTANCE GREATER THAN 500' BETWEEN MAINLINE FLAGGERS REQUIRES ACCEPTANCE FROM REGION TRANSPORTATION OPERATIONS. THIS ENHANCED PLAN IS APPLICABLE TO HIGH VOLUME HIGHWAYS WITH 800+ VEHICLES/HOUR IN ALL DIRECTIONS. WORK AREA LENGTH ADJUSTS ACCORDINGLY.**
2. FLAGGERS' GOAL IS TO MAXIMIZE TRAFFIC CAPACITY BY MINIMIZING TRAFFIC GAPS & LOST TIME. STRATEGIES:
   (A) WAVE SLOWER DRIVERS THRU TO "CLOSE THE GAP"
   (B) DON'T WAIT FOR APPROACHING TRAFFIC AFTER QUEUE RELEASED. LET THEM WAIT FOR THE NEXT TURN
   (C) EFFECTIVELY USE 2-WAY RADIOS TO MINIMIZE LOST TIME WHEN CHANGING TRAFFIC RELEASE DIRECTIONS
3. MAY SHIFT LATERALLY. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
4. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
   (B) COMBINE BIKES & VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO RELEASING ONCOMING TRAFFIC
   (C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
   1-07.8(1) HIGH-VISIBILITY APPAREL
   1-10.3(1)A FLAGGERS AND NIGHTTIME ILLUMINATION
   1-10.3(2)A TRAFFIC CONTROL PROCEDURES
   9-35.1 24-INCH STOP/SLOW PADDLE SIZE
6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. FULL-SIZE PCMS (11' x 6' DISPLAY) MAY BE USED IN LIEU OF mPCMSs. PCMS MESSAGES MAY BE MODIFIED.
9. EXISTING PAVEMENT MARKINGS MAY VARY.

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGH VOLUME 45+ MPH HIGHWAYS)

NOT TO SCALE

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REGIONAL ADM.		REVISION	DATE	BY			

REGION NO.	STATE	FED.AID PROJ.NO.
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JOB NUMBER		
CONTRACT NO.		LOCATION NO.

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Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

Plot 3

PLAN REF NO
TC320

SHEET 3 OF 4 SHEETS

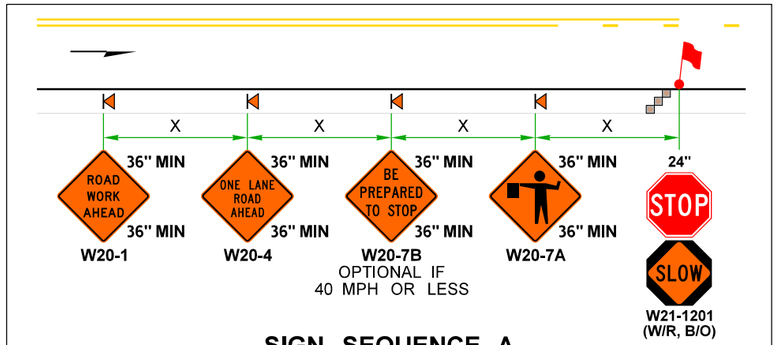
NOTES:

10. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC320, SHEET 3.

11. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING BUSINESS ACCESSES AND DRIVEWAYS ONLY. **MAY HOLD ACCESS TRAFFIC FOR LESS THAN 1 MINUTE** WHILE RESTRICTING TURNS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.

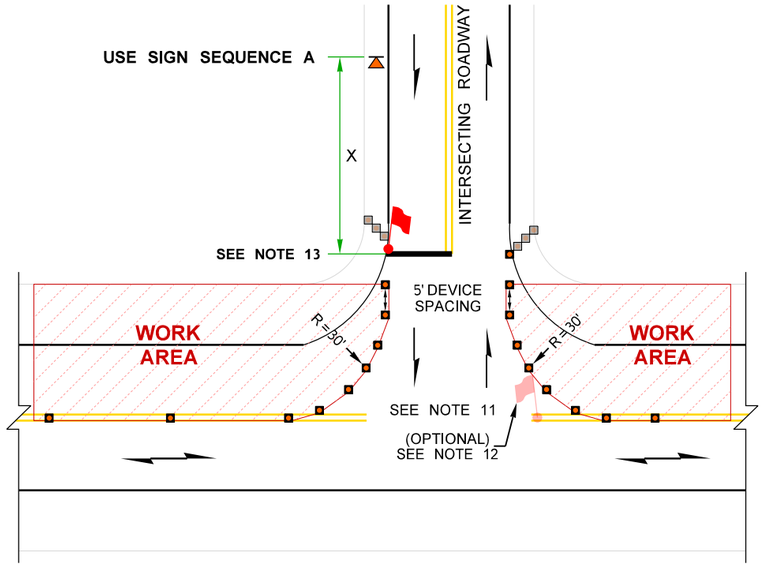
12. SINGLE FLAGGER (WITH RED FLAG/ RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.

13. FLAGGERS MAY COLLABORATE TO RELEASE APPROACH/ACCESS AND MAINLINE TRAFFIC TRAVELING IN THE SAME DIRECTION CONCURRENTLY.

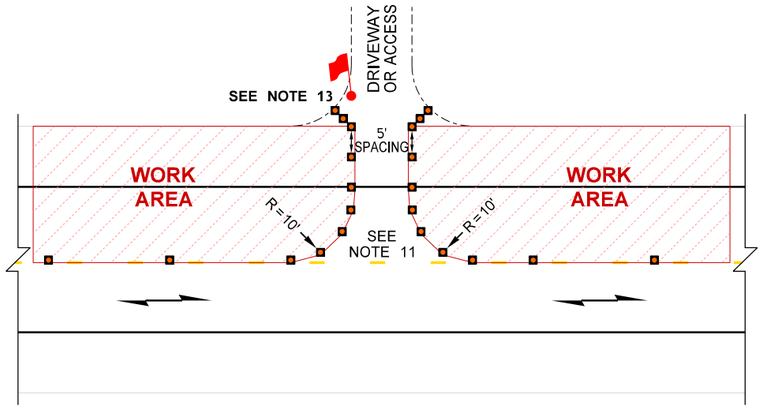


SIGN SEQUENCE A

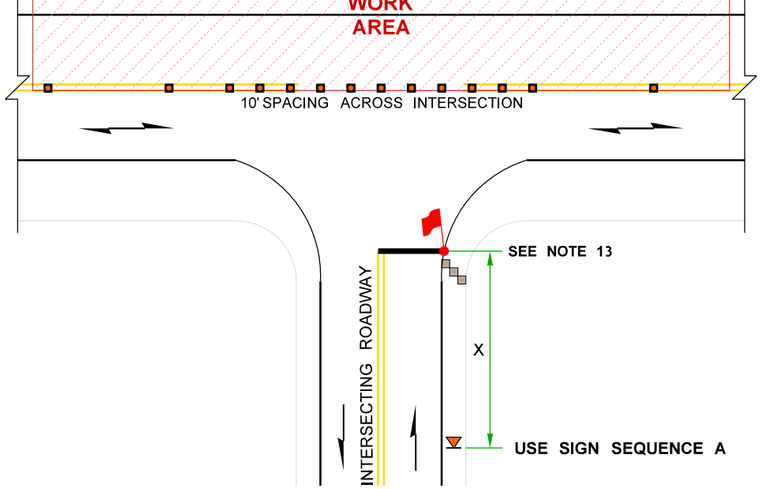
48"x48" signs required on 45+ mph roadways



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (TWO OPEN LANES)



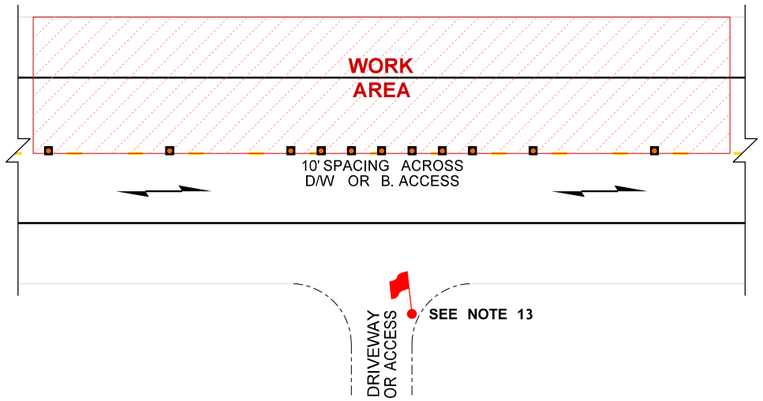
DRIVEWAY OR BUSINESS ACCESS DETAIL
SAME SIDE AS LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE

DETAIL NOT USED
FOR HIGH VOLUME CONFIGURATIONS

UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SINGLE OPEN LANE)



DRIVEWAY OR BUSINESS ACCESS DETAIL
OPPOSITE OF LANE CLOSURE

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGH VOLUME 45+ MPH HIGHWAYS)

NOT TO SCALE

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PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY					

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Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

Plot 4

PLAN REF NO TC320

SHEET 4 OF 4 SHEETS

WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (April 2024).

WSDOT CAE automatically updates cell libraries on WSDOT and on-site consultant staff computers (no action needed); however, external users or off-site consultants must manually install them. For additional information e-mail HQCAEHelpDesk@wsdot.wa.gov.

Division 4 in WSDOT Plans Preparation Manual, Section 400.06(29), provides updated work zone cell library policy and information for PS&Es. See https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/plans-preparation-manual

TYPICAL TCP USAGE EXPLANATION:

Plot 1: Flagger-controlled 1-lane, 2-way alternating traffic on the mainline for 45+ mph 2-lane highways with a shared bicycle-vehicle lane.

Plot 2: Details for intersecting roadways and driveway/business access for Plot 1.

Plot 3: Flagger-controlled 1-lane, 2-way alternating traffic on the mainline for 45+ mph 2-lane highways with a shared bicycle-vehicle lane for high traffic volumes (800+ vehicles/hour in all directions) by minimizing the distance between mainline flaggers.

Plot 4: Details for intersecting roadways and driveway/business access for Plot 3.

Other Alternating Traffic TCPs (45+ mph): See Typical Traffic Control Plan Library (https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/plan-sheet-library/work-zone-typical-traffic-control-plans-tcp)
* TC320s for other variations of flagger-controlled alternating traffic plans
* TC330s for AFAD-controlled alternating traffic plans
* TC340s for temporary signal-controlled alternating traffic plans
* TC350s for traffic holds

If not published yet, they will be added in the future.

Other Alternating Traffic TCPs (40 mph or less): See Typical Traffic Control Plan Library (https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/plan-sheet-library/work-zone-typical-traffic-control-plans-tcp)
* TC420s for flagger-controlled alternating traffic
* TC430s for AFAD-controlled alternating traffic
* TC440s for temporary signal-controlled alternating traffic plans
* TC450s for traffic holds

If not published yet, they will be added in the future.

DESIGNER NOTES:

A. Contact Region Transportation Operations to determine which Typical TCP(s) to utilize, as their are several variations available (or soon will be).

B. These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Transportation Operations standard practices. **Typical TCPs are not "Standard Plans".**

C. **Do not use intermittent (old: "variable") regulatory work zone speed limit reductions for flagging or AFAD operations.** Instead, maintain the existing speed limit (or continuous regulatory work zone speed limit reduction, if applicable). See WSDOT Traffic Manual Section 5-18 and Executive Order E1060 regulatory speed limit reductions & advisory speed approval policy for work zones thru Region Transportation Operations.

D. See MUTCD Table 6F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

E. WAC 468-95-300 modifies MUTCD Table 6-1 "Recommended Advance Warning Sign Minimum Spacing". Sign spacing may be adjusted for field conditions based on engineering judgement. The Sign Spacing table is acceptable to use in Typical TCPs; however, site-specific traffic control plans should include actual sign spacing values (with À) that have been verified in the field, on SR view, or via Google Maps.

F. When positioned behind channelizing devices, temporary signs should be mounted at 5' minimum.

G. The work zone design speed is typically the posted speed limit (or the work zone speed limit when in effect). For split speed limits (SPEED LIMIT 65 TRUCKS 60), use the higher 65 mph for work zone design. For this Typical TCP, the work zone design speed is based on the existing posted speed limit for sign spacing, channelizing device spacing, buffer, and roll ahead distances.

H. "Flagger tapers" are always 50'-100' per closed lane with 6 devices minimum (10'-20' spacing on the taper), regardless of the posted speed limit or lane width per MUTCD 6C.08, Paragraph 15. Never use "L" for these tapers.

I. Channelization devices types may be modified (vertical panel channelizing devices prohibited). 28" reflective traffic cones are recommended on flagger-controlled alternating traffic (especially for access delineation to maintain visibility for turning motorists). 36" reflective traffic cones, 42" tall channelizing devices, or traffic safety drums may be used. Warning lights on channelizing devices is being phased out in Washington. Contact Region Transportation Operations for information regarding their standard practices.

J. Maximum channelizing device spacing table for tangents is based on WAC 468-95-301 and may ALWAYS be reduced.

K. Sequential arrow boards are prohibited at flagger tapers per WSDOT standard practice and per MUTCD Guidance TA-10.

L. Per MUTCD Section 6C.06, longitudinal buffer spaces are optional. Using longitudinal buffer spaces listed in MUTCD Table 6C-2 is recommended as best practice when feasible, but may be adjusted based on engineering judgement. The Longitudinal Buffer Space table is acceptable in Typical TCPs; however, site-specific traffic control plans should include actual buffer distances that have been verified in the field, on SR view, or via Google Maps.

M. The lateral buffer (transverse distance between open travel lanes and work area) is optional. No lateral buffer has been provided in these Typical TCPs due to the low speeds of alternating traffic. Actual work area limits may be modified.

N. WSDOT best practice is to place a protective vehicle (PV) in the closed lane in advance of the work area for flagger-controlled alternating traffic, but provide a full longitudinal buffer space to provide errant vehicles an opportunity to stop at the posted speed limit on 45+ mph roadways before impacting the PV. If the longitudinal buffer distance must be reduced or eliminated on 45+ mph roadways with flagger-controlled alternating traffic, then upgrade the PV to a transportable attenuator (TA). Additional PVs (or TAs) may be added prior to multiple work crews within a work area. Contact Region Transportation Operations for their standard practice.

O. Placing channelizing devices transversely (at 45° and 5-foot spacing) is an optional strategy to stop move errant drivers traveling within the closed lane(s) but is not shown in the Typical TCP.

P. The downstream taper of 50'-100' is required on 1-lane, 2-way traffic configurations.

Q. Duration of traffic holds for driveways, business accesses, and/or roadway approaches is listed as 5 minutes (1 minute on high volume highways) in this Typical Traffic Control Plan, but may be adjusted. Contact Region Transportation Operations for additional guidance.

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

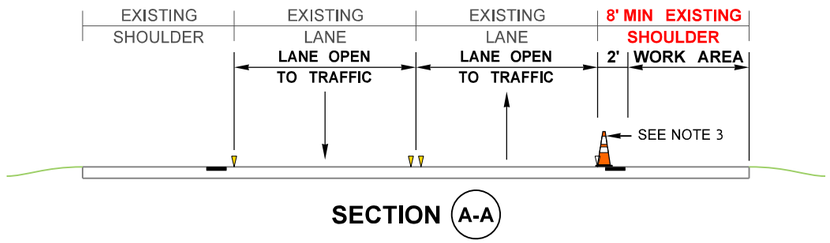
INFORMATIONAL USE ONLY

DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALs.

DESIGNER GUIDANCE

Plot 5

TC320



SECTION A-A

RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800'±
RURAL ROADS	45-55 MPH	500'±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

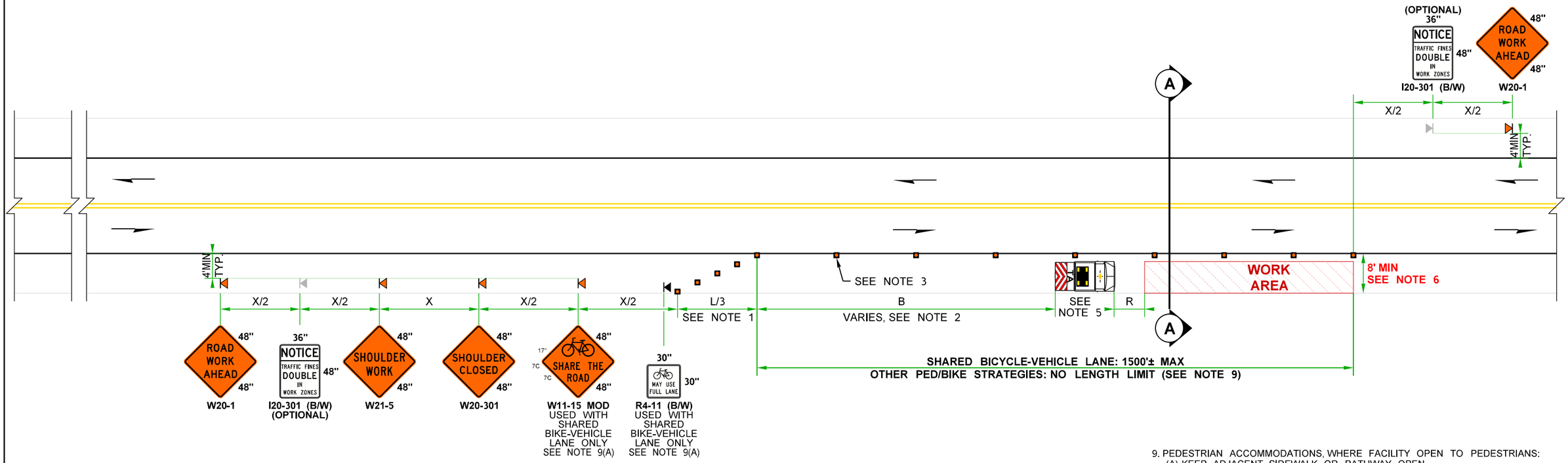
SHOULDER CLOSURE TAPER LENGTH = L/3						
SHOULDER WIDTH	SPEED (MPH)	45	50	55	60	65
< 8'	L/3 (feet)	USE LANE CLOSURE INSTEAD				
8'		120	160	160	160	200
10'		150	200	200	200	240

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (±) based on field conditions.					

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50 - 65	40	80
45	30	60

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R			
HOST VEHICLE WEIGHT LESS THAN 22,000 lbs.		HOST VEHICLE WEIGHT 22,000+ lbs.	
45-55 MPH	60+ MPH	45-55 MPH	60+ MPH
123'	172'	100'	150'

THE MAJORITY OF THE WORK WILL BE ABLE TO BE DONE ON THE SHOULDER.

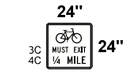


LEGEND:

- TEMPORARY SIGN LOCATION (1'MIN HEIGHT)
- CHANNELIZING DEVICE (SEE NOTE 3)
- TRANSPORTABLE ATTENUATOR (TL-3)

NOTES:

1. IF FEASIBLE, AVOID PLACING SHOULDER CLOSURE TAPER WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL AND VERTICAL CREST CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. 28" TRAFFIC CONE, 36" TRAFFIC CONES, 42" TALL CHANNELIZING DEVICES, OR TRAFFIC SAFETY DRUMS ALLOWED ON TAPERS AND TANGENTS. ENCROACHMENT INTO ADJACENT OPEN LANE PROHIBITED (BASE WEIGHT MAY ENCROACH). USE 5'MIN MOUNTING HEIGHT ON TEMPORARY SIGNS PLACED BEHIND TRAFFIC SAFETY DRUMS.
4. FOR SIGNS PLACED BEHIND TRAFFIC SAFETY DRUMS, USE 5-FOOT MOUNTING HEIGHT.
5. RED/WHITE OR BLACK/YELLOW CHEVRON PATTERN OK. ADDITIONAL TRANSPORTABLE ATTENUATORS MAY BE ADDED BEHIND EACH WORK CREW.
6. **IF PAVED SHOULDER IS LESS THAN 8 FEET WIDE AT TRANSPORTABLE ATTENUATORS AND WORK AREA, THEN A LANE CLOSURE SHALL BE IMPLEMENTED.**
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. PLAN IS APPLICABLE TO SHOULDER CLOSURES OF 7 DAYS OR LESS.
9. PEDESTRIAN ACCOMMODATIONS, WHERE FACILITY OPEN TO PEDESTRIANS:
   (A) KEEP ADJACENT SIDEWALK OR PATHWAY OPEN.
   (B) CLOSE ADJACENT SIDEWALK OR PATHWAY. PROVIDE PEDESTRIAN DETOUR, ALTERNATE ROUTE, OR FREE SHUTTLE (WORK TRUCK, VAN, OR BUS OK).
   (C) STOP WORK OPS. & ESCORT PEDESTRIANS THROUGH WORK AREA.
   (D) ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES.
10. BICYCLIST ACCOMMODATIONS, WHERE FACILITY OPEN TO BICYCLES:
    (A) SHARED BICYCLE-VEHICLE LANE. ADD W11-15 MOD & R4-11 SIGNS.
    (B) BICYCLES PROHIBITED VIA R5-601 (IF EXIT-RAMP PRESENT) & R5-6 SIGNS. PROVIDE SIGNED DETOUR OR ALTERNATIVE ROUTE.
    (C) BICYCLES PROHIBITED VIA R5-6 SIGN(S). PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS OK) + CONTACT INFORMATION/PHONE BOX/LABORER.
    (D) STOP WORK OPS. & ESCORT BICYCLISTS THROUGH SHOULDER CLOSURE.
    (E) ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES.



R5-601 (B/W) AT EXIT-RAMP PRIOR TO SHLDR CLOSURE

R5-6 (R/B/W) PRIOR TO AND WITHIN SHLDR CLOSURE

SHOULDER CLOSURE (45+ MPH HIGHWAYS)

NOT TO SCALE

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DATE	3/29/2024						
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.

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

Plot 1

PLAN REF NO TC303

SHEET 1 OF 2 SHEETS

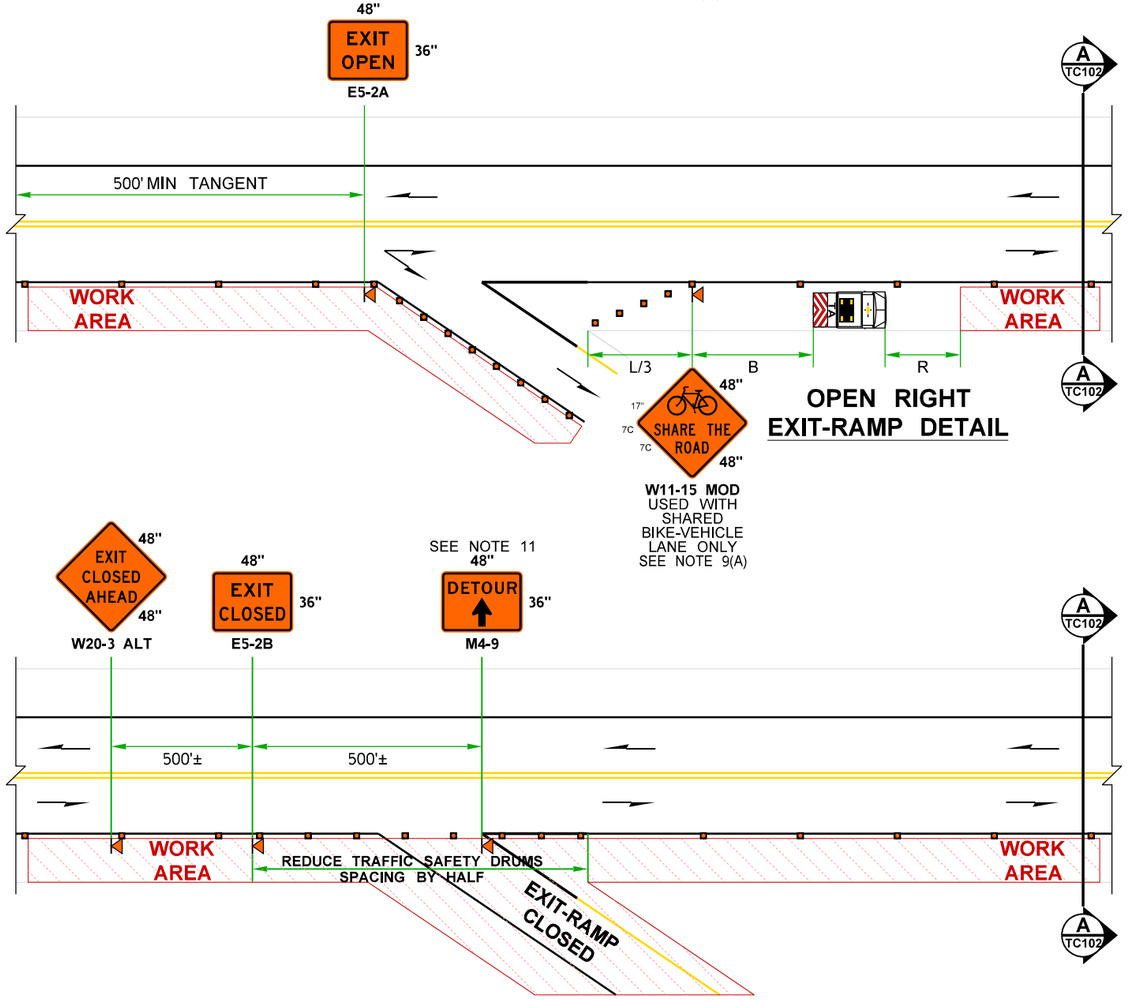
NOTES:

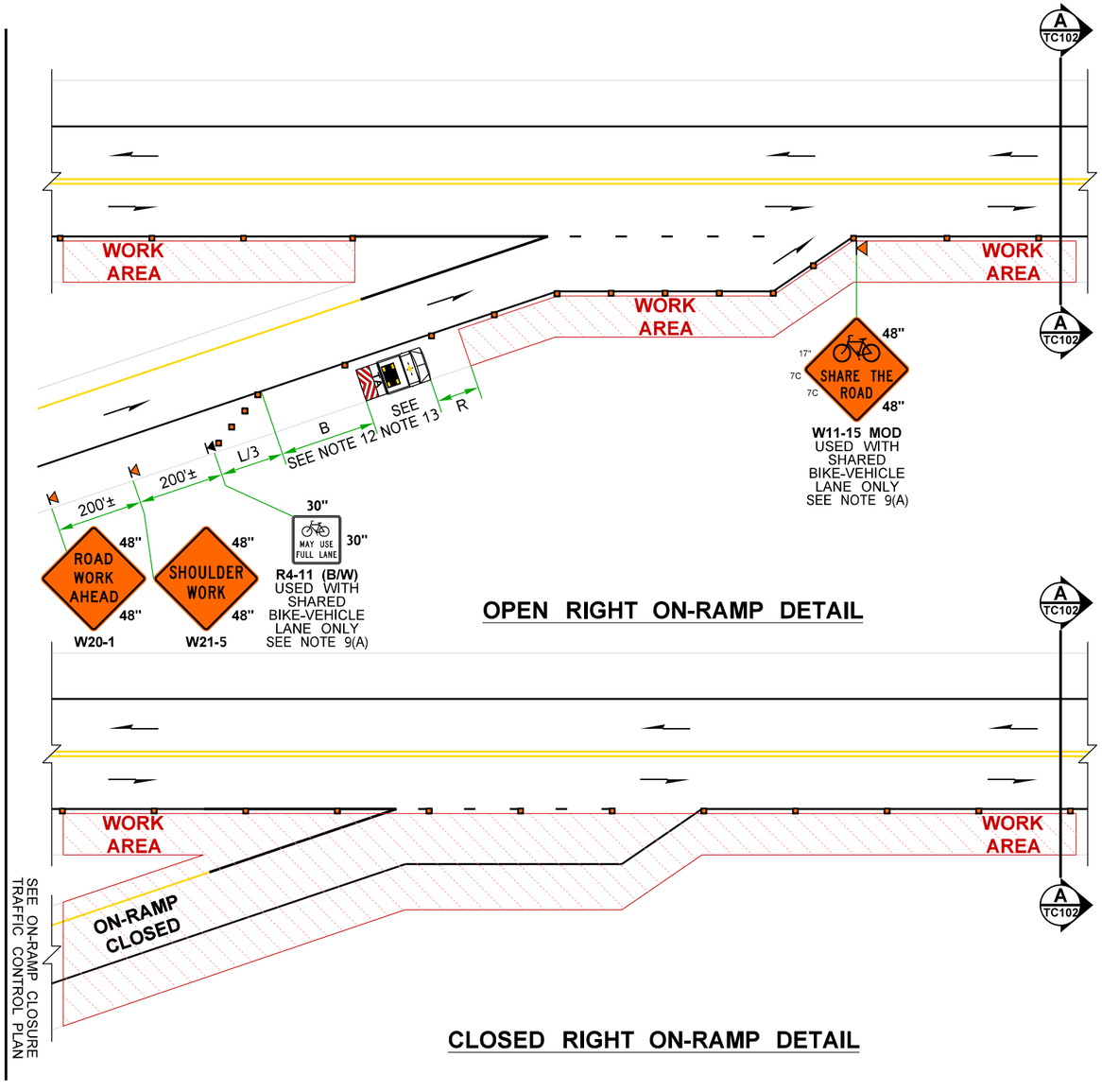
10. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC102, SHEET 1.

11. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

12. BUFFER SPACE BASED ON PREVAILING SPEED OF MOTORISTS PASSING TRANSPORTABLE ATTENUATOR, TYPICALLY VARIES FROM 20 MPH AT TOP OF ON-RAMP TO POSTED SPEED LIMIT AT GORE TIP.

13. PROTECTIVE VEHICLE PERMITTED IF PREVAILING SPEED OF MOTORISTS PASSING IS 40 MPH OR LESS. 40'-80' ROLL AHEAD RECOMMENDED FOR PROTECTIVE VEHICLES ROLL AHEAD (R).





FREEWAY (2+ LANES): RIGHT SHOULDER CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

NOT TO SCALE

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CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.		REVISION	DATE	BY			

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

Plot 2

PLAN REF NO TC303

SHEET 2 OF 2 SHEETS

WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (March 2024).

WSDOT CAE automatically updates cell libraries on WSDOT and on-site consultant staff computers (no action needed); however, external users or off-site consultants must manually install them. For additional information e-mail HQCAEHelpDesk@wsdot.wa.gov.

Division 4 in WSDOT Plans Preparation Manual, Section 400.06(29), provides updated work zone cell library policy and information for PS&Es. See https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/plans-preparation-manual

PLOT USAGE EXPLANATION:

Plot 1: Shoulder closure maintaining existing speed limit on highways with 45 mph or higher speed limits.

Plot 2: Right ramp details within shoulder closure maintaining existing speed limit on highways with 45 mph or higher speed limits.

Note: Details for at-grade intersections will be added at a future date.

DESIGNER NOTES:

A. These typical traffic control plans (Typical TCPs) may be modified for project-specific, site-specific situations, and/or WSDOT Region Transportation Operations standard practices. **Typical TCPs are not "Standard Plans".**

B. Because of the minimal traffic impacts of shoulder closures, Portable Changeable Message Signs (PCMSs) are avoided. PCMSs are optional per MUTCD Section 6F.60 and Section 6H and are used to supplement signage and inform motorists of unexpected situations.

C. 48"x48" diamond-shaped work zone signs used on 45+ mph highways by WSDOT standard practice, but MUTCD does allow 36"x36 signs on 45+ mph highways if needed per Table 6F-1. For shoulder closures, temporary signs are only placed on one shoulder (does not need to be gated). If signs are barrier-mounted, a special rectangular-shaped 24"x48" sign should be used. See MUTCD Table 6F-1 for additional temporary sign size information.

D. When positioned behind channelizing devices, temporary signs should be mounted at 5' minimum.

E. Work zone traffic control layout is based on the posted speed limit.

F. Traffic safety drums, 42" tall channelizing devices, 36" traffic cones, & 28" traffic cones allowable for tapers and tangents (vertical panel channelizing devices prohibited). Warning lights on channelizing devices being phased out in Washington. Contact Region Transportation Operations for information regarding their standard practices.

G. Maximum channelizing device spacing table for tangents is based on WAC 468-95-301 and may ALWAYS be reduced.

H. It is WSDOT standard practice not to use sequential arrow signs (arrow boards) for shoulder closure tapers. Per MUTCD TA-6, sequential arrow signs (arrow boards) should not be used.

I. Longitudinal buffer spaces (B) are optional per MUTCD Section 6C.06 but is desired when practical. Longitudinal buffers are the most adjustable component that may be increased/decreased to move lane closure tapers away from horizontal/vertical curves and from on-ramp merges.

J. The lateral buffer (transverse distance between open lanes and work area) is typically 2 feet on 45+ mph roadways but may be reduced to 1-foot to provide additional work area. Per MUTCD Section 6C.06 P14, lateral buffer spaces are optional. Actual work area limits may be modified.

K. WSDOT standard practice is not to encroach into adjacent open lanes on 45+ mph highways, even though MUTCD TA-6 permits the practice.

L. Per MUTCD TA-6, the downstream taper not used. On 45+ mph roadways, heavy construction vehicle traffic ingressing and egressing into work area is not encouraged for shoulder closures (lane closures should be used instead).

SHOULDER CLOSURE (45+ MPH HIGHWAY)

INFORMATIONAL USE ONLY

DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALs.

DESIGNER GUIDANCE

Plot 3

TC303