

MAKING A TRAFFIC CONTROL PLAN (TCP) FROM A TYPICAL PLAN

If you choose to make a Traffic Control Plan yourself, you may want to use a typical Traffic Control Plan as a template. These typical plans are found in the SDOT Traffic Control Manual (www.seattle.gov/transportation/trafficcontrolmanual.htm). You can edit whatever typical plan most closely matches your work zone to fit the details of your job. You can make these edits on your computer using a graphics editor such as Microsoft Paint, or you can write them by hand on a printed copy.

(Table XI - 1)

CLASS OF ROAD	WARNING SIGN SPACING IN FEET			TAPER LENGTH (L) IN FEET		CHANNELIZING DEVICE SPACING IN FEET (maximum)				WARNING SIGN MIN. SIZE IN INCHES
						VEHICLE BARRICADES & DRUMS		OTHER**		
	A	B	C	10'	12'	Taper (S)	Tangent	Taper (S)	Tangent	
—	*			75	90	Speed limit	Speed limit X 2	15	30	30X30
	150	150	75	150	200	Speed limit	Speed limit X 2	20	50	30X30
	350	350	350	450	540	Speed limit	Speed limit X 2	30	80	48X48

ROAD CLASS DEFINITIONS

- CLASS I – Central Business District, University District
- CLASS II – Arterial Streets
- CLASS III – All partially or full controlled access arterial streets

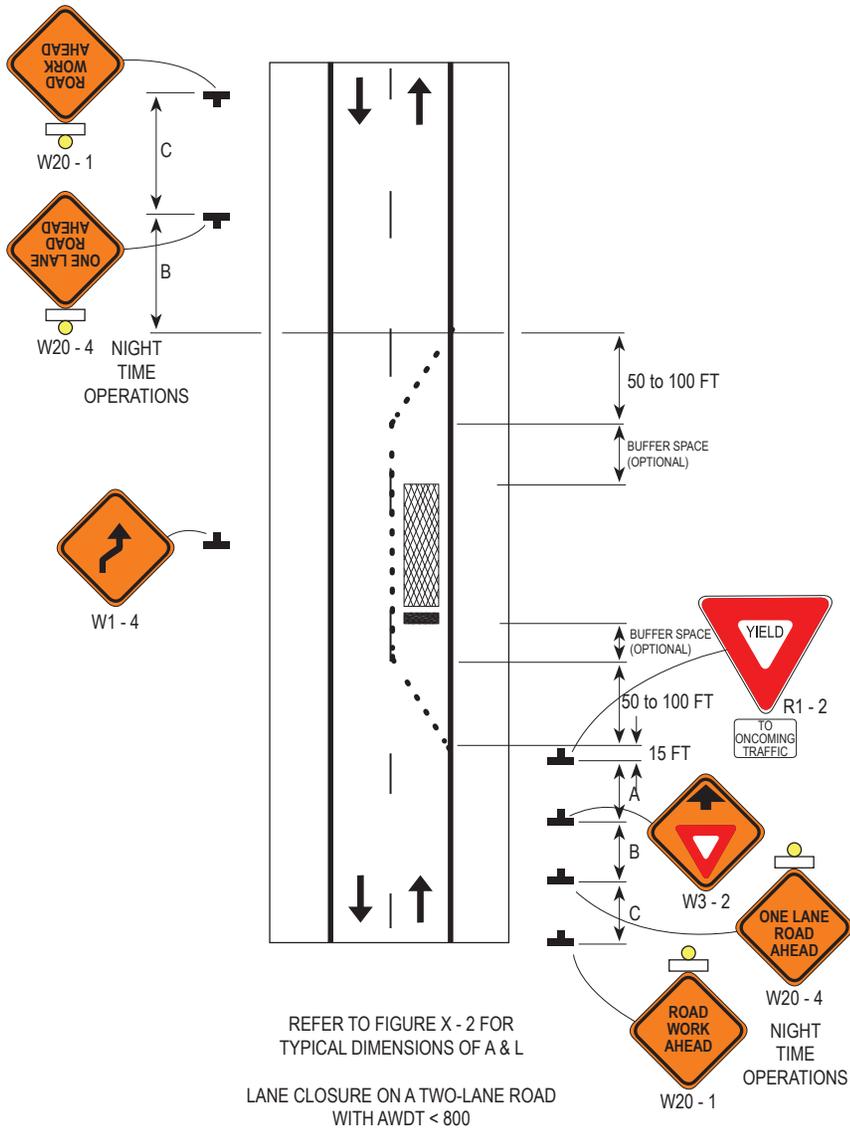
* Advance warning sign spacing depends on availability of curb space

** Vertical barricades, cones, tubular guideposts

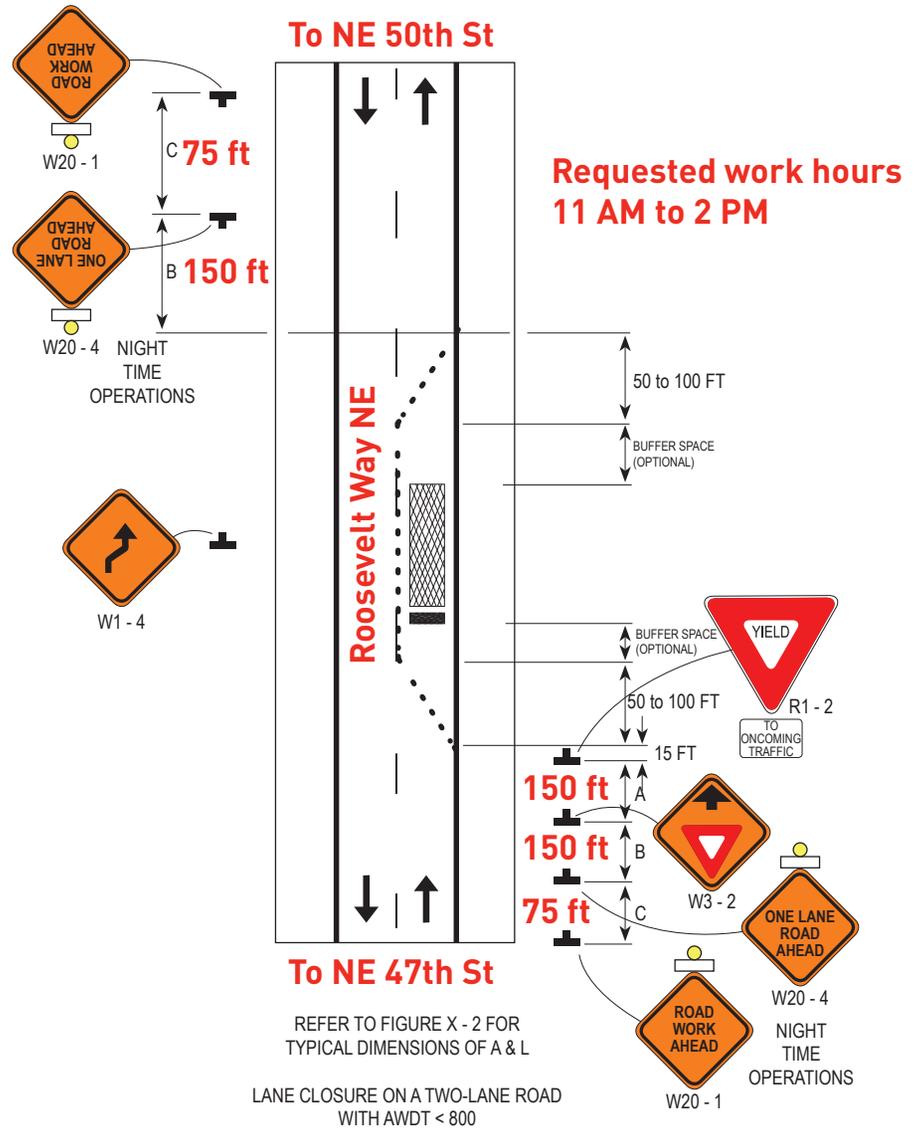
Traffic Control Plans must include

- The name of the street on which you are requesting to work
- The names of adjacent streets
- The time of day you are requesting to work
- Acknowledgement of distance spacing for traffic control signs by either
 - Writing distances as per Table XI-1 (found on page 54 of the SDOT Traffic Control Manual and included below) by hand or computer. This requires knowing what class of road you are requesting to work on. See example 1.
 - Leaving distances blank but including Table XI-1 on the plan. This does not require knowing what class of road you are requesting to work on. SDOT staff reviewing your application will determine the appropriate road class and traffic control sign distances. See example 2.

Example 1: Writing distances for traffic control signs by hand or computer

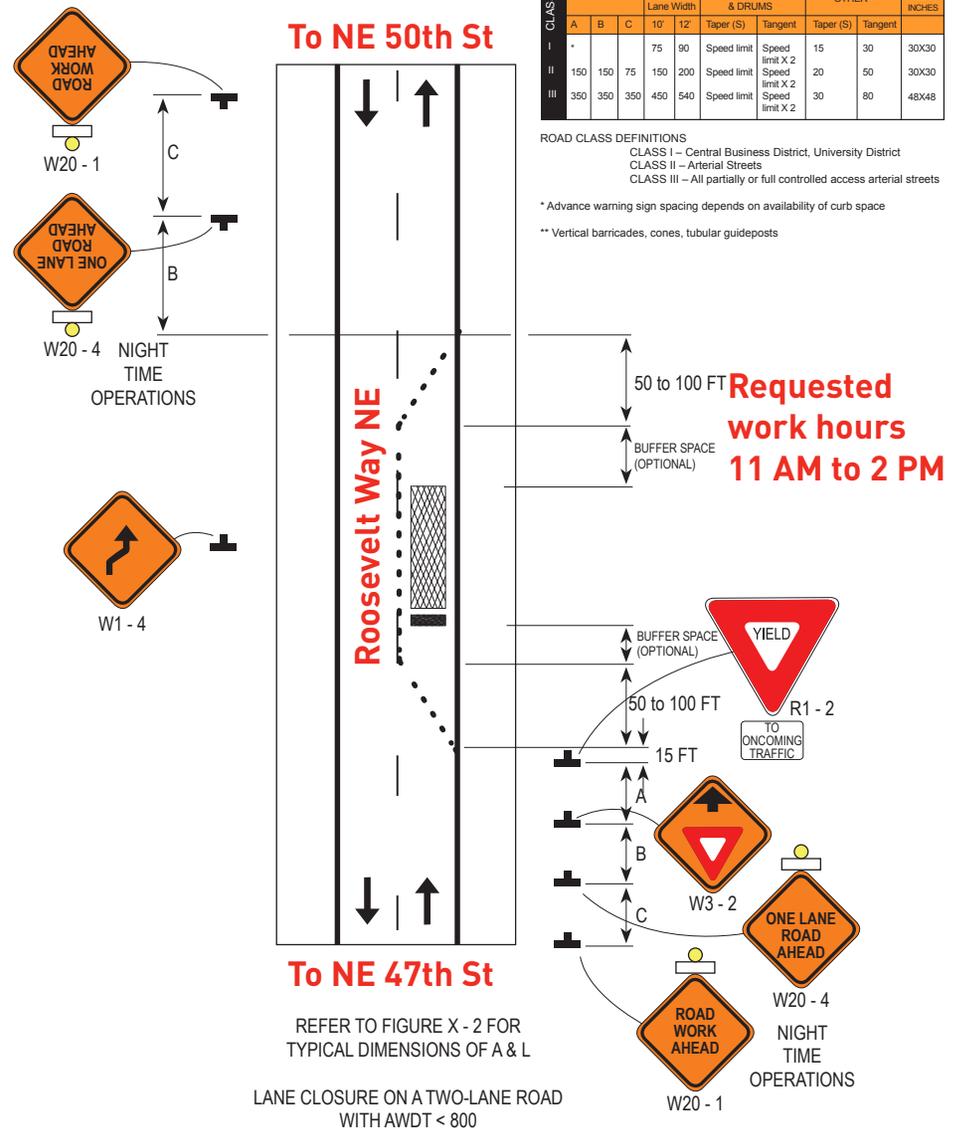
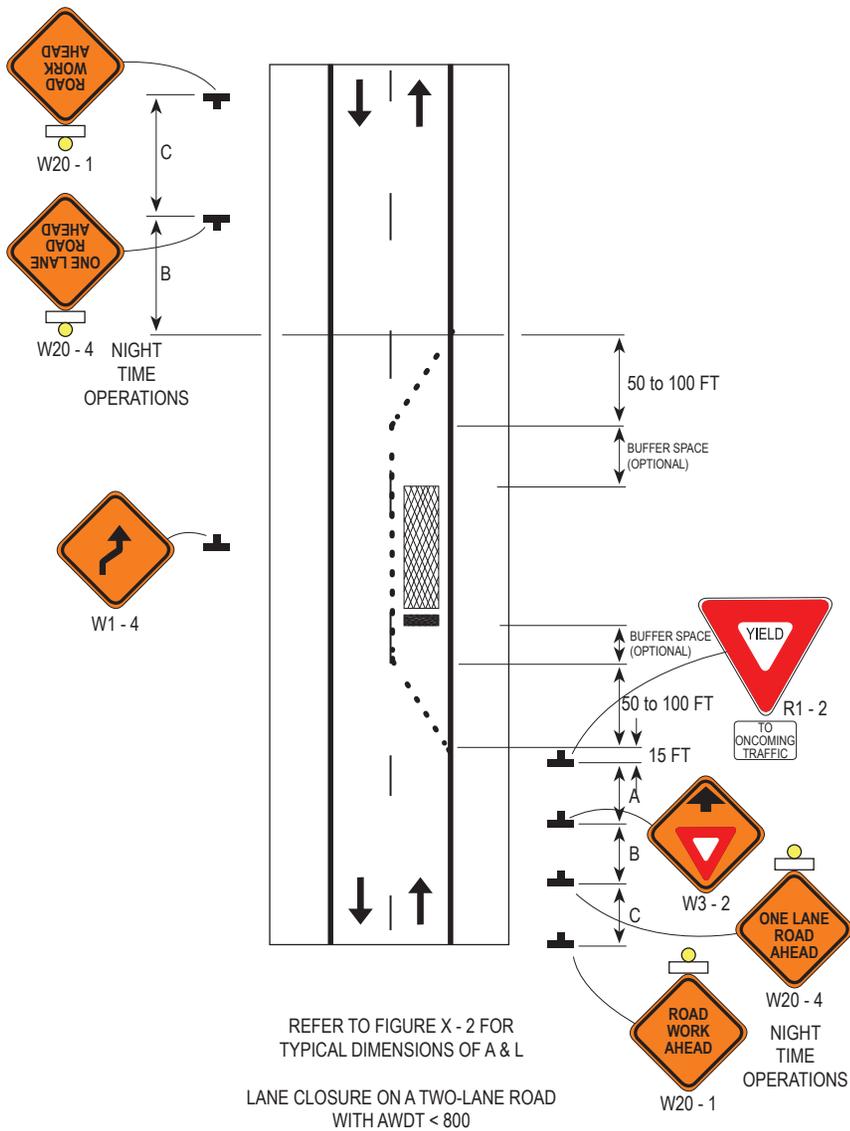


Original typical plan from SDOT Traffic Control Manual



Typical plan edited for submission. Includes proposed location and time. Distances for traffic control signs are written in. Edits in this example are red but may be made in any color. Edits may be made by hand or computer.

Example 2: Representing distances for traffic control signs by pasting Table XI-1



Commonly used resources from the SDOT Traffic Control Manual

The following pages include information on barricading and sign illustrations, Table XI-1 describing warning sign space, and a selection of commonly used typical plans you may choose to use as templates for your own Traffic Control Plans.

The included selection of typical Traffic Control Plans may not represent all work scenarios. For a complete set of SDOT's typical Traffic Control Plans, please review the SDOT Traffic Control Manual (www.seattle.gov/transportation/trafficcontrolmanual.htm).

XI. BARRICADING AND SIGN ILLUSTRATIONS

The illustrations contained herein are meant to indicate typical situations and utilization of the traffic control devices described in the text. The use of certain traffic control devices for specific situations is not intended to exclude the use of those traffic control devices for other situations. At all times, however, practices prescribed in the text shall be adhered to. The following is a list of procedures for placement of traffic control devices:

1. Advance warning signs may be placed on:

- a. Portable sign supports
- b. Posts

2. For night operations:

- a. All channelizing devices shall be reflectorized. Cones shall not be utilized alone.
- b. Through the taper section install arrow signs (W4-119) spaced at 3S. (See Table XI - 1)
- c. All signs shall be reflectorized, except those controlling parking and pedestrians.
- d. Install a flashing yellow warning light on each high level warning device.
- e. Horizontal barricade or vertical panels shall have a flashing or steady burning light attached.

3. General Notes:

- a. Where possible, place a vehicle between the work area and the traffic flow.
- b. Signs shall not be installed on Type I or Type II barricades.
- c. The predominant color for channelizing devices shall be orange.

4. Set up (in order of occurrence):

- a. Temporarily place a high level warning device at the side of the road.
- b. Place advance warning signs.
- c. Place channelizing devices for traffic diversions (moving in direction of traffic.)
- d. Adjust placement of high level warning device.
- e. Protect the work area.
- f. Place soil or equipment between traffic flow and work area when practical.

5. Pick up

- a) Reverse set up procedure indicated in #4 above.



(Table XI - 1)

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						VEHICLE BARRICADES & DRUMS		OTHER**		
	A	B	C	Lane Width		Taper (S)	Tangent	Taper (S)	Tangent	
I	*			10'	12'	Speed limit	Speed limit X 2	15	30	30X30
II	150	150	75	150	200	Speed limit	Speed limit X 2	20	50	30X30
III	350	350	350	450	540	Speed limit	Speed limit X 2	30	80	48X48

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	WORK AREA
	TRAFFIC SIGNS (ARROW DIRECTION INDICATES SIGN ORIENTATION)
	CHANNELIZATION DEVICES (TRAFFIC CONES, DELINEATOR POSTS, DRUMS, VERTICAL PANELS, ETC)
	FLAGGER (COUNTERMANDING TRAFFIC SIGNALS REQUIRES OFF-DUTY LAW ENFORCEMENT OFFICER)
	SURVEY FOREMAN
	TOTAL STATION INSTRUMENT
	SEQUENTIAL ARROW PANEL

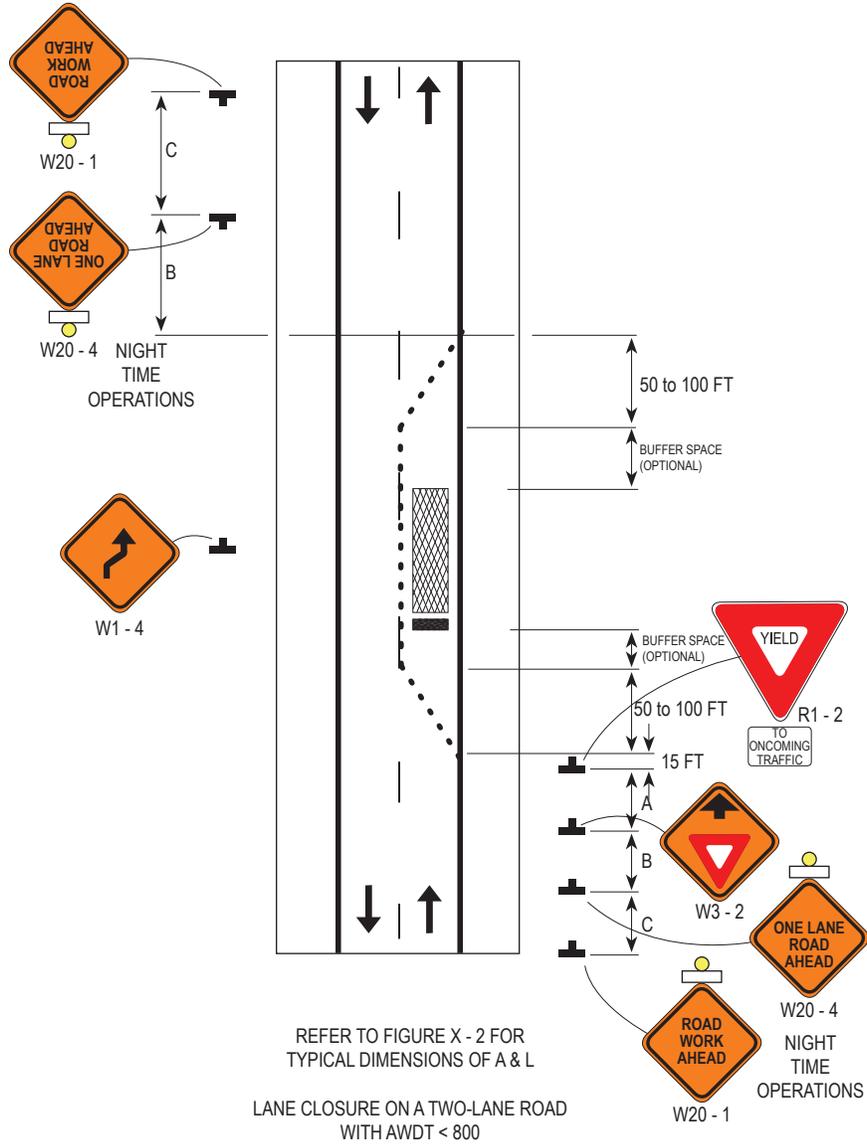
NOTES:

1. FOR NIGHT TIME USAGE, REFER TO 'WARNING LIGHT APPLICATIONS DURING NIGHT TIME OPERATIONS', FIGURE X - 17.
2. ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES (SEQUENTIAL ARROWS, BARRICADES, STEEL PLATES) MAY BE REQUIRED.
3. CONTACT TRAFFIC SIGNAL OPERATIONS (684-5118) BEFORE CLOSURE OF ANY TRAFFIC LANES CONTROLLED BY SIGNAL LOOP DETECTORS.

SYMBOLS AND LEGENDS

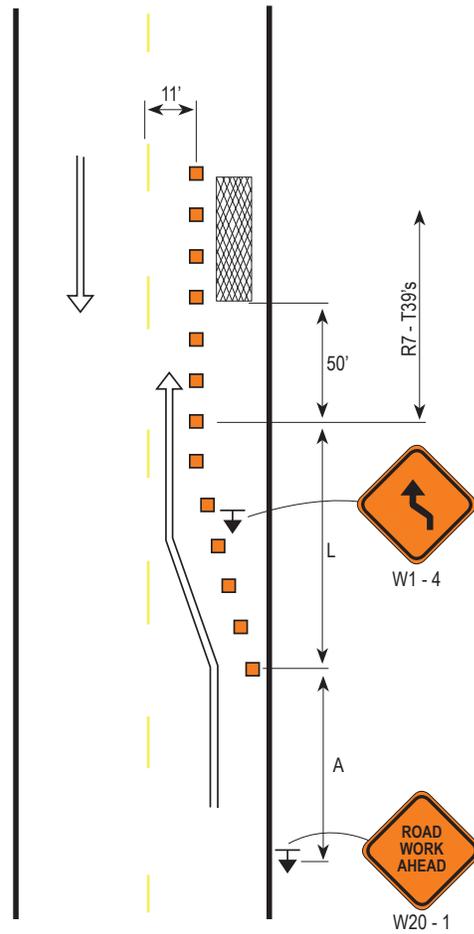
(Figure XI - 1)





(Figure XI - 2)





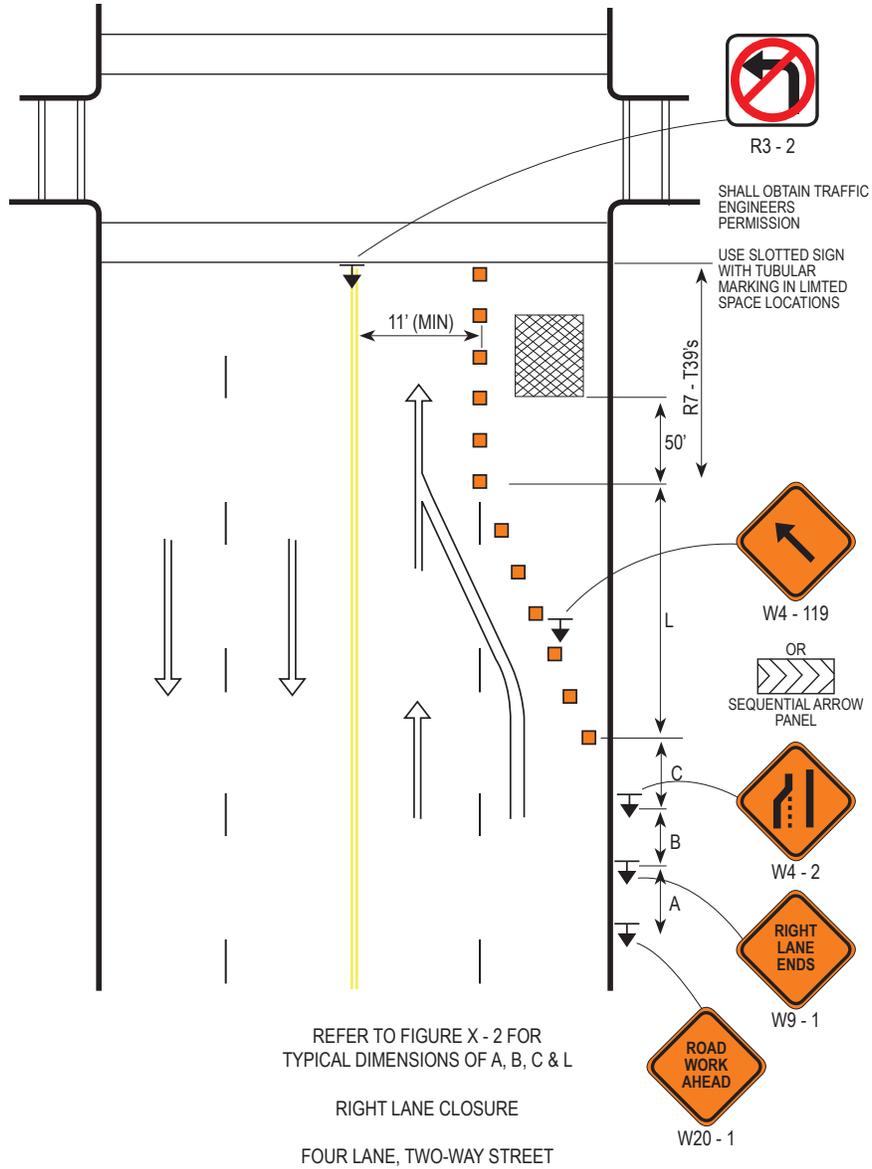
REFER TO FIGURE X - 2 FOR
TYPICAL DIMENSIONS OF A & L

WORK AREA ON RIGHT SIDE OF STREET

MINOR ARTERIAL

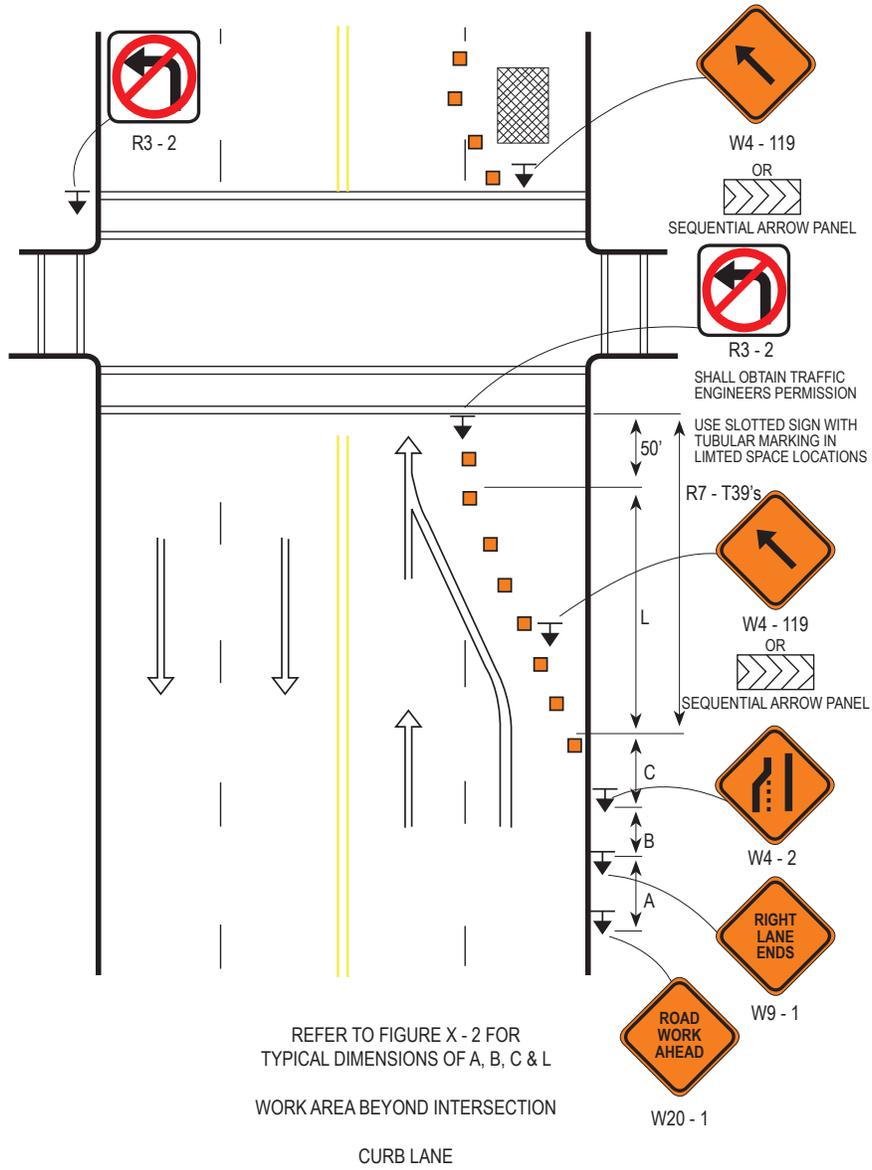
(Figure XI - 3)





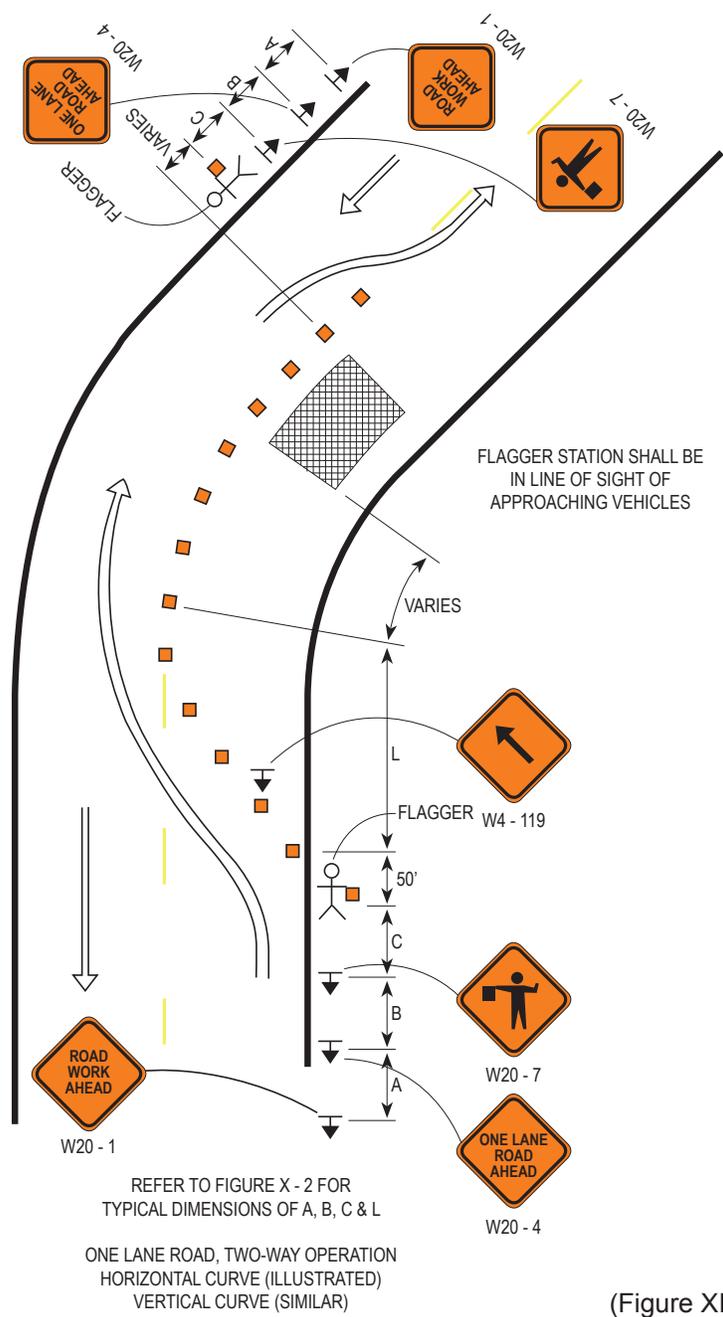
(Figure XI - 4)





(Figure XI - 12)





(Figure XI - 15)

