

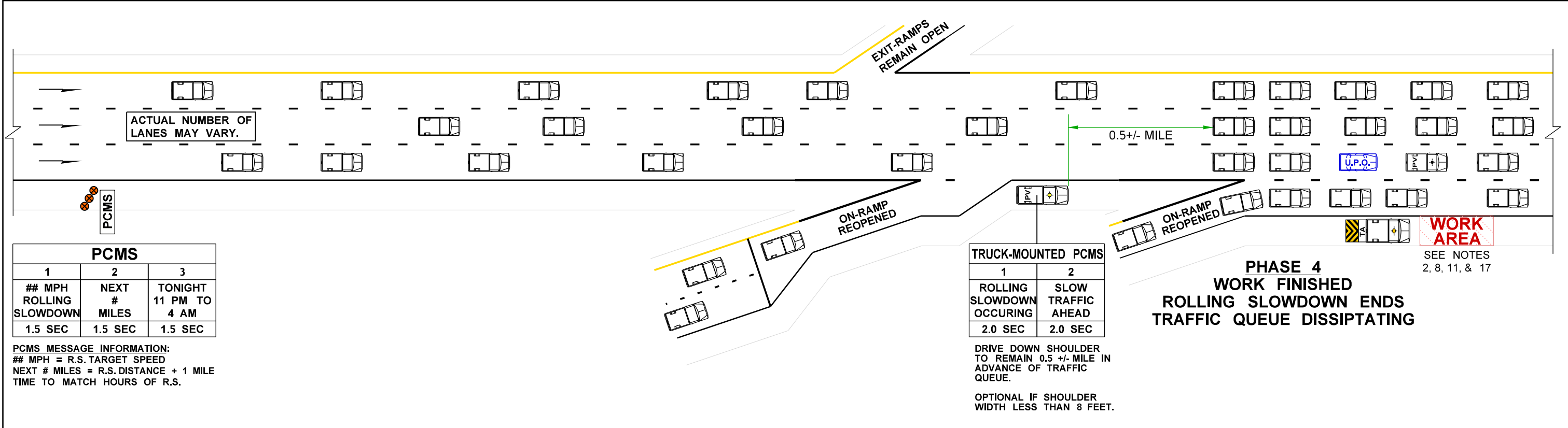
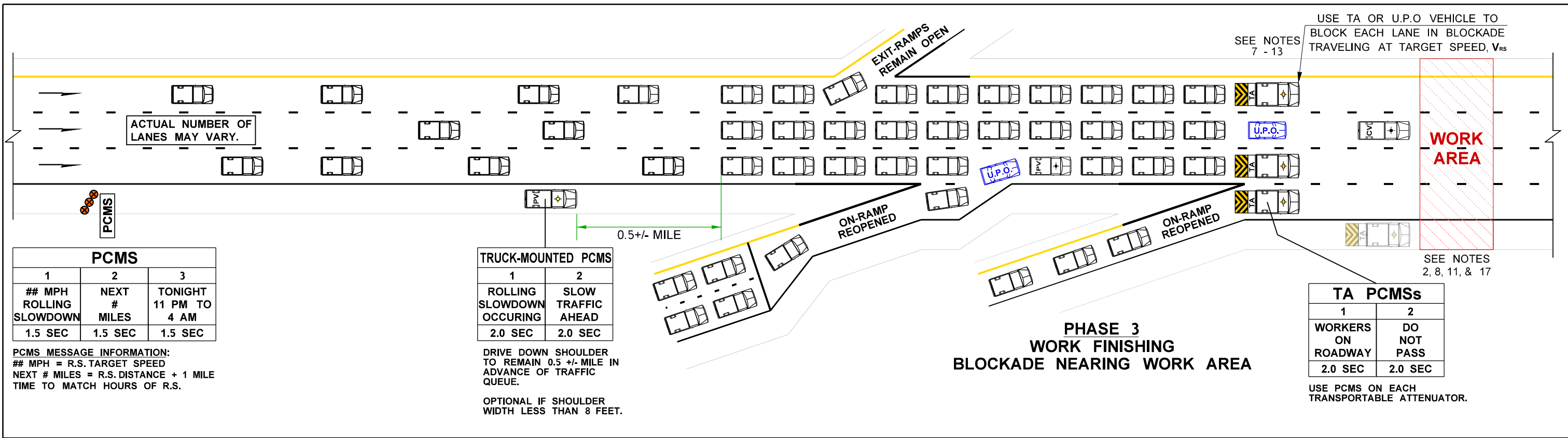
ROLLING SLOWDOWN DATA ( $V_{RS}$ ,  $D_{RS}$ , and  $T_{CLEAR}$ )  
 NOTES & LEGEND ARE AVAILABLE ON SHEET 3.

## FREEWAY ROLLING SLOWDOWN FOR 45 THRU 70 MPH (TRUCKS 60) ZONES

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\182FwyRS.dgn				FED.AID PROJ.NO.				Plot 1
TIME	1:20:29 PM				REGION NO.	STATE			PLAN REF NO.
DATE	1/14/2022				10	WASH			TC182
PLOTTED BY	LintzF				JOB NUMBER				SHEET 1 OF 3 SHEETS
DESIGNED BY	HAAPALA & LINTZ				CONTRACT NO.		LOCATION NO.		
ENTERED BY	F. LINTZ								TYPICAL TRAFFIC CONTROL PLAN
CHECKED BY	S. HAAPALA								
PROJ. ENGR.									
REGIONAL ADM.									
	REVISION				DATE		BY		





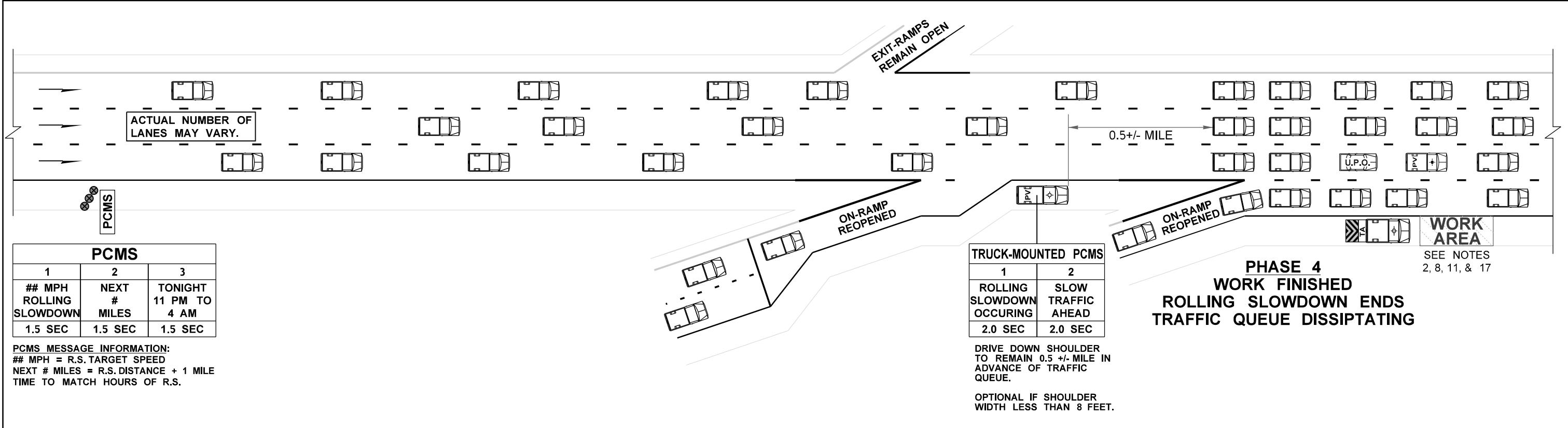
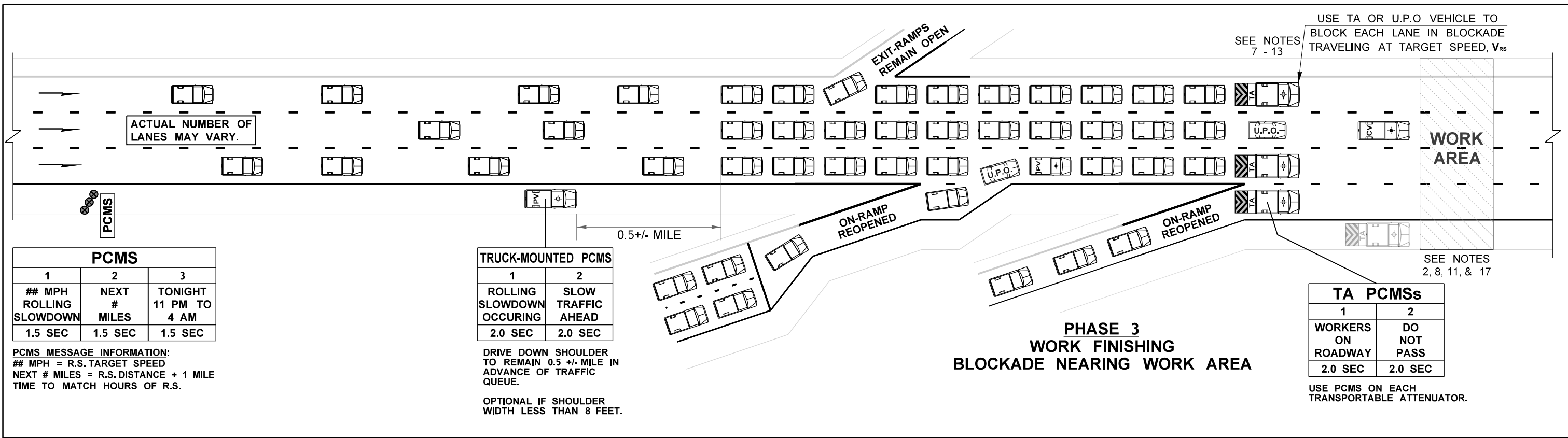
**PHASE 4: WORK FINISHED, WHILE ROLLING SLOWDOWN QUEUE DISSIPATING  
FREEWAY ROLLING SLOWDOWN FOR 45 THRU 70 MPH (TRUCKS 60) ZONES**

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\182FwyRS.dgn				REGION NO.	STATE	FED.AID PROJ.NO.	Washington State Department of Transportation	Plot 2
TIME	1:20:30 PM				10	WASH			PLAN REF NO TC182
DATE	1/14/2022				JOB NUMBER			SHEET 2 OF 3 SHEETS	
PLOTTED BY	LintzF				CONTRACT NO.	LOCATION NO.			
DESIGNED BY	HAAPALA & LINTZ								
ENTERED BY	F. LINTZ								
CHECKED BY	S. HAAPALA								
PROJ. ENGR.									
REGIONAL ADM.	REVISION	DATE	BY					TYPICAL TRAFFIC CONTROL PLAN	





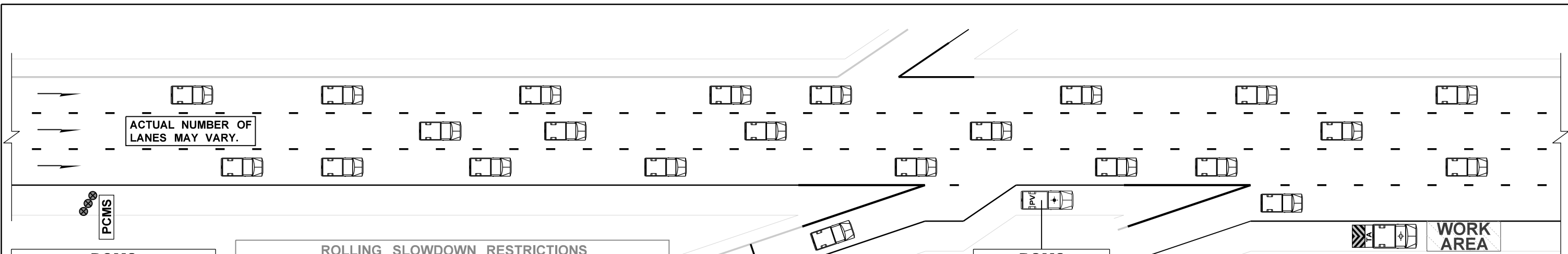


**PHASE 4: WORK FINISHED, WHILE ROLLING SLOWDOWN QUEUE DISSIPATING  
FREEWAY ROLLING SLOWDOWN FOR 45 THRU 70 MPH (TRUCKS 60) ZONES**

NOT TO SCALE

ROLLING SLOWDOWN DATA ( $V_{RS}$ ,  $D_{RS}$ , and  $T_{CLEAR}$ )  
NOTES & LEGEND ARE AVAILABLE ON SHEET 3.

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\182FwyRS.dgn				FED.AID PROJ.NO.	DATE	P.E. STAMP BOX	DATE	P.E. STAMP BOX	Washington State Department of Transportation	Plot 2
TIME	1:20:32 PM										PLAN REF NO
DATE	1/14/2022				10 WASH	DATE	P.E. STAMP BOX	DATE	P.E. STAMP BOX	Washington State Department of Transportation	SHEET
PLOTTED BY	LintzF										JOB NUMBER
DESIGNED BY	HAAPALA & LINTZ				CONTRACT NO.	LOCATION NO.	DATE	P.E. STAMP BOX	DATE	Washington State Department of Transportation	OF
ENTERED BY	F. LINTZ										JOB NUMBER
CHECKED BY	S. HAAPALA				CONTRACT NO.	LOCATION NO.	DATE	P.E. STAMP BOX	DATE	Washington State Department of Transportation	SHEETS
PROJ. ENGR.											JOB NUMBER
REGIONAL ADM.	REVISION	DATE	BY								TYPICAL TRAFFIC CONTROL PLAN



PCMS		
1	2	3
## MPH ROLLING SLOWDOWN	NEXT # MILES	TONIGHT 11 PM TO 4 AM
1.5 SEC	1.5 SEC	1.5 SEC

**PCMS MESSAGE INFORMATION:**  
 ## MPH = R.S. TARGET SPEED  
 NEXT # MILES = R.S. DISTANCE + 1 MILE  
 TIME TO MATCH HOURS OF R.S.

**AFTER ALL ROLLING SLOWDOWNS COMPLETED FOR SHIFT, REMOVE PCMS FROM WORK ZONE CLEAR ZONE.**

**NOTES:**

- THIS TRAFFIC CONTROL PLAN IS ONLY APPLICABLE TO FREEWAYS.
- THIS ROLLING SLOWDOWN PLAN CAN BE USED IN CONJUNCTION WITH APPLICABLE SHOULDER AND LANE CLOSURE TRAFFIC CONTROL PLANS.
- ROLLING SLOWDOWNS SHOULD ONLY BE USED FOR WORK OPERATIONS WHEN TRADITIONAL FORMS OF TRAFFIC CONTROL ARE NOT APPLICABLE.
- NOTIFY WSDOT; WASHINGTON STATE PATROL; TRANSIT (WHEN APPLICABLE); AND LOCAL FIRE, POLICE, AND EMERGENCY SERVICE AGENCIES 72+ HOURS IN ADVANCE OF NON-EMERGENCY ROLLING SLOWDOWNS.
- DEVELOP CONTINGENCY PLANS TO ACCOMMODATE EMERGENCY VEHICLES NEEDING URGENT ACCOMMODATION PAST THE ROLLING SLOWDOWN (SUCH AS THOSE TRANSPORTING PATIENTS IN CRITICAL CONDITION).
- NOTIFY THE REGIONAL WSDOT TRAFFIC MANAGEMENT CENTER PRIOR TO COMMENCING EACH ROLLING SLOWDOWN AND AFTER IT FINISHES.
- TRAFFIC CONTROL VEHICLES SHALL ACTIVATE FLASHING AMBER LAMPS AND U.P.O VEHICLES RED-BLUE LAMPS DURING ROLLING SLOWDOWN.
- RADIO OR CELLULAR COMMUNICATION BETWEEN WORK CREW, U.P.Os, CHASE VEHICLE, AND MOVING BLOCKADE VEHICLES IS REQUIRED.
- BLOCKADE VEHICLES SHOULD ENTER FREEWAY 1.5+/- MILES IN ADVANCE OF STARTING LOCATION (PRESTAGING ON THE ON-RAMP SHOULDER IF FEASIBLE). BLOCKADE VEHICLES WILL MOVE INTO POSITION TO BLOCK ALL FREEWAY LANES WHILE TRAVELING AT FREEWAY SPEED. AT 0.4+/- MILES (2000+/- FEET) IN ADVANCE OF STARTING LOCATION, BLOCKADE VEHICLES WILL DECELERATE TOGETHER (SIMPLY RELEASING THE ACCELERATOR, WITH GENTLE BRAKING AS NEEDED TO KEEP BLOCKADE VEHICLES ALIGNED) REACHING THE ROLLING SLOWDOWN TARGET SPEED NEAR THE STARTING LOCATION.
- THE ROLLING SLOWDOWN DURATION BEGINS WHEN THE TARGET SPEED IS REACHED AT THE ROLLING SLOWDOWN STARTING LOCATION.

**ROLLING SLOWDOWN RESTRICTIONS**

**PERMITTED DAYS & HOURS:**  
 SUNDAY THRU THURSDAY = NIGHTLY, 11:00PM TO 4:00AM  
 SATURDAY NIGHT = 11:59PM TO 6:00AM

**ALLOWED ONLY FOR THE FOLLOWING WORK OPERATIONS:**

- UTILITY LINE INSTALLATION/REMOVAL OVER FREEWAY
- DURING THE REMOVAL OF EXISTING SIGN STRUCTURE OVER FREEWAY
- TO MODIFY LANE CLOSURES (SUCH AS 2 LEFT -> 2 RIGHT) WHEN REOPENING LANES TO SWITCH TRAFFIC CONTROL IS NOT PRACTICAL. SUCH AS THE TEMPORARY RECONFIGURATION OF FREEWAY OR INSTALLING LEAD-IN ACROSS ALL LANES FOR TRAFFIC "LOOPS"
- EMERGENCY ROADWAY OR BRIDGE REPAIRS HAVING SHORT WORK DURATIONS (LESS THAN 10 MINUTES)
- ADDITIONAL WORK ACTIVITIES AS AUTHORIZED BY WSDOT IN WRITING

- IF MOTORISTS BYPASS THE ROLLING BLOCKADE, THEN THE U.P.O VEHICLE (IF PRESENT IN THE ROLLING BLOCKADE) MAY CHASE AND ATTEMPT TO STOP THEM. THE REMAINING BLOCKADE VEHICLES WILL REPOSITION TO ENSURE THERE IS AT LEAST ONE BLOCKING VEHICLE PER TWO LANES. AS SOON AS POSSIBLE, CONTACT THE CHASE VEHICLE AND WORK CREW ASAP SO WORKERS CAN EVACUATE THE ROADWAY.
- ALLOWABLE ROLLING BLOCKADE ENHANCEMENTS:  
 \* BLOCK EACH LANE AND 8+ SHOULDER(S) WITH TAs  
 \* ADD U.P.O VEHICLE(S) TRAVELING JUST BEHIND THE ROLLING BLOCKADE TO DETER AND, IF NECESSARY, CHASE AND STOP VEHICLES THAT ATTEMPT TO BYPASS THE BLOCKADE.
- EXCEPT AS A LAST RESORT DURING AN EMERGENCY, TRAFFIC SHALL NOT BE STOPPED DURING ROLLING SLOWDOWNS. AVOID SLOWING THE ROLLING BLOCKADE SPEED TO 5 MPH LESS THAN THE TARGET SPEED WHEN MAKING SPEED ADJUSTMENTS APPROACHING THE WORK AREA.
- BLOCK ON-RAMPS PRIOR TO THE PAVED ON-RAMP GORE OR AT THE RAMP METER SIGNAL STOP BAR (IF PRESENT).
- WHEN PRACTICAL, CONSIDER CLOSING FREEWAY-TO-FREEWAY ON-RAMPS WITH TRAFFIC CONTROL DEVICES PER ACCEPTED TRAFFIC CONTROL PLANS & DETOUR PLANS IN LIEU OF HOLDING TRAFFIC.
- IF FREEWAY-TO-FREEWAY ON-RAMP TRAFFIC IS HELD, USE A TRANSPORTABLE ATTENUATOR TO BLOCK EACH LANE AND MOVE SLOWLY (1-2 MPH) ALONG THE ON-RAMP & CONSIDER ADDING PCMS IN ADVANCE OF EXIT-RAMP.  
 PCMS MESSAGE: TRAFFIC HOLD ON RAMP / STOPPED TRAFFIC AHEAD
- IF TRAFFIC CONTROL FOR LANE CLOSURES ARE IN PLACE, THEN THE WORK AREA CAN EXTEND ACROSS THOSE CLOSED LANES. OTHERWISE, WORK CREW VEHICLES ARE LIMITED TO THE PAVED SHOULDER WITH A TRANSPORTABLE ATTENUATOR LOCATED 150-172' UPSTREAM.

PCMS	
1	2
■	■
■	■
2.0 SEC	2.0 SEC

VEHICLE CAN REENTER TRAFFIC AND LEAVE SHOULDER OR REMAIN IN "4-DOT" CAUTION MODE.  
 OPTIONAL IF SHOULDER WIDTH LESS THAN 8 FEET.

**PHASE 5:**  
**CONFIRMATION THAT ROLLING SLOWDOWN TRAFFIC QUEUE HAS DISSIPATED**

SEE NOTES 2, 8, 11, & 17

**LEGEND**

- TRAFFIC SAFETY DRUM
- TRANSPORTABLE ATTENUATOR
- UNIFORM POLICE OFFICER VEHICLE
- PROTECTIVE VEHICLE
- TRAVELING PUBLIC VEHICLE
- PORTABLE CHANGEABLE MESSAGE SIGN

**ROLLING SLOWDOWN DATA**

SPEED LIMIT (V <sub>TRAFFIC</sub> )	60 MPH		65 MPH (TRUCKS 60)		70 MPH (TRUCKS 60)	
	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES
ESTIMATED CLEAR TIME AT WORK AREA (T <sub>CLEAR</sub> )	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES
ROLLING SLOWDOWN TARGET SPEED (V <sub>RS</sub> )	20 MPH		25 MPH	20 MPH	30 MPH	25 MPH
ROLLING SLOWDOWN DURATION (T <sub>RS</sub> )	8 MINUTES	15 MINUTES	9 MINUTES	15 MINUTES	9 MINUTES	18 MINUTES
DISTANCE (D <sub>RS</sub> )	2.5 MILES	5 MILES	3.75 MILES	5 MILES	4.5 MILES	7.5 MILES

SPEED LIMIT (V <sub>TRAFFIC</sub> )	45 MPH		50 MPH		55 MPH	
	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES
ESTIMATED CLEAR TIME AT WORK AREA (T <sub>CLEAR</sub> )	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES	5 MINUTES	10 MINUTES
ROLLING SLOWDOWN TARGET SPEED (V <sub>RS</sub> )	15 MPH		15 MPH		18 MPH	
ROLLING SLOWDOWN DURATION (T <sub>RS</sub> )	8 MINUTES	15 MINUTES	8 MINUTES	15 MINUTES	8 MINUTES	15 MINUTES
DISTANCE (D <sub>RS</sub> )	2 MILES	4 MILES	2 MILES	4 MILES	2.5 MILES	4.5 MILES

**FREEWAY ROLLING SLOWDOWN FOR 45 THRU 70 MPH (TRUCKS 60) ZONES**

NOT TO SCALE

FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\182FwyRS.dgn					Plot 3
TIME	1:20:33 PM					PLAN REF NO
DATE	1/14/2022					TC182
PLOTTED BY	LintzF					SHEET 3 OF 3 SHEETS
DESIGNED BY	HAAPALA & LINTZ					
ENTERED BY	F. LINTZ					TYPICAL TRAFFIC CONTROL PLAN
CHECKED BY	S. HAAPALA					
PROJ. ENGR.						Washington State Department of Transportation
REGIONAL ADM.	REVISION	DATE	BY	FED.AID PROJ.NO.	LOCATION NO.	

**UPDATED WORK ZONE MICROSTATION CELLS:**

**IMPORTANT:** An extensive library of updated work zone cells are now available for work zone signs, detour signs (generic and route-specific), tables, legend, and symbols. Use these updated cells in all traffic control plans; at minimum, replace all work zone tables in old traffic control plans. This Typical Traffic Control Plan has updated cells already incorporated.

Color and grayscale PDFs of work zone cells are available on the WSDOT Typical Traffic Control Plans webpage (<https://www.wsdot.wa.gov/Design/Standards/PlanSheet/Work-Zone-Typical-TCPs.htm>).

WSDOT Staff:

- (1) Cell libraries are automatically updated by CAE
- (2) **Manually update or replace Microstation cells at least annually.** See <https://www.wsdot.wa.gov/Design/CAE/Technotes.htm> for technical support and guidance.

External Folks (e.g. Local Agencies, Design-Build Contractors, and Consultants):

- (1) Manually install updated WSDOT cell libraries into Microstation. See <https://www.wsdot.wa.gov/Design/CAE/Updates.htm> for download and installation instructions.
- (2) **Manually update or replace Microstation cells at least annually.** See <https://www.wsdot.wa.gov/Design/CAE/Technotes.htm> for technical support and guidance.

**PRINTING IN FULL COLOR OR GRAYSCALE (BLACK/WHITE):**

Even though the work zone cells are full color, CAE has programmed Colors 224-239 (used for the new work zone cells and the left edge line) to print in grayscale automatically when designers print in black/white.

For this to function (otherwise it will print out as a solid black glob); DESIGNERS MUST FIRST UPDATE THEIR COLOR TABLE AND THEN REPLACE THE OLD WORK ZONE CELLS (or Update if the new work zone cells are already used).

- #1. Update color table by selecting *Settings -> Color Table*. In the Color Table, select *File -> Default* and click *Attach* and *Close*.
- #2. Replace the old work zone cells using the Replace Cells Icon command. Select *Tools -> Cells -> Replace Cells*. Set the Method to *Replace* and either Single or Global mode (Single will just replace that one cell, Global replaces all cells matching the selected cell's name). Then select the cell to replace and accept it.

For additional information email [HQCAEHlpDesk@wsdot.wa.gov](mailto:HQCAEHlpDesk@wsdot.wa.gov).

**DESIGNER NOTES:**

- A. For more information, guidance, and considerations for freeway rolling slowdowns, see WSDOT Traffic Manual Section 5-21. This section contains rolling slowdown equation and sample calculations for reference for unique, site-specific rolling slowdown scenarios.
- B. Contact Region Traffic Operations for information regarding their standard practices, permitted days & hours rolling slowdowns may occur, and any additional information.
- C. List any rolling slowdowns restrictions (permitted days/hours & specific work operations) on traffic control plan and/or in the Contract Provisions. There is a text box on Sheet 3 set up for this already; modify as needed.
- D. These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standard practices.
- E. Channelization devices may be modified from those shown on these typical plans. Vertical panel channelization devices are prohibited. Using warning lights on channelization devices is being phased out in Washington. Contact Region Traffic Operations for information regarding their standard practices.

**FREEWAY ROLLING SLOWDOWN FOR 45 THRU 70 MPH (TRUCKS 60) ZONES**

NOT TO SCALE

FILE NAME C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\182FwyRS.dgn				REGION NO. STATE		FED.AID PROJ.NO.		Plot 4	
TIME	1:20:33 PM			10	WASH			PLAN REF NO	
DATE	1/14/2022			JOB NUMBER					
PLOTTED BY	LintzF			CONTRACT NO.		LOCATION NO.			
DESIGNED BY								SHEET	
ENTERED BY								OF	
CHECKED BY								SHEETS	
PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY					

