

1010.01	General	1010.08	Temporary Traffic Control Devices
1010.02	Definitions	1010.09	Positive Protection Devices
1010.03	Work Zone Safety and Mobility	1010.10	Other Traffic Control Devices or Features
1010.04	Transportation Management Plans and Significant Projects	1010.11	Traffic Control Plan Development and PS&E
1010.05	Developing TMP Strategies	1010.12	Training and Resources
1010.06	Work Zone Capacity Analysis	1010.13	Documentation
1010.07	Work Zone Design	1010.14	References

1010.01 General

Addressing work zone impacts to all road users is an important component in the design of a project and needs to be given adequate consideration early in the design process. Most work zones create some level of traffic impacts and require additional safety features; therefore, all work areas and operations needed for construction must be identified and addressed during the project design. Planners, designers, construction engineers, maintenance personnel, and others all play a role in developing a comprehensive work zone design. Consider including Rail, Freight, and Ports, Commercial Vehicle Services, and Public Transportation Divisions for help coordinating with freight and transit industries. See the WSDOT Project Management website for information on project teams.

This chapter provides the designer with guidance to develop comprehensive work zone strategies and plans to address a project's safety and mobility benefits/improvements for all modes, as well as constructability. A systematic process for addressing work zone impacts is required by federal regulations and state policy.

1010.02 Definitions

The following terms are defined in the Design Manual Glossary:

- Transportation Management Area (TMA)
- Transportation Management Plan (TMP)
- work zone
- work zone impact
- work zone traffic control
- traveling public

1010.03 Work Zone Safety and Mobility

Washington State Department of Transportation (WSDOT) policy per [Executive Order E 1001, Work Zone Safety and Mobility](#), is intended to support systematic consideration and management of work zone impacts across all stages of project development.

The policy states:

All WSDOT employees are directed to make the safety of workers and the traveling public our highest priority during roadway design, construction, maintenance, and related activities.

Designers should be familiar with this document. The policy defines how WSDOT programs address work zone safety and mobility issues during project planning, design, and construction.

1010.04 Transportation Management Plans and Significant Projects

1010.04(1) Transportation Management Plan

A transportation management plan is a set of strategies for managing the corridor-wide work zone impacts of a project. A TMP is required for all projects and is the key element in addressing all work zone safety and mobility impacts. The TMP development begins in the scoping phase of a project by assessing impacts known at the time and then selecting mitigating strategies and design solutions to manage those impacts. It is very important to continue the development of the TMP throughout the project development process.

Not all work zone impacts have to be addressed with traffic control plans only. Many work zone impacts can be reduced or eliminated through project design elements like alignment choice, materials selection, structure types, overbuilding, and phased construction. Work zone impacts related to work duration may be resolved or reduced through innovative bidding and contract administration.

The three major components of a TMP are described below.

1010.04(1)(a) Temporary Traffic Control

Temporary Traffic Control (TTC) components are those strategies for directing traffic through the work zone and minimizing the duration of the impacts. These components are to be included in the Plans, Specifications, and Estimates (PS&E) as Traffic Control Plans (TCPs) and contract provisions. The TTC components may include but are not limited to the following strategies:

- TTC strategies such as lane closures or shifts, one-lane two-way operations (flagging and or pilot car), staged construction, or full road closures and detours.
- Traffic Control Devices such as temporary signing, channelizing devices (cones, drums), changeable message signs, arrow boards, temporary signals, and temporary pavement markings.
- Corridor Project Coordination, Contracting Strategies, and Innovative Construction Strategies such as A+B bidding, incentives/disincentives, and precast members or rapid cure materials.

1010.04(1)(b) Transportation Operations (TO)

The TO components are those strategies for improving traffic flow and safety through the work zone. Some of these strategies may be included in the PS&E, but could also be WSDOT-managed elements outside the contract. The TO components may include but are not limited to the following strategies:

- Demand Management Strategies such as Transit service improvements, transit incentives, and park & ride promotion.
- Corridor/Network Management (traffic operations) Strategies such as Signal timing/coordination improvements, temporary signals, bus pullouts, reversible lanes, and truck/heavy-vehicle restrictions.
- Work Zone Safety Management Strategies such as using positive protective devices, speed limit reductions, automated flagger assistance devices, radar speed display signs, and smart work zone systems.
- Traffic/Incident Management and Enforcement Strategies such as Work Zone Intelligent Transportation Systems (ITS), Washington State Patrol, tow service, WSDOT Incident Response Team vehicle(s), traffic screens, and emergency pullouts in long work zones with narrowed shoulders.

1010.04(1)(c) Public Information (PI)

The PI components are those strategies for raising awareness of the upcoming project impacts or current restrictions. Public awareness strategies may be developed and implemented by WSDOT through the region or Headquarters (HQ) Communications offices and implemented before and during construction. Motorist information strategies may be WSDOT-managed elements with state equipment outside the contract or identified on plans in the PS&E. The PI components may include, but are not limited to, the following strategies:

- Public Awareness Strategies such as Brochures or mailers, press releases, paid advertisements, and project website (consider providing information in other languages if appropriate).
- Motorist Information Strategies such as Highway advisory radio (HAR), changeable message signs, and transportation management center (TMC).

It is very important to continue the development of the TMP throughout the project development process. Not all work zone impacts have to be addressed with traffic control plans only. Many work zone impacts can be reduced or eliminated through project design elements like alignment choice, materials selection, structure types, overbuilding, and phased construction. Work zone impacts related to work duration may be resolved or reduced through innovative bidding and contract administration.

The TMP Checklist in Exhibit 1010-3 will help identify and organize TMP components. Include the completed checklist in the Project File. For significant projects, develop this checklist and the supporting plans, data, impacts assessment, strategies, capacity/delay analysis and endorsements into a formal TMP document to be included in the Project File. For TMP examples, see:

http://www.ops.fhwa.dot.gov/wz/resources/final_rule/tmp_examples/sample_tmpls.htm

http://www.ops.fhwa.dot.gov/wz/resources/publications/trans_mgmt_plans/trans_mgmt_plans.pdf

1010.04(2) Significant Projects

The FHWA definition of a “significant project” is as follows:

A significant project is one that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts that are greater than what is considered tolerable based on state policy and/or engineering judgment.

All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant projects.

Note: Significant projects require a TMP document addressing safety and mobility impacts with strategies or elements from all three TMP components.

The size and scale of the TMP document will depend on the project’s complexity and impacts. For examples of WSDOT TMP’s see:

<http://www.wsdot.wa.gov/Safety/WorkZones/resources.htm>

For projects not identified as significant, the Temporary Traffic Control components included in the PS&E will be considered the TMP. Transportation Operations and Public Information components may also be required to properly address the impacts as many projects can have significant work zone safety and mobility impacts, but are not necessarily a significant project as defined under the federal requirements stated above. Consider developing a TMP document for these types of projects as well.

The Project Summary must include a Work Zone Strategy Statement and indicate whether the project is significant in regard to work zone impacts.

Significant projects may require a Value Engineering (VE) study (see Chapter 310) and a Cost Risk Assessment (CRA) or Cost Estimate Validation Process (CEVP) that could help define strategies or identify risks: www.wsdot.wa.gov/projects/projectmgmt/riskassessment/

1010.05 Developing TMP Strategies

1010.05(1) Key Considerations

The following list is intended to alert the designer to actions and issues that need to be addressed as part of a TMP. Addressing these items is required per WSDOT's work zone policy and federal regulations, and they are key to the successful development of a project's TMP.

- Determine work zone impacts through an impact assessment process.
- Minimize, mitigate, and manage work zone impacts.
- Integrate work zone impacts strategies early, during planning, programming, and design.
- Develop an accurate scoping estimate based on the work zone strategies.
- Hold a Work Zone Design Strategy Conference early in the design process. (Include bridge, construction, traffic, maintenance, freight, transit, local agency, and law enforcement personnel.)
- Utilize the Work Zone TMP Checklist/TMP document (required for significant projects).
- Emphasize flagger safety.
- Assess work zone mobility through a capacity analysis.
- Integrate project constructability, work efficiency and cost containment into the work zone strategy.
- Attend work zone training.
- Address Washington State traffic and safety regulations as provided for by state law.
- Use the legally adopted *Manual on Uniform Traffic Control Devices* (MUTCD), with Washington State modifications as the minimum standard.
- Provide an appropriate level of traffic control plans (TCPs).
- Consider work zone ITS elements.
- Use established design criteria in work zone roadway and roadside design.
- Accommodate pedestrian access (including ADA requirements) and maintenance of existing transit stops and bicycle traffic.
- Consider maintenance issues and needs through the duration of the project.
- Consider school, hospital, emergency services, and postal delivery, impacts.
- Consider economic impacts (business access) due to traffic delay or restricted access.
- Consider freight mobility; total roadway widths to less than 16 feet should be avoided if possible. Truck routes can be found here:
<http://www.wsdot.wa.gov/Freight/EconCorridors.htm>
- Address traffic impacts extending beyond the project limits and impacting other roads.
- Identify seasonal or special event impacts that affect recreation or business due to work zone impacts.

- Consider risk management and tort liability exposure.
- Approach the work zone design from the road user's perspective.
- Incorporate worker safety needs (positive protection) in your work zone designs.
- Account for all needed work areas, operations and possible staging areas.
- Address work vehicle ingress and egress to each work area.
- Use of law enforcement

1010.05(2) Impacts Assessment

One of the most important tasks in developing a TMP is assessing all of the project impacts to mobility and safety. Impacts that are not identified and addressed in the TMP will undoubtedly become issues during the construction phase of the project. A designer needs to possess a clear understanding of how project features will be constructed, including work methods, equipment, materials, and duration, to complete the work. Involve the construction PE when making decisions on assessing and addressing impacts.

A complete and accurate impacts assessment will allow for the development of an effective TMP that should only need minor modifications to address construction issues. The *Traffic Manual* provides information on how to determine expected work zone congestion along with mobility management strategies.

An early and ongoing impacts assessment allows time to:

- Develop TTC, TO, and PI (see Section 1010.04(1)) strategies to address identified impacts as needed to effectively manage the project.
- Resolve potential work zone impacts within the design features of the project. Decisions that consider work zone impacts during bridge type selection, materials selection, advertisement dates, and others have the potential to resolve or minimize work zone impacts.
- Consider innovative mitigation strategies that may involve many stakeholders.

Some impacts may be difficult to completely solve and may ultimately need a management decision to determine the level of mitigation or impact that is acceptable. These types of impacts need to be clearly addressed in the TMP with documentation supporting and explaining the decision.

The following are some examples of impacts that need to be managed during the design of a project:

1. Bridge construction sequence or falsework opening plans need to match the TTC staging or channelization plans. Coordination with the HQ Bridge and Structures Office is essential as the bridge design schedule may differ than the project schedule. Maintain the legal height of 16 feet 6 inches as the minimum falsework opening whenever possible; anything less than this must consider overheight vehicle impacts, possible additional signing needs, and temporary bypass routes. Impacts to shoulder widths due to barrier or bridge staging may impact bicycle or pedestrian access and must be addressed in TTC plans. Refer to Chapter 720 for additional requirements and approvals. Coordination with the Permits Office may be needed.

2. If existing signal and illumination systems are not able to be maintained during the construction phases, plans for temporary systems or connections need to be included in the project.
3. Temporary relocation of existing signing (including overhead signing) may be required and should be detailed in the plans.
4. Permanent traffic loop installation (such as advance loops, turn pockets, and stop bars, and ITS loops) and pavement marking installations (crosswalks, arrows, and so on) may require specific TTC plans.
5. What type of temporary marking is most appropriate for the installation, work duration, and the pavement surface? Will the final pavement surface have a “ghost stripe” potential?
6. Lane shifts onto existing shoulders:
 - Is the depth of the existing shoulder adequate to carry the extra traffic and are there rumble stripe that need to be removed?
 - Are there any existing catch basins or junction boxes located in the shoulder that cannot accept traffic loads over them?
 - What is the existing side slope rate? If steeper than 4H:1V, does it need mitigation? Are there existing roadside objects that, when the roadway is shifted, are now within the clear zone limits?
 - Shifting of more than one lane in a direction is only allowed with temporary pavement markings. Shifting lanes by using channelizing devices is not allowed due to the high probability that devices used to separate the traffic will be displaced.
 - Signal head alignment: When the lane is shifted approaching the intersection, is the signal head alignment within appropriate limits?
7. Roundabout construction at an existing intersection requires site-specific staging plans. Roundabouts create many unique construction challenges and each roundabout has very site-specific design features.

1010.05(3) Work Duration

The duration of work is a major factor in determining a strategy and the amount and types of devices to use in traffic control work zones. A project may have work operations with durations that meet several or all of the following conditions:

1010.05(3)(a) Long-Term Stationary Work Zone

This is work that occupies a location continuously for more than three days. Construction signs should be post-mounted and larger; more stable channelizing devices should be used for increased visibility. Temporary barriers, pavement markings, illumination, and other considerations may be required for long-term stationary work. Staged construction or temporary alignment/channelization plans are required with this type of work.

1010.05(3)(b) Intermediate-Term Stationary Work Zone

This is work that occupies a location for up to three days. Signs may still be post-mounted if in place continuously. Temporary pavement markings, in addition to channelization devices, may be required for lane shifts. Barrier and temporary illumination would normally not be used in this work zone duration.

1010.05(3)(c) Short-Term Stationary Work Zone

This is work that occupies a location for more than one hour within a single day. At these locations, all devices are placed and removed during the single period.

1010.05(3)(d) Short-Duration Work Zone

This is work that occupies a location for up to one hour. Because the work time is short, the impact to motorists is usually not significant. Simplified traffic control set-ups are allowed, to reduce worker exposure to traffic. The time it may take to set up a full complement of signs and devices could approach or exceed the amount of time required to perform the work. Short-duration work zones usually apply to maintenance work and are not used on construction projects. (See [Work Zone Traffic Control Guidelines](#) for more information.)

1010.05(3)(e) Mobile Work Zone

This is work that moves intermittently or continuously. These operations often involve frequent stops for activities such as sweeping, paint striping, litter cleanup, pothole patching, or utility operations, and they are similar to short-duration work zones. Truck-mounted attenuators, warning signs, flashing vehicle lights, flags, and channelizing devices are used, and they move along with the work. When the operation moves along the road at low speeds without stopping, the advance warning devices are often attached to mobile units and move with the operation.

Pavement milling and paving activities are similar to mobile operations in that they can progress along a roadway several miles in a day. These operations, however, are not considered mobile work zones, and work zone traffic control consistent with construction operations is required.

1010.05(4) Transportation Management Plan (TMP) Strategies

With a completed impacts assessment, strategy development can begin. There are often several strategies to address a work zone impact, and engineering judgment will be needed in selecting the best option. Constructability, along with addressing safety and mobility, is the goal. Selecting a strategy is often a compromise and involves many engineering and non-engineering factors. Work closely with bridge, construction, maintenance and traffic office personnel when selecting and developing strategies for the TMP and PS&E.

Do not assume that strategies chosen for past projects will adequately address the impacts for similar current projects. There may be similarities with the type of work, but each project is unique and is to be approached in that manner. Always look for other options or

innovative approaches; many projects have unique features that can be turned to an advantage if carefully considered. Even a basic paving project on a rural two-lane highway may have opportunities for detours, shifting traffic, or other strategies.

The *Traffic Manual* contains comprehensive information regarding work zone traffic analysis to determine expected delay and queuing.

For a list of work zone analysis tools, see:

http://ops.fhwa.dot.gov/wz/traffic_analysis/index.htm#tools

1010.05(5) Temporary Traffic Control (TTC) Strategies

1010.05(5)(a) Lane Closure

When one or more traffic lanes are closed, a capacity analysis is necessary to determine the extent of congestion that may result. Night work or peak hour work restrictions may be required if the analysis shows adverse traffic impacts. On highways with speeds over 40 MPH, traffic safety drums and truck-mounted attenuators should be used in lane closures and the drums should not encroach on the open lanes. Additional lanes should be closed if encroachment is necessary. Consider closing additional lanes to increase the lateral buffer space for worker safety.

1010.05(5)(b) Shoulder Closure

A shoulder closure is used for work areas off the traveled way. On high-volume freeways or expressways, they should not be allowed during peak traffic hours. Channelization devices should not encroach on the open lanes of roadways with speeds of 45 mph and above.

1010.05(5)(c) Alternating One-Lane Two-Way Traffic

This strategy involves using one lane for both directions of traffic. Flaggers are used to alternate the traffic movements.

If flaggers are used at an intersection, a flagger is required for each leg of the intersection. Only law enforcement personnel are allowed to flag from the center of an intersection. Close lanes and turn pockets so only one lane of traffic approaches a flagger station. When a signal is present, it shall be turned off or set to red flash mode when flagging.

Law enforcement personnel may be considered for some flagging operations and can be very effective where additional driver compliance is desired. The *Traffic Manual* contains information on the use of law enforcement personnel at work zones.

Flagger safety is a high emphasis area. Do not include alternating traffic with flaggers as a traffic control strategy until all other reasonable means of traffic control have been considered. Flagging stations need to be illuminated at night. Flaggers need escape routes in case of errant vehicles. Provide a method of alerting them to vehicles approaching from behind. Two-way radios or cellular phones are required to allow flaggers to communicate with one another. The flagger's location, escape route, protection, signing, and any other safety-related issues all need to be incorporated into the traffic control plan for the flagging

operation. Flaggers are not to be used on freeways or expressways. Using flaggers solely to instruct motorists to proceed slowly is an unacceptable practice.

Removing flaggers from the roadway during alternating traffic operations can be done with portable temporary traffic control signals or automated flagging assistance devices (AFAD). Portable signals work best when the length between signals will be 1,500 feet maximum and no accesses lie between the temporary signals. Each AFAD unit will need a flagger operating the device from a safe location off the roadway. A traffic control plan should show the advance signing and the AFAD or signal locations. Temporary stop bars, and lighting at the stop bars is required for signal use. For assistance on using these devices, contact the region Traffic Office.

Refer to [WAC 296-155-305](#) for flagging requirements.

1010.05(5)(d) Temporary Alignment and Channelization

Temporary alignments and/or channelization may be an option for long-term work zones or staged traffic control. The following are guiding principles for the design of temporary alignment and channelization plans:

- Use site-specific base data to develop site-specific traffic control plans.
- Use permanent geometric design criteria.
- Provide beginning and ending station ties and curve data.
- Include lane and shoulder widths.
- Provide temporary roadway sections.
- To avoid confusion, do not show existing conflicting or unnecessary details on the plan.
- Do not use straight line tapers through curves; use circular alignment.
- Be aware of existing crown points, lane/shoulder cross slope breaks, and super-elevation transitions that may affect a driver's ability to maintain control of a vehicle.
- If the project has multiple stages, from one stage to the next, show newly constructed features as existing elements. For example, if an edge line is removed in one stage, the following stage would show the change by indicating where the new edge line is located.
- Consider the time needed for removal of existing markings and placement of the new markings and possibly placement of barriers and attenuators. In urban areas where work hours for lane closures are limited, special consideration may be necessary to allow time to implement the plan, or an interim stage may be necessary.
- Use shoulder closure signing and channelizing devices to close a shoulder prior to a temporary impact attenuator and run of temporary concrete barrier.
- Existing signing may need to be covered or revised, and additional construction warning signs may be needed for the new alignment.

- Temporary pavement marking types and colors should be specified. Long-duration temporary markings should be installed per the Standard Plans for permanent markings.
- For better guidance through shifting or taper areas, consider solid lane lines. Return to broken lane lines between shift areas.
- Provide a list of the approved temporary impact attenuators that may be used for the plan if applicable.
- The plans must provide all the layout information for all the temporary features just as a permanent pavement marking plan would.

1010.05(5)(d)(1) Staged Construction

Staged construction entails combining multiple work areas into a logical order to provide large protected work areas for long durations, which maximizes work operations and minimizes daily impacts to traffic. Temporary alignment and channelization plans must be designed to place traffic in these semi-permanent locations. Minimum geometric design criteria are to be used when developing these plans. Design strategies such as overbuilding for future stages or the use of temporary structures are often part of staged construction on significant impact projects or mega projects. Develop detailed capacity analysis and traffic modeling for each stage.

1010.05(5)(d)(2) Lane Shift/Reduced Lane Width

Traffic lanes may be shifted and/or width-reduced in order to accommodate a long-duration work area when it is not practicable, for capacity reasons, to reduce the number of available lanes. Shifting more than one lane of traffic requires the removal of conflicting pavement markings and the installation of temporary markings; the use of channelization devices to delineate multiple lanes of traffic is not allowed. Use advanced warning signs to show the changed alignment when the lateral shifting distance is greater than one-half of a lane width, and consider the use of solid lane lines through the shift areas.

Utilizing the existing shoulder may be necessary to accommodate the shifting movement. First, determine the structural capacity of the shoulder to ensure its ability to carry the proposed traffic. Remove and inlay existing shoulder rumble strips prior to routing traffic onto the shoulder.

1010.05(5)(d)(3) Traffic Split or Island Work Zone

This strategy separates lanes of traffic traveling in one direction around a work area. On higher-speed roadways, temporary barriers are provided to prevent errant vehicles from entering the work area. Some drivers have difficulty understanding "lane split" configurations, which sometimes results in poor driving decisions such as unnecessary or late lane changes. Braking and erratic lane changes decrease the traffic capacity through the work zone, which results in an unstable traffic flow approaching the lane split.

Evaluate other strategies, such as overbuilding, to keep traffic on one side of the work area to avoid a traffic split if possible.

Consider the following guidance for traffic split operations:

- Define the work operation and develop the traffic control strategy around the specific operation.
- Limit the duration the traffic split can be in place. Consider incentives and disincentives to encourage the contractor to be as efficient as possible. A higher level of traffic impacts may be acceptable if offset with fewer impacted days.
- Advance warning signs advising drivers of the approaching roadway condition are required. Consider the use of Portable Changeable Message Signs (PCMS), portable Highway Advisory Radio (HAR), and other dynamic devices. Overhead signing and in-lane pavement markings also may be necessary to give additional driver notice of the traffic split.
- Consider how the operation will impact truck traffic. If the truck volumes are high, additional consideration may be prudent to control in which lane the trucks drive. If the trucks are controlled, it eliminates much of the potential for truck/car conflicts and sorts out undesirable truck lane changes through the work zone. For questions concerning truck operations, contact the HQ Freight Systems Division.
- To discourage lane changing, consider the use of solid lane line markings to delineate traffic approaching the split or island. Refer to the [MUTCD](#) for additional details.
- Consider the use of STAY IN LANE (black on white) signs, or set up a "no pass" zone approaching the lane split and coordinate with the Washington State Patrol (WSP).
- Supplement the existing roadway lighting with additional temporary lighting to improve the visibility of the island work area (see exhibit in Chapter 1040).
- Coordinate with the region Traffic Office for signing and pavement marking details when designing island work zones.

1010.05(5)(d)(4) Temporary Bypass

This strategy involves total closure of one or both directions of travel on the roadway. Traffic is routed to a temporary bypass usually constructed within the highway right of way. An example of this is the replacement of an existing bridge by building an adjacent temporary structure and shifting traffic onto the temporary structure. A temporary channelization plan will show pavement markings, barrier and attenuators, sign and device placement.

1010.05(5)(d)(5) Median Crossover

This strategy involves placing all multilane highway traffic on one side of the median. Lanes are usually reduced in both directions and one direction is routed across the median. The design for elements of temporary crossovers needs to follow the same guidance as permanent design for alignment, barriers, delineation, and illumination.

- Design crossovers for operating speeds not less than 10 mph below the posted speed limit unless unusual site conditions require a lower design speed.
- Median paving may be required to create crossover locations (consider drainage for the added pavement).
- Use temporary barrier to separate the two directions of traffic normally separated by a median barrier,
- Temporary illumination at the crossover locations (see exhibit in Chapter 1040)
- Straight line crossover tapers work best for highways with narrow paved medians.
- Temporary pavement markings, removal of conflicting existing markings, and construction signs are also required.
- A good array of channelizing devices and properly placed pavement markings is essential in providing clear, positive guidance to drivers.
- Provide a clear roadside recovery area adjacent to the crossover. Consider how the roadway safety hardware (guardrail, crash cushions, and so on) may be impacted by the traffic using the crossover if the traffic is going against the normal traffic flow direction. Avoid or mitigate possible snagging potential. Avoid placing crossover detours near structures.

1010.05(5)(e) Total Closures and Detours

Total closures may be for the project duration or for a critical work operation that has major constructability or safety issues. The main requirement for total closures is the availability of a detour route and if the route can accommodate the increased traffic volumes and trucks turning movements. Local roads may have lower geometric criteria than state facilities. Placing additional and new types of traffic on a local road may create new safety concerns, especially when drivers are accustomed to the geometrics associated with state highways. Pavement integrity and rehabilitation may need to be addressed when traffic is detoured to specific local roadways.

For the traveling public, closing the road for a short time might be less of an inconvenience than driving through a work zone for an extended period of time (see the Traffic Manual and RCW 47.48). Advance notification of the closure is required, and a signed detour route may be required.

Consider the following road closure issues:

- Communication with all stakeholders, including road users, adjoining property owners, local agencies, transit agencies, the freight industry, emergency services, schools, and others, is required when considering a total closure strategy. This helps determine the level of support for a closure and development of an acceptable closure. Include Rail, Freight, and Ports; Commercial Vehicle Services; and Public Transportation Divisions to help coordinate.
- Analyze a closure strategy and compare it to other strategies, such as staged work zones, to determine which is overall more beneficial. This information helps stakeholders understand the impacts if a closure is not selected.
- A closure decision (other than short-term, minor-impact closures) will require stakeholder acceptance and management approval once impacts and benefits have been analyzed.
- Closures that reopen to a new, completed roadway or other noticeable improvements are generally more accepted by the public.
- Route-to-route connections and other strategic access points may have to be maintained or a reasonable alternative provided.
- Material selection, production rates, and work operation efficiencies have a direct tie to the feasibility of the closure strategy. A strong emphasis has been placed on this area and several successful strategies have been implemented, such as weekend-long closures or extended-duration single-shift closures. These strategies use specific materials such as quick-curing concrete, accelerated work schedules, prefabricated structure components, on-site mix plants, and so on, and are based on actual production rates. The WSDOT Materials Laboratory and the HQ Construction Office are good resources for more information on constructability as a component of an effective work zone strategy.
- Interstate or interstate ramp closures (including interstate closures with interchange ramps as detours) lasting more than 7 days require FHWA 60-day advance notice. (See the Stewardship and Oversight Agreement for closure notification requirements.)
- Short-duration closures of ramps or intersecting streets during off-peak hours do not require extensive approval if advance notice is provided and reasonable alternate routes are available.
- Detailed, project-specific traffic control plans, traffic operation plans, and public information plans are required.
- Depending on the duration of the closure/detour and the anticipated amount and type of traffic that will use the route, consider upgrades to the route such as signal timing, intersection turning radius for large vehicle, structural pavement enhancements, or shoulder widening.

- An approved detour agreement with the appropriate local agency is required for detour routes using local roadways and must be completed prior to project advertisement.
- Document road closure decisions and agreements in the Project File.

1010.05(5)(f) Intermittent Closure

This involves stopping all traffic for a short time to allow the work to proceed. Traffic volumes will determine the allowed duration of the closures. Typically, the closure would be limited to a ten-minute maximum and would occur in the lowest traffic volume hours. Equipment crossing and material delivery are where this type of closure may work well. Traffic is reduced to a single lane on a multilane highway, and a flagger or law enforcement is used to stop traffic.

1010.05(5)(g) Rolling Slowdown

Rolling slowdowns are commonly practiced by the Washington State Patrol (WSP) for emergency closures. They are a legitimate form of traffic control for contractors or utility and highway maintenance crews for very specific short-duration closures (to move large equipment across the highway, to pull power lines across the roadway, to switch traffic onto a new alignment, and so on). They are not to be used for routine work that can be addressed by lane closures or other formal traffic control strategies. Traffic control vehicles, during off-peak hours, form a moving blockade, which reduces traffic speeds and creates a large gap (or clear area) in traffic, allowing very short-term work to be accomplished without completely stopping the traffic.

Consider other forms of traffic control as the primary choice before the rolling slowdown. A project-specific traffic control plan (TCP) must be developed for this operation. The TCP or contact provisions should list the work operations in which a rolling slowdown is allowed. The gap required for the work and the location where the rolling slowdown begins needs to be addressed on the TCP. Use of the WSP is encouraged whenever possible. Refer to the Standard Specifications and Work Zone Traffic Control Guidelines for additional information on rolling slowdown operations.

1010.05(5)(h) Pedestrian and Bike Detour Route

When existing pedestrian access routes and bike routes are disrupted due to construction activities, address detour routes with a traffic control plan. The plan must show enough detail and be specific enough to address the conflicts and ensure the temporary route is reasonably safe and adequate to meet the needs of the user. Also, consider the impacts to transit stops for pedestrians: Will the bus stops be able to remain in use during construction or will adjustments be necessary? (See Chapter 1510 for pedestrian work zone design requirements.)

1010.05(5)(i) Alternative Project Delivery

To reduce construction times and minimize impacts to the traveling public, consider alternative delivery techniques to accomplish this. For more information, see:

 <http://www.wsdot.wa.gov/projects/delivery/alternative/>

1010.05(5)(j) Innovative Design/Construction Methods

- Overbuild beyond normal project needs to maintain additional traffic or facilitate staged construction.
- Replace bridges using new alignments so they can be built with minimal impacts.
- Bring adjacent lifts of hot mix asphalt (HMA) to match the latest lifts (lag up), and require a tapered wedge joint to eliminate drop-off and abrupt lane edges to improve motorist safety.
- Require permanent pavement markings at intervals during multi-season projects to limit the duration temporary markings are needed and to avoid temporary marking issues during winter shut-down.

1010.05(6) Transportation Operations (TO) Strategies

The following are operational strategies to consider based on project specific needs:

1010.05(6)(a) Demand Management

- Provide transit service improvements and possible incentives to help reduce demand.
- For long-term freeway projects, consider ramp metering.
- Provide a shuttle service for pedestrians and bicyclists.
- Provide local road improvements (signals modifications, widening, and so on) to improve capacity for use as alternate routes.
- Provide traffic screens to reduce driver distraction.

1010.05(6)(b) Corridor/Network Management

- Provide a temporary express lane with no access through the project.
- Consider signal timing or coordination modifications.
- Provide emergency pullouts for disabled vehicles on projects with long stretches of narrow shoulders and no other access points.
- Use heavy-vehicle restrictions and provide alternate routes or lane use restrictions.

1010.05(6)(c) Work Zone Safety Management

- Provide temporary access road approaches for work zone access.
- Use positive protective devices (barrier) for long-term work zones to improve the environment for workers and motorists.
- Install intrusion alarms or vehicle arresting devices.

- Use speed limit reductions when temporary conditions create a need for motorist slow-downs. Refer to the *Traffic Manual* for additional information, guidance and approval requirements for speed limit reductions in work zones.
- Use advanced queue warning systems depending on the extent of expected work zone congestion on high-speed roadways. Refer to the *Traffic Manual* for additional information and guidance for Smart Work Zone Systems and other simpler truck-mounted PCMS versions.

1010.05(6)(d) Traffic/Incident Management and Enforcement

- Provide law enforcement patrols to reduce speeding and aggressive drivers.
- Provide incident response patrols during construction to reduce delays due to collisions in the work zone.
- Include work zone ITS elements in the project or coordinate with TMC to use existing equipment.
- Provide a dedicated tow service to clear incidents.

1010.05(7) Public Information (PI) Strategies

The following are strategies to consider based on project specific needs:

1010.05(7)(a) Public Awareness

One PI strategy is a public awareness campaign using the media, project websites, public meetings, e-mail updates, and mailed brochures. This gives regular road users advance notice of impacts they can expect and time to plan for alternate routes or other options to avoid project impacts. Involve the region or HQ Communications Office in developing and implementing these strategies. Coordinate transit travel information and restrictions with the Public Transportation Division.  <http://wwwi.wsdot.wa.gov/PubTran/>

Coordinate freight travel information and restrictions with the Rail, Freight, and Ports Division.

 <http://www.wsdot.wa.gov/freight/>

 <http://www.wsdot.wa.gov/Freight/Trucking/default>

1010.05(7)(b) Driver Information

In addition to work zone signs, provide driver information using highway advisory radio (HAR) and changeable message signs (existing or portable). Include a Smart Work Zone System to provide drivers with real time information on queuing and delays. Involve the region TMC in the development and implementation of these strategies. Additional information on smart work zone systems can be found on the Work Zone Safety web page:

 www.wsdot.wa.gov/safety/workzones/

The Freight Alert system should be used to communicate information with freight industry on work zones. Each region has the capability to send alerts with this system.

<http://www.wsdot.wa.gov/freight/>

Work zone strategy development is a fluid process and may be ongoing as project information and design features are developed during the design process. There may be many factors involved with strategy development, and it is necessary to be well organized to make sure all the relative factors are identified and evaluated.

1010.05(7)(c) Pedestrian and Bicycle Information

Include pedestrian and bicycle access information and alternate routes in the public awareness plans. Pedestrian and bicyclist information signing, including alternate route maps specifically for these road users, could be considered.

1010.06 Work Zone Capacity Analysis

Work zone congestion and delay is a significant issue for many highway projects. At high-volume locations with existing capacity problems, even shoulder closures will increase congestion.

All work zone traffic restrictions need to be analyzed to determine the level of impacts. Short-term lane closures may only require work hour restrictions to address delays; long-term temporary channelization, realignments, lane shifts, and more will require a detailed capacity analysis to determine the level of impact. Demand management and public information strategies may be required to address delays. Traffic capacity mitigation measures are important since many projects cannot effectively design out all the work zone impacts. Include a [Work Zone & Traffic Analysis](#) in the TMP.

Work zone mobility impacts can have the following effects:

- **Crashes:** Most work zone crashes are congestion-related, usually in the form of rear-end collisions due to traffic queues. Traffic queues beyond the advance warning signs increase the risk of crashes.
- **Driver Frustration:** Drivers expect to travel to their destinations in a timely manner. If delays occur, driver frustration can lead to aggressive or inappropriate driving actions.
- **Constructability:** Constructing a project efficiently relies on the ability to pursue work operations while maintaining traffic flow. Delays in material delivery, work hour restrictions, and constant installation and removal of traffic control devices all detract from constructability.
- **Local Road Impacts:** Projects with capacity deficiencies can sometimes cause traffic to divert to local roadways, which may impact the surrounding local roadway system and community.
- **Public Credibility:** Work zone congestion and delay can create poor credibility for WSDOT with drivers and the surrounding community in general.

- **Restricted Access:** Severe congestion can effectively gridlock a road system, preventing access to important route connections, businesses, schools, hospitals, and so on.
- **User Cost Impacts:** Traffic delays have an economic impact on road users and the surrounding community. Calculated user costs are part of a work zone capacity analysis and may be used to determine liquidated damages specifications.

WSDOT has a responsibility to maintain traffic mobility through and around its projects. The goal is to keep a project's work zone traffic capacity compatible with existing traffic demands. Maintaining the optimum carrying capacity of an existing facility during construction may not be possible, but an effort must be made to maintain existing traffic mobility through and/or around the work zone.

Maintaining mobility does not rule out innovative strategies such as roadway closures. Planned closures can accelerate work operations, reducing the duration of impacts to road users. These types of traffic control strategies must include demand management and public information plans to notify road users and mitigate and manage the impacts as much as possible.

A work zone capacity analysis helps determine whether a work zone strategy is feasible. Mitigation measures that provide the right combination of good public information, advance signing and notification, alternate routes, detours, and work hour restrictions, as well as innovations such as strategic closures, accelerated construction schedules, or parallel roadway system capacity improvements, can be very effective in reducing mobility impacts.

Some of the impact issues and mitigating measures commonly addressed by traffic analyses include:

- Work hour time restrictions
- Hourly liquidated damage assessment
- Use of staged construction
- Working day assessment
- Public information campaign
- User cost assessment
- Local roadway impacts
- Special event and holiday time restrictions
- Closure and detour options
- Mitigation cost justification
- Level of service
- Queue lengths
- Delay time
- Running speed
- Coordination with adjoining projects (internal and local agency)

Many projects will have several potential work zone strategies, while other projects may only have one obvious work zone strategy. It is possible that a significant mobility impact strategy may be the only option. TMP strategies still need to be considered. An analysis will help show the results of these mitigating measures.

There is no absolute answer for how much congestion and delay are acceptable on a project; it may ultimately become a management decision.

Reductions in traffic capacity are to be mitigated and managed as part of the TMP. The traffic analysis process helps shape the TMP as the work zone strategies are evaluated and refined into traffic control plans and specifications. Maintain analysis documents in the Project File.

1010.06(1) Collecting Traffic Volume Data

Current volume data in the project vicinity is required for accurate traffic analysis results. Seasonal adjustment factors may be needed depending on when the data was collected and when the proposed traffic restrictions may be in place. Assess existing data as early as possible to determine whether additional data collection may be required. The region Traffic Office and the HQ Transportation Data & GIS Office can assist with collecting traffic volume data. Coordination with local agencies may be needed to obtain data on affected local roads.

Refer to the [Traffic Manual](#) for additional information and guidance.

1010.06(2) Short-Term Work Zone Traffic Analysis

Refer to the [Traffic Manual](#) for comprehensive work zone capacity information in addition to work zone queue and delay estimation calculations.

For short-term lane closures on multilane highways or alternating one-way traffic on two-lane highways, see Exhibit 1010-1. It provides information for a quick analysis when compared to current hourly volumes on the highway. The basic traffic analysis programs QUEWZ 98, along with hourly volume input, the number of lanes to be closed, the hours of closure, and other default information, will output queue length, delay time, user costs, and running speed.

Exhibit 1010-1 General Lane Closure Work Zone Capacity

Roadway Type	Work Zone Capacity
Multilane Freeways/Highways	1300 VPHPL*
Multilane Urban/Suburban	600 VPHPL*
Two-Lane Rural Highway	400 VPHPL/ 800 VPH total*
<p>*These are average capacity values. The actual values would be dependent on several factors, which include the existing number of lanes, number of lanes closed, traffic speed, truck percentage, interchanges/intersections, type of work, type of traffic control, and seasonal factors (among others). For further information, consult the <i>Highway Capacity Manual</i>.</p>	

1010.06(3) Long-Term Work Zone Traffic Analysis

For complex strategies that change traffic patterns, a more detailed analysis is required using advanced traffic modeling software. These strategies could include reducing lane and shoulder widths for extended lengths, reducing the number of lanes for extended durations, moving all lanes of traffic onto a temporary alignment, changing access locations to and from the highway, or closures with detours (including public information and traffic operation plans with anticipated reduction in demand). Work with the region Traffic Office for assistance with this level of analysis.

Refer to the [Traffic Manual](#) for additional information and guidance.

The following resources are also available to assist with the actual analysis and mitigation strategy development upon request:

- HQ Transportation Data & GIS Office
- HQ Traffic Offices
- Region Work Zone Specialist
- Region Public Information Office

Training is also available to obtain further knowledge and expertise in traffic analysis (see 1010.12).

1010.07 Work Zone Design

Part 6 of the [MUTCD](#) mostly addresses short-duration temporary traffic control standards. Some long-duration work zones may require temporary alignments and channelization, including barrier and attenuator use, temporary illumination and signals, and temporary pedestrian and bicycle routes. Refer to the *Design Manual's* chapters for permanent features for design guidance.

1010.07(1) Lane Widths

Maintain existing lane widths during work zone operations whenever practicable.

For projects that require lane shifts or narrowed lanes due to work area limits and staging, consider the following before determining the work zone lane configurations to be implemented:

- Overall roadway width available
- Posted speed limit
- Traffic volumes through the project limits
- Number of lanes
- Existing lane and shoulder widths
- Crown points and shoulder slope breaks
- Treat lane lines and construction joints to provide a smooth flow
- Length and duration of lane width reduction (if in place)
- Roadway geometry (cross slope, vertical and horizontal curves)
- Vertical clearances
- Transit and freight vehicles, including over-sized vehicles

Work zone geometric transitions should be minimized or avoided if possible. When necessary, such transitions should be made as smoothly as the space available allows. Maintain approach lane width, if possible, throughout the connection. Design lane width reductions prior to any lane shifts within the transition area. Do not reduce curve radii and lane widths simultaneously.

When determining lane widths, the objective is to use lane geometrics that will be clear to the driver and keep the vehicle in the intended lane. In order to maintain the minimum lane widths, temporary widening may be needed.

1010.07(2) Buffer Space

Buffer spaces separate road users from the work space or other areas off limits to travel. Buffer spaces also might provide some recovery space for an errant vehicle.

- A lateral buffer provides space between the vehicles and adjacent work space, traffic control device, or a condition such as an abrupt lane edge or drop-off. As a minimum, a 2-foot lateral buffer space is used. Positive Protective Devices may be required if workers are within one lane width of traffic. When temporary barriers are used, place a temporary edge line 2-foot laterally from the barrier.
- When feasible, a longitudinal buffer space is used immediately downstream of a closed or shifted traffic lane or shoulder. This space provides a recovery area for errant vehicles as they approach the work space.

Devices used to separate the driver from the work space should not encroach into adjacent lanes. If encroachment is necessary, it is recommended to close the adjacent lane to maintain the lateral buffer space.

In order to achieve the minimum lateral buffer, there may be instances where pavement widening or a revision to a stage may be necessary. In the case of short-term lane closure operations, the adjacent lane may need to be closed or traffic may need to be temporarily shifted onto a shoulder to maintain a lateral buffer space. During the design of the traffic control plan, the lateral buffer needs to be identified on the plan to ensure additional width is available; use temporary roadway cross sections to show the space in relation to the traffic and work area.

1010.07(3) Work Zone Clear Zone

The contractor's operations present opportunities for errant vehicles to impact the clear area adjacent to the traveled way. A work zone clear zone (WZCZ) is established for each project to ensure the contractor's operations provide an appropriate clear area. The WZCZ addresses items such as storage of the contractor's equipment and employee's private vehicles and storage or stockpiling of project materials. The WZCZ applies during working and nonworking hours and applies only to roadside objects introduced by the contractor's operations. It is not intended to resolve preexisting deficiencies in the Design Clear Zone or clear zone values established at the completion of the project. Those work operations or objects that are actively in progress and delineated by approved traffic control measures are not subject to the WZCZ requirements.

Minimum WZCZ values are presented in Exhibit 1010-2. WZCZ values may be less than Design Clear Zone values due to the temporary nature of the construction and limitations on horizontal clearance. To establish an appropriate project-specific WZCZ, it may be necessary to exceed the minimum values. The following conditions warrant closer scrutiny of the WZCZ values, with consideration of a wider clear zone:

- Outside of horizontal curves or other locations where the alignment presents an increased potential for vehicles to leave the traveled way.
- The lower portion of long downgrades or other locations where gradient presents an increased potential for vehicles to exceed the posted speed.
- Steep fill slopes and high traffic volumes. (Although it is not presented as absolute guidance, the Design Clear Zone exhibit in Chapter 1600 may be used as a tool to assess increases in WZCZ values.)

Exhibit 1010-2 Minimum Work Zone Clear Zone Distance

Posted Speed	Distance From Traveled Way (ft)
35 mph or less	10
40 mph	15
45 to 55 mph	20
60 mph or greater	30

1010.07(4) Abrupt Lane Edges and Drop-offs

Minimize, mitigate, or eliminate abrupt lane edges and drop-offs whenever practicable. When unavoidable, traffic control plans should provide a protection method. Consider temporary barriers for long duration drop off protection and contract provisions limiting the duration of edges from daily paving operations consistent with Standard Specification section 1-07.23(1).

When a temporary concrete barrier is used to protect a drop-off, provide a lateral offset from the drop-off to the back side of the barrier with an offset distance equal-to or greater than the distance listed in DM Exhibit 1610-3. Provide an edge line on the traffic side of the temporary barrier at least 2-feet from the face of the barrier. Provide a barrier end treatment; such as a buried end, impact attenuator, or end terminal, when the barrier end is located inside the Design Clear Zone.

Open trenches within the traveled way or auxiliary lane shall have a steel-plate cover placed and anchored over them. A wedge of suitable material, if required, shall be placed for a smooth transition between the pavement and the steel plate. Warning signs shall be used to alert motorists of the presence of the steel plates.

Abrupt lane edges, and drop-offs and steel plates require additional warning and considerations for motorcyclists, bicyclists, and pedestrians, including pedestrians with disabilities. Adequate signing to warn the motorcycle rider, bicyclists and pedestrians, including pedestrians with disabilities of these conditions is required. (See RCW 47.36.200 and WAC 468-95-305.) See Design Manual Chapter 1510 for work zone pedestrian accommodation guidance.

See Standard Specifications section 1-07.23(1) for the contract requirements for drop off protection and address project specific protection if necessary.

1010.07(5) Vertical Clearance

In accordance with Chapter 720, the minimum vertical clearance over new highways is 16.5 feet. Anything less than the minimum must follow the reduced clearance criteria discussed in Chapter 720 and be included in the temporary traffic control plans. Maintain legal height on temporary falsework for bridge construction projects. Anything less than this must consider over-height vehicle impacts and possible additional signing needs and coordination with permit offices. Widening of existing structures can prove challenging when the existing height is at or less than legal height, so extra care is required in the consideration of over-height vehicles when temporary falsework is necessary. Coordination with the HQ Bridge and Structures Office is essential to ensure traffic needs have been accommodated. Vertical clearance requirements associated with local road networks may be different than what is shown in Chapter 720. Coordinate with the local agency.

1010.07(6) Reduced Speeds in Work Zones

Drivers tend to reduce their speed only if they perceive a need to do so. Reduced speed limits should only be used to address an altered geometry when not able to meet design standards for the existing speed, when the roadway will be narrowed with minimal shy distance to barriers, when roadway conditions warrant a reduction like BST operations, and when there will be workers on foot within a lane width of high-volume traffic traveling at 45 mph and faster without positive protection devices in place. Speed reductions are not applied as a means for selecting lower work zone design criteria (tapers, temporary alignment, device spacing, and so on).

Speed limit reductions are categorized as follows:

Continuous Regulatory Speed Limit Reduction: A speed reduction in place 24 hours a day for the duration of the project, stage, or roadway condition.

Variable Regulatory Speed Limit Reduction: A speed reduction in place only during active work hours (Class B construction signs may be used). This is a good option when positive protection devices are not used.

Advisory Speed Reduction: In combination with a warning sign, an advisory speed plaque may be used to indicate a recommended safe speed through a work zone or work zone condition. Refer to the [MUTCD](#) for additional guidance.

Refer to the [Traffic Manual](#) for additional information, guidance and approval requirements for speed limit reductions in work zones. Include approval documents in the Project File.

1010.07(7) Accommodation for Pedestrians and Bicyclists

Many public highways and streets accommodate pedestrians and bicyclists, predominately in urban areas. During construction, access must be maintained through or around the work zones. When existing pedestrian routes that are accessible to pedestrians with disabilities are closed, the alternate routes must be designed and constructed to meet or exceed the existing level of accessibility. Temporary pedestrian facilities within the work zone must meet

accessibility criteria to the maximum extent feasible. (See Chapter 1510 for pedestrian circulation path and pedestrian access route accessibility criteria.) Covered walkways are to be provided where there is a potential for falling objects.

In work areas where the speeds are low (25 mph), or the ADT is 2,000 or less, bicyclists can use the same route as motorized vehicles. For work zones on higher-speed facilities, bicyclists will need a minimum 4-foot shoulder or detour route to provide passage through or around a work zone. Bicyclists may be required to dismount and walk their bikes through a work zone on the route provided for pedestrians.

It may be possible to make other provisions to transport pedestrians and bicyclists through a work zone or with a walking escort around the active work area. Roadway surfaces are an important consideration for pedestrian and bicycle use. Unacceptable conditions such as loose gravel, uneven surfaces, milled pavement, and asphalt tack coats endanger the bicyclist and restrict access to pedestrians with disabilities.

Information can be gathered on bike issues by contacting local bike clubs. Coordination with local bike clubs goes a long way to ensuring their members are notified of work zone impacts, and it helps maintain good public relations. (See Chapter 1520 for more bicycle design requirements and Chapter 1510 and [MUTCD](#) Chapter 6D for pedestrian work zone design requirements.)

1010.07(8) Warning Signs for Motorcyclists

The roadway surface condition requires additional warning signs to alert the motorcyclist of work zone conditions. Per RCW 47.36.200 paragraph 2, "(2) If the construction, repair, or maintenance work includes or uses grooved pavement, abrupt lane edges, steel plates, or gravel or earth surfaces, the construction, repair, or maintenance zone must be posted with signs stating the condition, as required by current law, and in addition, must warn motorcyclists of the potential hazard only if the hazard or condition exists on a paved public highway, county road, street, bridge, or other thoroughfare commonly traveled. For the purposes of this subsection, the department shall adopt by rule a uniform sign or signs for this purpose, including at least the following language, "MOTORCYCLES USE EXTREME CAUTION."

1010.07(9) Oversized Vehicles

The region Maintenance offices and the HQ Commercial Vehicle Services Office issue permits to allow vehicles that exceed the legal width, height, or weight limits to use certain routes. If a proposed work zone will reduce roadway width or vertical clearance, or have weight restrictions, adequate warning signs and notification to the HQ Commercial Vehicle Services Office and the appropriate region Maintenance Office is required as a minimum. When the total width of a roadway is to be reduced to less than 16 feet for more than three days, communication with these offices and any other stakeholders is required; include documentation in the Project File. The contract documents shall include provisions requiring the contractor to provide a 30-calendar-day notice prior to placing the restriction.

In the permit notification, identify the type of restriction (height, weight, or width) and specify the maximum size that can be accommodated. On some projects, it may be necessary to designate a detour route for oversized vehicles. An important safety issue associated with oversized loads is that they can sometimes be unexpected in work zones, even though warning and restriction or prohibition signs may be in place. Some oversized loads can overhang the temporary barrier or channelization devices and endanger workers. Consider the potential risk to those within the work zone. Routes with high volumes of oversized loads or routes that are already strategic oversized load routes may not be able to rely only on warning or prohibition signs. Protective features or active early warning devices may be needed. If the risk is so great that one oversized load could potentially cause significant damage or injury to workers, failsafe protection measures may be needed to protect structures and workers. The structure design, staging, and falsework openings may need to be reconsidered to safely accommodate oversized loads.

1010.08 Temporary Traffic Control Devices

FHWA regulations require that temporary traffic control devices be compliant with the 2016 edition of the Manual for Assessing Safety Hardware (MASH) crash test requirements. In some cases, either the 2009 MASH or the National Cooperative Highway Research Program (NCHRP) Report 350 compliant devices may be used. See Standard Specification 1-10.2(3) for more information.

1010.08(1) Channelizing Devices

Channelizing devices are used to alert and guide road users through the work zone. They are used to channelize traffic away from the work space, pavement drop-offs, or opposing directions of traffic. Traffic Safety Drums are the preferred devices on freeways and expressways as they are highly visible and are less likely to be displaced by traffic wind. 28-inch cones are also used on WSDOT projects. They are a good choice for flagging operations. Tall channelization devices are 42-inch cone-type devices and should be used in place of tubular markers to separate opposing traffic. Tubular markers are not a recommended device unless they are being used to separate traffic on low-volume low-speed roadways. Longitudinal channelizing devices are interconnected devices that provide channelization with no gaps. These devices look like a temporary barrier, but are not approved as a positive protective device. Barricades are a channelization device mostly used to supplement other channelization devices in traffic control operations involving road, ramp, or sidewalk closures.

1010.08(2) **Construction Signs**

Portable and temporary signs (Class B Construction Signs) are generally used in short-term work zones. They are set up and removed daily or frequently repositioned as the work moves along the highway. These signs are mounted on crashworthy, collapsible sign supports. The minimum mount height is 1 foot above the roadway, but there are temporary sign supports that will provide 5- to 7-foot mounting heights. This may be useful when temporary signs are mounted behind channelizing device or in urban areas with roadside parking that may obstruct sign visibility and multilane facilities. Temporary signs need to be placed such that they do not obstruct pedestrian facilities. Warning signs in place longer than three days at one location must be post-mounted.

Fixed signing (Class A Construction Signs) are the signs mounted on conventional sign supports along or over the roadway. This signing is used for long-term stationary work zones. Details for their design are in Chapter 1020 and the [Standard Plans](#). Sign messages, color, configuration, and usage are shown in the [MUTCD](#) and the [Sign Fabrication Manual](#). Existing signs may need to be covered, removed, or modified during construction.

1010.08(3) **Warning Lights**

Warning lights are either flashing or steady burn and can be mounted on channelizing devices, barriers, and signs. Secure crashworthy mounting of warning lights is required.

- **Type A:** Low-intensity flashing warning light used on a sign or barricade to warn road users during nighttime hours that they are approaching a work zone.
- **Type B:** High-intensity flashing warning light used on a sign or barricade to warn road users during both daytime and nighttime hours.
- **Type C and Type D 360 degree:** Steady-burn warning lights designed to operate 24 hours a day to delineate the edge of the roadway.

1010.08(4) **Arrow Board**

The arrow board (Sequential Arrow Sign) displays either an arrow or a chevron pointing in the direction of the intended route of travel. Arrow board displays are required for lane closures on multilane roadways. When closing more than one lane, use an arrow board display for each lane reduction. Place the arrow board at the beginning of the transition taper and out of the traveled way. The caution display (four corner lights) is only used for shoulder work. Arrow boards are not used on two-lane two-way roadways.

1010.08(5) Portable Changeable Message Signs (PCMS)

PCMS have electronic displays that can be modified and programmed with specific messages and may be used to supplement other warning signs. These signs are usually trailer mounted with solar power and batteries to energize the electronic displays. A two-second display of two messages is the recommended method to ensure motorists have time to read the sign's message twice. These devices are not crashworthy and should be removed when not in use, or placed behind barrier or guardrail. PCMS are best used to provide notice of unexpected situations like the potential for traffic delays or queuing and to provide a notice of future closures or restrictions. They should not be used in place of required signs or to provide redundant information.

1010.08(6) Portable Temporary Traffic Control Signals

These versatile trailer-mounted portable signals are battery powered, with the ability to be connected to AC power. They can operate on fixed timing or be traffic actuated. They are typically used on two-lane two-way highways to alternate traffic in a single lane for extended durations.

1010.08(7) Portable Highway Advisory Radio (HAR)

HAR can be used to broadcast AM radio messages about work zone traffic and travel-related information. The system may be a permanently located transmitter or a portable trailer-mounted system that can be moved from location to location as necessary. Contact the region Traffic Office for specific guidance and advice on the use of these systems.

1010.08(8) Automated Flagger Assistance Device (AFAD)

An AFAD is a flagging machine that is operated remotely by a flagger located off the roadway and away from traffic. This device could be used to enhance safety for flaggers on highways with reduced sight distance or limited escape routes. A traffic control plan is required for use of the AFAD. A flagger is required to operate each device.

Refer to the [MUTCD](#) for additional guidance on temporary traffic control zone devices.

1010.08(9) Radar Speed Display Sign (RSDS)

RSDS are a work zone speed management device that display motorist's speed in real time along with a regulatory speed limit sign or advisory speed sign mounted above the speed display.

RSDS work best when a single lane of traffic remains open but may be used when multiple lanes are open. When multiple lanes are open in heavy traffic volume conditions, it may be unclear which vehicle's speed is actually displayed.

RSDS are not an automated speed enforcement speed, but a passive feedback system to drivers. Modest speed reductions of 3 to 6 mph have been recorded when used within an active work zone.

1010.09 Positive Protection Devices

Channelizing devices will not provide adequate worker and road user protection in some work zones. Positive protective devices are required for the following conditions unless an engineering study determines otherwise:

- To separate opposing traffic traveling 45 mph and faster normally separated by a median or existing median barrier.
- Where existing traffic barriers or bridge railings are to be removed.
- For drop-off protection during widening or excavations (see Standard Specification 1-07.23(1)).
- When temporary slopes change clear zone requirements.
- For bridge falsework protection.
- When equipment or materials must remain in the work zone clear zone.
- When newly constructed features in the clear zone will not have permanent protection until later in the project.
- Where temporary signs or light standards are not crashworthy.
- To separate workers from motorized traffic when work zone offers no means of escape for the worker, such as tunnels, bridges, and retaining walls, or for long-duration worker exposure within one lane-width of high-volume traffic with speeds of 45 mph and faster.

1010.09(1) Temporary Barriers

Providing temporary barrier protection may become the key component of the work zone strategy. Barrier use usually requires long-term stationary work zones with pavement marking revisions, and will increase the traffic control costs of a project. The safety benefit versus the cost of using barrier requires careful consideration, and cost should not be the only or primary factor determining the use of barrier. (See Chapter 1610 for guidance on barriers.)

1010.09(1)(a) Concrete Barriers

These are the safety-shape barriers (Type F, Type 2) shown in the Standard Plans. Safety-shape barriers can be unanchored or anchored. See Chapter 1610 for more detailed information on these barriers and their deflection characteristics.

1010.09(1)(b) Movable Barrier Systems

Movable barriers are specially designed segmental barriers that can be moved laterally one lane width or more as a unit with specialized equipment. This allows strategies with frequent or daily relocation of a barrier. The ends of the barrier must be located out of the clear zone or fitted with an impact attenuator. Storage sites at both ends of the barrier will be needed for the barrier-moving machine. WSDOT owns this type of barrier and equipment and it may be available for project use. Pay items are included in the PS&E to deliver the barrier and equipment from and back to the WSDOT storage location and for operation and maintenance during the project.

1010.09(1)(c) Portable Steel Barriers

Portable steel barriers have a lightweight stackable design. They have options for gate-type openings and relocation without heavy equipment. Steel barriers can be unanchored or anchored per the manufacturer's specifications. The lateral displacement of unanchored steel barriers from vehicle impacts typically ranges from 5 to 8 feet depending on manufacturer. The lateral displacement of anchored steel barriers from vehicle impacts typically ranges from 1 to 3 feet depending on manufacturer and anchor pinning arrangement. Steel barriers are proprietary items. See manufacturer website for more information.

1010.09(2) Impact Attenuators

Within the Design Clear Zone, the approach ends of temporary barriers shall be fitted with impact attenuators. The information in [Chapter 1620](#) provides all the necessary impact attenuator performance and selection information. In addition to the guidance in Chapter 1620, consider the characteristics of the work zone when selecting an attenuator. Selection should consider site specific conditions and the dynamic nature of work zones throughout the project.

Contract plans showing temporary impact attenuator placement need to include a list of the approved attenuators that a contractor may use for that installation. See the Attenuator Selection Template at:

http://www.wsdot.wa.gov/publications/fulltext/design/ProductFolder/Impact_attenuator_selection_template.xlsx

1010.09(3) Transportable Attenuators

A transportable attenuator (TA) is a positive protection device that will provide protection for the work area only a short distance in front of the device. An impact attenuator device is attached to the rear of a large truck the weighs 15,000 lbs. total weight or more to minimize the roll-ahead distance when impacted by an errant vehicle. A TA should be used on all roadway operations with speeds of 45 mph and faster.

1010.10 Other Traffic Control Devices or Features

1010.10(1) *Delineation*

Temporary pavement markings will be required when permanent pavement markings are obliterated due to construction operations or temporary reconfigurations needed for long-term work zone strategies. Temporary pavement markings can be made using paint, preformed tape, or raised pavement markers. Complex projects will most likely require both long- and short-duration temporary markings. All temporary pavement markings must be retroreflective and match permanent pavement marking colors. All conflicting pavement markings must be completely removed. Temporary pavement markings are installed in accordance with the Standard Plans and Standard Specifications.

Short-duration temporary pavement markings are made with materials intended to last only until permanent markings can be installed on paving and BST projects, or for short durations between construction stages. Short-duration broken line patterns typically consist of a 4-foot line with a 36-foot gap for paint and tape markings but may be increased to a 10-foot line with a 30-foot gap when specified in the Contract. Short-duration broken line patterns consist of a grouping of three raised pavement markings at 3-foot spacing with a 34-foot gap. Flexible raised pavement markers are required for bituminous surface treatments but typically are not allowed on other pavement types. Temporary edge lines are installed only when specified in the plans. When specified, temporary edge lines are either solid lines or raised pavement markers at 5-foot spacing.

Long-duration temporary pavement markings layouts will match permanent pavement marking standards and should be used on projects spanning multiple seasons and/or wintering over. To enhance wet-weather visibility, long-duration temporary pavement markings should be supplemented with reflective Type 2 Raised Pavement Markers. Long-duration markings need to be detailed in the contract plans for installation and material type. Pre-formed tapes should be used on the final pavement surface to avoid leaving scars when removed.

Lateral clearance markers are used at the angle points of barriers where they encroach on or otherwise restrict the adjacent shoulder. Barrier delineation is necessary where the barrier is less than 4 feet from the edge of traveled way.

Guideposts may be considered to aid nighttime driving through temporary alignments or diversions. (See Chapter 1030 for delineation requirements.)

1010.10(2) *Screening*

Screening devices can be used to reduce motorists' distraction due to construction activities adjacent to the traveled way. Consider screening when a highway operates near capacity during most of the day. Screening should be positioned behind traffic barriers to prevent impacts by errant vehicles and should be anchored or braced to resist overturning when buffeted by wind. Commercially available screening or contractor-built screening can be used, provided the device meets crashworthy criteria if exposed to traffic and is approved by the Engineer prior to installation.

Glare screening may be required on concrete barriers separating two-way traffic to reduce headlight glare from oncoming traffic. Woven wire and vertical blade-type screens are commonly used in this installation. This screening also reduces the potential for motorist confusion at nighttime by shielding construction equipment and the headlights of other vehicles on adjacent roadways. Make sure that motorists' sight distance is not impaired by these glare screens. Contact the HQ Design Office and refer to AASHTO's Roadside Design Guide for additional information on screening.

1010.10(3) Illumination

Illumination might be justified if construction activities take place on the roadway at night for an extended period of time. Illumination might also be justified for long-term construction projects at the following locations:

- Road closures with detours or diversions.
- Median crossovers on freeways.
- Complex or temporary alignment or channelization.
- Haul road crossings (if operational at night).
- Temporary traffic signals.
- Temporary ramp connections.
- Projects with lane shifts and restricted geometrics.
- Projects with existing illumination that needs to be removed as part of the construction process.

Illumination is required when:

- Traffic flow is split around or near an obstruction.
- Flaggers are necessary for nighttime construction activities (supplemental lighting of the flagger stations by use of portable light plants or other approved methods). Refer to [Standard Specification 1-10.3\(1\)A](#).

For information on light levels and other electrical design requirements, see Chapter 1040.

1010.10(4) Signals

A permanent signal system can be modified for a temporary configuration such as temporary pole locations during intersection construction, span wire systems, and adjustment of signal heads and alternative detection systems to accommodate a construction stage (see Chapter 1330).

1010.10(5) Smart Work Zone Systems (SWZS)

A Smart Work Zone System uses real time information to optimize the safety and efficiency of traffic through the work zone.

SWZS can provide information such as queue detection for “slowed or stopped traffic ahead” messaging before motorists see brake lights, merging instructions (zipper merging where motorists use all open lanes up to the merge point where they take turns merging) to reduce the queue lengths, or travel time information so drivers can choose alternate routes.

Portable equipment used in SWZS may include portable changeable message signs, portable roadside traffic sensors and cameras that communicate wirelessly through a web-based central management platform. Pre-determined messages will be displayed on the changeable message signs approaching a work area based on traffic data from the portable sensors also placed approaching the work area. A SWZS technician will install, program and monitor the system.

Existing permanent freeway cameras and message boards could also be part of a SWZS; coordination with the region Traffic Management Center (TMC) will be required to determine how these devices may be included and the information sharing with the SWZS and the TMC.

1010.11 Traffic Control Plan Development and PS&E

WSDOT projects need to include plans and payment items for controlling traffic based on a strategy that is consistent with the project construction elements, even though there may be more than one workable strategy. A constructible and biddable method of temporary traffic control is the goal. The contractor has the option of adopting the contract plans or proposing an alternative method.

1010.11(1) Traffic Control Plans (TCPs)

“Typical” traffic control plans are generic in nature and are not intended to address all site conditions. They are intended for use at multiple work locations and roadways with little or no field modifications necessary. Typical plans may be all that are needed for basic paving projects. Some typical plans are located at:

🔗 www.wsdot.wa.gov/design/standards/plansheet.htm

“Project-specific” traffic control plans are typical-type plans that have been modified to fit a specific project or roadway condition. Dimension lines for signs and device placement have the distances based on the project highway speed limit, and spacing charts have been removed; the lane and roadway configuration may also be modified to match the project conditions.

“Site-specific” traffic control plans are drawn for a specific location. Scaled base data drawn plans will be the most accurate as device placement and layout issues can be resolved by the designer. These types of plans should be used for temporary alignment and channelization for long-duration traffic control. Making a “project-specific” plan applicable for a site-specific location is another option, but the designer must ensure the device layout will match the site-specific location since the plan is usually not to scale.

The following plans, in addition to the TCP types above addressing the TTC strategies, may be included in the PS&E.

1010.11(1)(a) Construction Sign Plan

Show Class A Construction Signs that will remain in place for the duration of the project located by either station or milepost. Verify the locations to avoid conflicts with existing signing or other roadway features. These locations may still be subject to movement in the field to fit specific conditions. For simple projects these signs are often shown on the vicinity map sheet.

1010.11(1)(b) Construction Sign Specification Sheet

Provide a Class A Construction Sign Specifications sheet on complex or staged projects. Include location, post information, and notes for Standard Plans or other specific sign information and sign details.

1010.11(1)(c) Quantity Tabulation Sheets

Quantity Tabulation sheets are a good idea for barrier and attenuator items and temporary pavement markings on projects with large quantities of these items or for staged construction projects.

1010.11(1)(d) Traffic Control Plan Index

An Index sheet is a useful tool for projects that contain a large quantity of traffic control plans and multiple work operations at various locations throughout the project. The Index sheet provides the contractor a quick referencing tool indicating the applicable traffic control plan for the specific work operation.

1010.11(1)(e) Construction Sequence Plans

Sequence plans are placed early in the plan set and are intended to show the proposed construction stages and the work required for each stage. They should refer to the corresponding TCPs for the traffic control details of each stage.

1010.11(1)(f) Temporary Signal Plan

The temporary signal plan will follow conventions used to develop permanent signals (as described in Chapter 1330), but will be designed to accommodate temporary needs and work operations to ensure there will be no conflicts with construction operations. Ensure opposing

left-turn clearances are maintained as described in Chapter 1310 if channelization has been temporarily revised, or adjust signal timing to accommodate. Some existing systems can be maintained using temporary span wires for signal heads and video, microwave actuation, or timed control.

1010.11(1)(g) Temporary Illumination Plan

Full lighting is normally provided through traffic control areas where power is available. The temporary illumination plan will follow conventions used to develop permanent illumination (as described in Chapter 1040), but will be designed to accommodate temporary needs and work operations to ensure there will be no conflicts with construction operations.

1010.11(2) Contract Specifications

Work hour restrictions for lane closure operations are to be specifically identified for each project where traffic impacts are expected and liquidated damages need to be applied to the contract. Refer to the Plans Preparation Manual for additional information on writing traffic control specifications.

1010.11(3) Cost Estimating

Temporary traffic control devices and traffic control labor can be difficult to estimate. There is no way of knowing how many operations a contractor may implement at the same time. The best method is to follow the working day estimate schedule and the TCPs that will be used for each operation. Temporary signs and devices will be used on many plans, but the estimated quantity reflects the most used at any one time. To use the lump sum item to pay for all temporary traffic control, be certain how the contractor's work operations will progress and that the traffic control plans fully define the work zone expectations.

1010.12 Training and Resources

Temporary traffic control-related training is an important component in an effective work zone safety and mobility program. Federal regulations require that those involved in the development, design, implementation, operation, inspection, and enforcement be trained at a level consistent with their responsibilities.

1010.12(1) Training Courses

The following work zone related courses are available through the Talent Development office and the State Work Zone Training Specialist can assist with the availability and scheduling of classes:

- **Work Zone Traffic Control Design:** This 2-day course, taught by the HQ Traffic Office, focuses on work zone safety and mobility through transportation management plan and temporary traffic control PS&E development.

- **Traffic Control Supervisor (TCS) Certification:** This course is a 1-day add-on to the Work Zone Traffic Control Design course for WSDOT employees that want to become certified as a TCS. For those with a current TCS card, attending this 1-day class only will provide re-certification.
- **Flagger Certification:** This course is for employees who may have flagging duties or want to become a certified Traffic Control Supervisor. The safety offices can assist with class scheduling.
- Traffic analysis, traffic engineering, pedestrian facilities design and other courses may also be available and apply to work zone safety and mobility.

The American Traffic Safety Services Association (ATSSA) offers free or low-cost training through an FHWA [work zone safety grant](#).

1010.12(2) Resources

The responsibility of the designer to fully address all work zone traffic control impacts is very important because the level of traffic safety and mobility will be directly affected by the effectiveness of the transportation management plan (TMP). The following resources are available to assist the designer with various aspects of the work zone design effort.

1010.12(2)(a) Region Work Zone Resources

Each region has individuals and offices with various resources that provide work zone guidance and direction beyond what may be available at the project Design Office level. They include:

- Region Traffic Office
- Region Construction and Design Offices

1010.12(2)(b) Headquarters (HQ) Work Zone Resources

The HQ Traffic Office has a work zone team available to answer questions, provide information, or otherwise assist. The HQ Design and Construction offices may also be able to assist with some work zone issues. They include:

- State Assistant Traffic Design Engineer
- State Work Zone Engineer
- WSDOT Work Zone Web Page

1010.12(2)(c) FHWA Work Zone Resources

The FHWA Washington Division Office and Headquarters (HQ) Office may be able to provide some additional information through the WSDOT HQ Traffic Office. The FHWA also has a work zone web page: www.ops.fhwa.dot.gov/wz/

1010.13 Documentation

Refer to Chapter 300 for design documentation requirements.

1010.14 References

1010.14(1) Federal/State Laws and Codes

[23 Code of Federal Regulations \(CFR\) Part 630 Subpart J and Subpart K](#) – Work Zone Safety and Mobility and Temporary Traffic Control Devices

See Chapter 1510 for Americans with Disabilities Act policy and references.

“Final Rule on Work Zone Safety and Mobility,” Federal Highway Administration (FHWA), Published on September 9, 2004

www.ops.fhwa.dot.gov/wz/resources/final_rule.htm

[Manual on Uniform Traffic Control Devices for Streets and Highways](#), USDOT, FHWA; as adopted and modified by [Chapter 468-95 WAC](#) “Manual on uniform traffic control devices for streets and highways” (MUTCD)

1010.14(2) Design Guidance

[A Policy on Geometric Design of Highways and Streets](#) (Green Book), AASHTO

Executive Order E 1001, Work Zone Safety and Mobility

<http://wwwi.wsdot.wa.gov/publications/policies/fulltext/1001.pdf>

Executive Order E 1060, Speed Limit Reductions in Work Zones

<http://wwwi.wsdot.wa.gov/publications/policies/fulltext/1060.pdf>

Executive Order E 1033, WSDOT Employee Safety

<http://wwwi.wsdot.wa.gov/publications/policies/fulltext/1033.pdf>

[Plans Preparation Manual](#), M 22-31, WSDOT

[Standard Plans for Road, Bridge, and Municipal Construction](#) (Standard Plans), M 21-10, WSDOT

[Standard Specifications for Road, Bridge, and Municipal Construction](#) (Standard Specifications), M 41-10, WSDOT

[Traffic Manual](#), M 51-02, WSDOT

[Work Zone Traffic Control Guidelines](#), M 54-44, WSDOT

1010.14(3) Supporting Information

Construction Manual, M 41-01, WSDOT

“Crashworthy Work Zone Traffic Control Devices,” Report 553, NCHRP, 2006

Environmental Manual, M 31-11, WSDOT

Highway Capacity Manual, 2010, TRB

ITE Temporary Traffic Control Device Handbook, 2001

ITS in Work Zones  www.ops.fhwa.dot.gov/wz/its/

“Recommended Procedures for the Safety Evaluation of Highway Features,” Report 350, NCHRP, 1993

Roadside Design Guide, AASHTO, 2011

Manual for Assessing Safety Hardware, AASHTO, 2009

Manual for Assessing Safety Hardware, AASHTO, 2016

Work Zone & Traffic Analysis, FHWA  www.ops.fhwa.dot.gov/wz/traffic_analysis.htm

Work Zone Operations Best Practices Guidebook, FHWA, 2007

 www.ops.fhwa.dot.gov/wz/practices/practices.htm

Work Zone Safety and Mobility, FHWA  www.ops.fhwa.dot.gov/wz/index.asp

Work Zone Safety Web Page, WSDOT  www.wsdot.wa.gov/safety/workzones/

WSDOT Project Management website:  <http://www.wsdot.wa.gov/Projects/ProjectMgmt/>

Exhibit 1010-3 Transportation Management Plan Components Checklist

Use the following checklist to develop a formal TMP document on significant projects.

TMP Component	✓
1. Introductory Material	
Cover page	
Licensed Engineer stamp page (if necessary)	
Table of contents	
List of figures	
List of tables	
List of abbreviations and symbols	
Terminology	
2. Executive Summary	
3. TMP Roles and Responsibilities	
TMP manager	
Stakeholders/review committee	
Approval contact(s)	
TMP implementation task leaders (public information liaison, incident management coordinator)	
TMP monitors	
Emergency contacts	
4. Project Description	
Project background	
Project type	
Project area/corridor	
Project goals and constraints	
Proposed construction phasing/staging	
General schedule and timeline	
Adjacent projects	
5. Existing and Future Conditions	
Data collection and modeling approach	
Existing roadway characteristics (history, roadway classification, number of lanes, geometrics, urban/suburban/rural)	
Existing and historical traffic data (volumes, speed, capacity, volume-to-capacity ratio, percent trucks, queue length, peak traffic hours)	
Existing traffic operations (signal timing, traffic controls)	
Incident and crash data	
Local community and business concerns/issues	
Traffic growth rates (for future construction dates)	
Traffic predictions during construction (volume, delay, queue)	
6. Work Zone Impacts Assessment Report	
Qualitative summary of anticipated work zone impacts	
Impacts assessment of alternative project design and management strategies (in conjunction with each other)	
<ul style="list-style-type: none"> • Construction approach/phasing/staging strategies • Work zone impacts management strategies 	

Exhibit 1010-3 Transportation Management Plan Components Checklist (continued)

TMP Component	✓
Traffic analysis results (if applicable)	
• Traffic analysis strategies	
• Measures of effectiveness	
• Analysis tool selection methodology and justification	
• Analysis results	
Traffic (volume, capacity, delay, queue, noise)	
Safety	
Adequacy of detour routes	
Business/community impact	
Seasonal impacts	
Cost-effectiveness/evaluation of alternatives	
Selected alternative	
• Construction approach/phasing/staging strategy	
• Work zone impacts management strategies	
7. Selected Work Zone Impacts Management Strategies	
Temporary Traffic Control (TTC) strategies	
• Control strategies	
• Traffic control devices	
• Corridor Project coordination, contracting, and innovative construction strategies	
Public Information (PI)	
• Public awareness strategies	
• Motorist information strategies	
Transportation Operations (TO)	
• Demand management strategies	
• Corridor/network management strategies	
• Work zone safety management strategies	
• Traffic/incident management and enforcement strategies	
8. TMP Monitoring	
Monitoring requirements	
Evaluation report of successes and failures of TMP	
9. Contingency Plans	
Trigger points	
Decision tree	
Contractor's contingency plan	
Standby equipment or personnel	
10. TMP Implementation Costs	
Itemized costs	
Cost responsibilities/sharing opportunities	
Funding source(s)	
11. Special Considerations (as needed)	
12. Attachments (as needed)	

