### Traffic Control Plan Summary

**Freeway (2+ Lanes): Single Right Lane Closure with No Lane Shifts**

- **Existing Speed Limit Maintained**

**Table of Speeds and Lane Widths**

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Lanes</th>
<th>Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>45</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>60</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>70</td>
<td>1</td>
<td>12</td>
</tr>
</tbody>
</table>

**Minimum Ramp Shift Taper Length**

<table>
<thead>
<tr>
<th>Length (feet)</th>
<th>Max. Speeds (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>30, 45, 60, 70</td>
</tr>
</tbody>
</table>

**Minimum Ramp Acceleration & Merge Length**

<table>
<thead>
<tr>
<th>Length (feet)</th>
<th>Max. Speeds (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>30, 45, 60, 70</td>
</tr>
</tbody>
</table>

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**Notes**

1. For legend tables and additional notes see TC107, Sheet 1.
2. Actual number of lanes may vary.
3. See detour plan for additional ramp closure detour signage.

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**Diagram**

- **Open Right Exit-Ramp Detail**
- **Open Right On-Ramp Detail**
- **Closed Right Exit-Ramp Detail**
- **Closed Right On-Ramp Detail**

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**Design Firm**

Washington State Department of Transportation

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**File Name**

C:\Users\LintzF\Desktop\Work Zone TCPs\TC107\TC107\TC107.dgn

**Sheets**

TC107-1

**Plot 2**
NOT TO SCALE

NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC107, SHEET 1.
2. ACTUAL NUMBER OF LANES MAY VARY.

OPEN LEFT EXIT-RAMP DETAIL

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT EXIT-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

LEFT EXIT-RAMP DETAIL
LEFT ON-RAMP DETAIL

WORK AREA

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE WITH NO LANE SHIFTS
(EXISTING SPEED LIMIT MAINTAINED)

LEFT EXIT-RAMPS ARE TO REMAIN OPEN WITH THIS
RIGHT LANE CLOSURE CONFIGURATION

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

REGIONAL ADM. REVISION DATE

TYPICAL TRAFFIC CONTROL PLAN

FILE NAME: C:\Users\LintzF\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn
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FILE NAME: C:\Users\LintzF\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn

EXISTS SPEED LIMIT MAINTAINED

LEFT EXIT RAMP DETAIL
LEFT ON-RAMP DETAIL

AREA WORK

TC107-1 A

TC107-1 A

TC107-1 A

TC107-1 A
A. THESE TRAFFIC CONTROL PLANS ARE TYPICAL AND MAY BE MODIFIED FOR SITE SPECIFIC SITUATIONS AND/OR WSDOT REGION TRAFFIC PRACTICES.

B. THE SIGN SIZES SHOWN ARE TYPICAL AND MEET MINIMUM SIZES REQUIRED PER MUTCD ON FREEWAYS FOR EITHER TERMINAL TRAFFIC CONTROL.

C. IN REGARDS TO ADVANCED WARNING SIGN SPACING: PER MUTCD SECTION 6C.04 PARAGRAPH 06, TABLE 6-1 (TABLE 6-1 HAS BEEN MODIFIED PER WAC 468-95-300) ARE RECOMMENDED DISTANCES AND INTENDED FOR GUIDANCE PURPOSES ONLY AND SHOULD BE ADJUSTED FOR FIELD CONDITIONS, REDUCING FREEWAY SIGN SPACING TO 1000’ +/- IS ACCEPTABLE. A MINIMUM SPACING OF 500’ +/- SHOULD BE USED ON FREEWAY MAINLINES ONLY WHEN NECESSARY. ADVISORY SIGNS AND RADAR SPEED DISPLAY SIGNS CAN BE SPACED AT 300’ +/-.

D. PER WAC 468-95-300, ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP CAN BE SPACED AT 300’ +/-, EVEN IN SUBURBAN AND RURAL AREAS, BUT CAN BE REDUCED AS NEEDED TO FIT.

E. WHEN POSITIONED BEHIND CHANNELIZATION DEVICES, TEMPORARY SIGNS SHOULD BE MOUNTED AT 5’ MINIMUM.

F. PER MUTCD 6H-33, USING PCMS FOR FREEWAY LANE CLOSURES IS NOT REQUIRED. PCMS 1 IS OPTIONAL AND INTENDED ONLY TO BE USED WHEN WORK ZONE TRAFFIC QUEUES ARE EXPECTED TO EXTEND BEYOND THE WSDOT SIGN FOR ADDITIONAL INFORMATION (INCLUDING ACTIVE QUEUE DETECTION TECHNOLOGY, CONTACT STEVE HAAPALA (HAAPALA.WSDOT.WA.GOV) OR FRED LINTZ (LINTZF.WSDOT.WA.GOV). PCMS 3 IS RECOMMENDED; FREEWAY LANE CLOSURES DO NOT REQUIRE A PCMS. PCMS 3 IS OPTIONAL TO HIGHLIGHT EXIT-RAMP CLOSURES.

G. WHEN MAINTAINING THE EXISTING SPEED LIMIT (NO WORK ZONE SPEED LIMIT REDUCTIONS), THE WORK ZONE DESIGN SPEED IS THE POSTED SPEED LIMIT FOR SIGN SPACING, TAPERS, CHANNELIZATION DEVICE SPACING, BUFFER, AND ROLL AHEAD DISTANCES.

H. WARNING LIGHTS ON CHANNELIZATION DEVICES ARE OPTIONAL; CONTACT REGION TRAFFIC OFFICES FOR THEIR PRACTICES.

I. CHANNELIZATION DEVICES MAY BE MODIFIED FROM THOSE SHOWN ON THESE TYPICAL PLANS. PER MUTCD, THE MINIMUM REQUIRED DEVICE ON HIGH-SPEED ROADWAYS IS A 26’ REFLECTIVE CONE.

J. VERTICAL PANEL CHANNELIZATION DEVICES SHALL NOT BE USED.

K. CHANNELIZATION DEVICES SPACING TABLE IS BASED ON WAC 468-95-301; HOWEVER, DEVICE SPACING MAY BE REDUCED.

L. TAPER LENGTHS ARE BASED ON MUTCD TABLES 6C-3 AND 6C-4. TAPER LENGTHS SHALL MEET OR EXCEED THIS SPECIFIED RATE WITHOUT EXCEPTION. THE TAPER DISTANCES PROVIDED ON THIS TYPICAL TRAFFIC CONTROL PLAN WERE BASED ON THE ASSUMPTION OF 30' LANES, BECAUSE SHOULDERS WIDTHS VARY A SHOULDER CLOSURE TAPER TABLE IS INCLUDED TO ADDRESS VARIOUS WIDTHS.

M. PER MUTCD FIGURE 6H-33, SEQUENTIAL ARROW BOARDS SHALL BE USED FOR ALL FREEWAY LANE CLOSURE TAPERS. EACH LANE CLOSURE SHALL HAVE A SEPARATE SEQUENTIAL ARROW BOARD. SEQUENTIAL ARROW BOARDS SHALL NOT BE USED FOR LANE SHIFTS, RAMP SHIFTS, OR ON-RAMP MERGES.

N. PER MUTCD FIGURE 6H-33, LONGITUDINAL BUFFER SPACES ARE OPTIONAL, THEIR USE IS RECOMMENDED WHEN POSSIBLE. IF THE DESIGN BUFFER IS NOT AVAILABLE, THE BUFFER SHOULD BE MAXIMIZED. THE BUFFER CAN EXCEED THE DESIGN BUFFER DISTANCE (THIS "MIN" IS USED).

O. THE TRANSVERSE BUFFER (LATERALLY BETWEEN TRAVEL LANE AND WORK AREA) IS RECOMMENDED AS 2'-FOOT BUT MAY BE INCORPORATED AS DESIRED.

P. PER MUTCD FIGURE 6H-33, TRANSPORTABLE ATTENUATORS ARE OPTIONAL BUT THEIR USE IS STRONGLY RECOMMENDED FOR FREEWAY LANE CLOSURES. TRANSPORTABLE ATTENUATOR SHOULD BE PLACED IN CLOSED LANE ADJACENT TO TRAFFIC PRIOR TO SPECIFIC WORK AREAS, PARTICULARLY AFTER OPEN TEMPORARY EXIT-RAMPS AND OPEN TEMPORARY TRANSIENT TRAFFIC MANAGEMENT. EITHER PROTECTIVE VEHICLES OR TRANSPORTABLE ATTENUATORS CAN BE PLACED IN THE ADDITIONAL CLOSED LANES EXCEPT THE CLOSED LANE ADJACENT TO TRAFFIC.

Q. PLACING CHANNELIZATION DEVICES TRANSVERSELY (AT 45°AND 5-FOOT SPACING) IS AN EFFECTIVE TECHNIQUE TO MOVE ERRANT DRIVERS BACK OUT OF CLOSED LANES AND SHOULDERS.

R. PER MUTCD FIGURE 6H-33, THE REOPENING TAPER IS OPTIONAL.

S. A TAPERED TEMPORARY EXIT-RAMP IS TYPICALLY USED WITH A TYPICAL 20:1 TAPER RATE.

T. THE ON-RAMP SHIFT CAN OCCUR THROUGH THE PAVED GORE INSTEAD AT THE END OF THE GORE PAVEMENT MARKINGS BUT VERY CROSSED-SLOPE IS TRAVERSABLE, PAVEMENT THICKNESS IS ADEQUATE, CATCH BASINS BOXES ARE TRAFFIC BEARING TYPES.

U. A PARALLEL TEMPORARY ON-RAMP IS TYPICALLY USED. THE PARALLEL TEMPORARY ON-RAMP IS BASED ON WSDOT DESIGN MANUAL EXHIBIT 1-60-33. THE ON-RAMP IS SHIFTED ACROSS EACH CLOSED LANE AT L2 PER CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L2 IS FOLLOWED BY AN L2 ON-RAMP MERGE TAPER. IT IS IMPORTANT TO UNDERSTAND MUTCD FIGURE 6H-44 TYPICAL APPLICATION IS GUIDANCE PER MUTCD SECTION 6H.01.

V. TO DISGUISE WORK ZONE INTRUSIONS, DEVICE SPACING IS REDUCED BY HALF ACROSS CLOSED EXIT-RAMPS BETWEEN THE "EXIT CLOSED" SIGN AND THE END OF THE EXIT-RAMP'S PAVED GORE.

W. ACTUAL WORK AREA LIMITS CAN BE MODIFIED.

X. RAMP DETOUR SIGNAGE IS RECOMMENDED BY MUTCD 6C.09. IT IS RECOMMENDED TO USE ROUTE SPECIFIC DETOUR SIGNAGE FOR SIGNIFICANT RAMP CLOSURES.

Y. THE ROUTE SPECIFIC DETOUR ROUTE SIGN INCLUDES EITHER AN INTERSTATE SIGN (FOR FREEWAY RAMPS), HIGHWAY SIGNS (FOR STATE HIGHWAY RAMPS), OR ROADSIDE DESCRIPTIONS (THE RAMP IS TO A SPECIFIC ROUTE DIRECTION, INCLUDE ITS DIRECTION, MAXIMIZE THE SHIELDS, TEXT SIZE, AND ARROWS TO FIT ON THE 48"X48" SIGN.

Z. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE ENTERED. FOR FREEWAYS WITH LEFT LANE HOV RESTRICTIONS, SEPARATE TYPICAL TRAFFIC CONTROL PLANS ARE PROVIDED IN THE WORK ZONE LIBRARY. FOR UNIQUE HOV LANE CONFIGURATIONS (SUCH AS HOV LANE-CHANGE RESTRICTIONS INCLUDING A BUFFER SEPARATION, DIRECT-ACCESS HOV RAMPS, OR RIGHT LANES THAT ARE HOV-RESTRICTED) CONTACT REGION TRAFFIC OFFICE WHEN DEVELOPING PLANS.

AA. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN EXPRESS TOLL LANE(S) PRESENT, FOR FREEWAYS WITH EXPRESS TOLL LANE(S), CONTACT REGION TRAFFIC OFFICE WHEN DEVELOPING PLANS.

FREeway (2+ Lanes): Single Right Lane Closure With No Lane Shifts

(Existing Speed Limit Maintained)

NOT TO SCALE