**LEGEND**

- **13** Temporary Sign Location
- **8** Temporary Sign Location (5' Min Height)
- **24** 28" Reflective Traffic Cone
- **1** 48" Tall Channelization Device
- **12** Radar Speed Display Sign
- **22** Sequential Arrow Sign
- **2** Portable Changeable Message Sign

**NOTES:**

1. Distance between lane closure/shift tapers and all open ramps shall be 100' minimum.
2. If feasible, avoid placing lane closure/shift tapers within limits of horizontal curves.
3. Relocate to remain 100' prior to work area, as ordered by the Engineer. Additional signs may be used 100' prior to each work crew within work area.
4. Relocate to remain 90° prior to work area, as ordered by the Engineer. Additional signs may be used 90° prior to each work crew within work area.
5. Place transversely across closure at a 45° angle with 2' spacing at strategic locations or every 100'.
6. Place additional, R2-1 signs positioned as not to conflict with the advisory speed signage.
7. All speed limit signs conflicting with work zone speed limit shall be covered per standard specifications 8-21.1(3).
8. Prior to shifting traffic, left shoulder and left ramp guides shall be swept throughout limits of traffic shift.
9. Reopening tapers optional. Allow for construction vehicles to accelerate straight out of work area into the right lane.
10. Optional if permanent speed limit signs are within 100' of the reopening taper.

**FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE WITH 5' MAX SHIFT ONTO LEFT SHOULDER**

(70 MPH TO 55 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)

**NOT TO SCALE**

Washington State Department of Transportation

**TYPICAL TRAFFIC CONTROL PLANS**

TC236
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC236, SHEET 1.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

OPEN RIGHT EXIT-RAMP DETAIL
NOT TO SCALE

CLOSED RIGHT EXIT-RAMP DETAIL
NOT TO SCALE

OPEN RIGHT ON-RAMP DETAIL
NOT TO SCALE

CLOSED RIGHT ON-RAMP DETAIL
NOT TO SCALE

FREeway (2 Lanes): Single Right Lane Closure with 5’ Max Shift onto Left Shoulder
(70 MPH to 55 MPH Variable Work Zone Speed Limit Reduction, 40 MPH Advisory Speed)

NOT TO SCALE

TYPICAL TRAFFIC CONTROL PLANS

Washington State Department of Transportation
FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE WITH 5' MAX SHIFT ONTO LEFT SHOULDER
(70 MPH TO 55 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)

NOT TO SCALE

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

LEFT ON-RAMPS ARE TO REMAIN CLOSED WITH THIS SHIFTED SINGLE RIGHT LANE CLOSURE CONFIGURATION

1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC236, SHEET 1.
ATTENUATORS
Q.
O.
N.
J.
H.
C.
BUT MAY BE INCREASED AS DESIRED.
TAPERS.
PROVIDED WERE BASED ON A 5-FOOT MAXIMUM SHIFT.
CLOSURES.
FREEWAY 300' +/-.
MAINLINES SPACING
TEMPORARY TRAFFIC CONTROL.
THE WORK ZONE VARIABLE REGULATORY SPEED LIMIT OR ADVISORY SPEED.
WARNING CHANNELIZATION
PER MUTCD FIGURE 6H-33, THE REOPENING TAPER IS OPTIONAL.
A TAPERED TEMPORARY EXIT-RAMP IS TYPICALLY USED WITH A TYPICAL 2:1 TAPER RATE.
ON-RAMP SHIFT CAN OCCUR THROUGH THE PAVED GORE INSTEAD AT THE END OF THE GORE PAVEMENT MARKINGS.
WHEN SHIFTING TRAFFIC ONTO PAVED SHOULDER OR ACROSS PAVED RAMP GORES VERIFY CROSS-SLOPE IS TRAVERSABLE, PAVEMENT THICKNESS IS ADEQUATE, CATCH BASINS/BOXES ARE TRAFFIC BEARING TYPES.
A PARALLEL TEMPORARY ON-RAMP IS BASED ON WSDOT DESIGN MANUAL EXHIBIT 1-300-1Lh. THE ON-RAMP IS SHIFTED ACROSS EACH CLOSED LANE AT 1/2 THE CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L/2 IS FOLLOWED BY AN L/2 ON-RAMP MERGE TAPER. IT 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-RAMPS BEHIND "EXIT CLOSED" SIGN AND THE END OF THE EXIT-RAMPS PAVED GORE.
Z. ACTUAL WORK AREA 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 SHIELDS (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 49"X49" SIGN.
CC. THE CHANNELIZATION DEVICE IS SHOWN ON THE GRADE ADJACENT TO THE 4-FOOT LEFT SHOULDER TO MAXIMIZE WORK AREA. WHEN 6' LEFT SHOULDERS ARE PRESENT, THE CHANNELIZATION DEVICE SHOULD MOVES BACK ON THE SHOULDER PAVEMENT AT ITS EDGE CROSS SECTIONS "C-C" AND "D-D" ARE SHOWN BELOW.
DD. FOR FREEWAYS WITH LEFT SHOULDERS 8 FEET OR WIDER, SEPARATE TEMPORARY TRAFFIC CONTROL PLANS FOR 5-FOOT MAX LEFT SHOULDER SHIFTS ARE PROVIDED IN THE WORK ZONE LIBRARY.
EF. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE PRESENT. FOR FREEWAYS WITH EXPRESS TOLL LANE(S), SEPARATE TEMPORARY 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 RAMPS, OR RIGHT 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.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE WITH 5' MAX SHIFT ONTO LEFT SHOULDER (70 MPH TO 55 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)

NOT TO SCALE