NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC234, SHEET 1.
FREEWAY (2 LANES): SINGLE LEFT LANE CLOSURE WITH 9' MAX SHIFT ON RIGHT SHOULDER
(70 MPH TO 55 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)
NOT TO SCALE

Q. 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 SEPARATE WORK AREAS. PARTICULARLY AFTER OPEN TEMPORARY EXIT-RAMPS AND OPEN TEMPORARY ON-RAMPS. EITHER PROTECTIVE VEHICLES OR TRANSPORTABLE ATTENUATORS CAN BE PLACED IN THE ADDITIONAL CLOSED LANES EXCEPT THE CLOSED LANE ADJACENT TO TRAFFIC.

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

S. TEMPORARY SIGNAGES CAN BE PLACED ADJACENT TO THE PAVED RIGHT SHOULDER (SIGN IS NOT TO PROTRUDE INTO TRAFFIC) INSTEAD OF WITHIN THE CLOSED LANES IF CONFICTING WITH WORK OPERATIONS.

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

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

V. THE ON-RAMP SHIFT CAN OCCUR THROUGH THE CLOSED GORE INSTEAD OF THE GORE PAVEMENT MARKINGS.

W. WHEN SHIFTING TRAFFIC ONTO PAVED SHOULDER OR ACROSS PAVED RAMP GORES, VERIFY CROSS-SLOPE IS TRANSVERSIBLE. PAVEMENT THICKNESS IS ADEQUATE, CATCH BASINS/BITS ARE TRAFFIC BEARING.

X. A PARALLEL TEMPORARY ON-RAMP IS TYPICALLY USED. THE PARALLEL TEMPORARY ON-RAMP IS BASED ON MUTCD DESIGN MANUAL EXHIBIT 165-3A. THE PLAN IS SPACED BETWEEN EACH CLOSED LANES A MINIMUM OF 60' +/-. WHEN USED, INCREASE THE MINIMUM TAPER RATE TO 1.5:1 FOLLOWING L/2.2 ON-RAMP MERGE TAPER (L/2 ON-RAMP Merging Taper is important to understand) MUTCD FIGURE 6H-44. TYPICAL APPLICATION IS GUIDANCE PER MUTCD SECTION 6H-01.

Y. TO DISCOURAGE WORK ZONE INTRUSIONS, DEVICE SPACING IS REDUCED BY HALF ACROSS CLOSED EXIT-RAMP BETWEEN THE "EXIT CLOSED" SIGN AND THE END OF THE EXIT-RAMP PAVED GORE.

Z. ACTUAL WORK ZONE LIMITS CAN BE MODIFIED.

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

BB. THE ROUTE SPECIFIC DETOUR ROUTE SIGN INCLUDES EITHER AN INTERSTATE SHIELD (FOR FREEWAY RAMPS), HIGHWAY SHIELD (FOR STATE HIGHWAY RAMPS), OR ROADWAY DESCRIPTION, IF 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.

CC. THE CHANNELIZATION DEVICE ON THE RIGHT SIDE OF THE SHIFTED LANE MAY ALSO BE PLACED ON THE EDGE OF THE RIGHT SHOULDER PAVEMENT. NOTICABLE ERRANT VEHICLES AND BARRIERS TEND TO BE FLUSH WITH THE EDGE OF THE RIGHT SHOULDER, SO IT IS PREFERRED THE CHANNELIZATION DEVICE BE PLACED ON THE EDGE OF RIGHT PAVED SHOULDER.

DD. FOR KEYWAYS WITH RIGHT SHOULDER 6-FOOT OR NARROWER, SEPARATE TRAFFIC CONTROL PLANS FOR 3-Foot MAX RIGHT SHOULDER SHIFTS ARE PROVIDED IN THE WORK ZONE LIBRARY.

EE. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE PRESENT. FOR FREEWAYS WITH HOV-RESTRICTED LANES, SEPARATE 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 HOV LANES THAT ARE HOV-RESTRICTED CONTACT REGION TRAFFIC OFFICE WHEN DEVELOPING PLANS.

FF. 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.