NOTES:
1. FOR LEGEND TABLES AND ADDITIONAL NOTES SEE TC237 SHEET 1.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

OPEN RIGHT EXIT-RAMP DETAIL
(SEE NOTE 2)
(RECORD SPECIFY)
48'

OPEN RIGHT ON-RAMP DETAIL
48'

CLOSED RIGHT EXIT-RAMP DETAIL
(SEE NOTE 2)

CLOSED RIGHT ON-RAMP DETAIL

FREEWAY (3 LANES): DOUBLE 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)

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL PLANS

TC237
1-10.3(3)C. SPECIFICATION
WSDOT STANDARD
LOCATE PCMS PER
W20-3 (MOD) SIGN.
MILE IN ADVANCE OF
FIELD LOCATE ¼ +/- 

TRANSPORTATION

LOCTON 3/30/2019
1:57:59 PM
C:\Users\LintzF\Desktop\Work Zone TCPs\237Fwy2RtLanes5MaxLtShift70to55WZSL40Adv.dgn
OPEN LEFT EXIT-RAMP DETAIL

CLOSED LEFT EXIT-RAMP DETAIL

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

FREeway (3 LANES): DOUBLE 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)

FREEWAY (3 LANES): DOUBLE 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)
PER MUTCD FIGURE 6H-13, THE REOPENING TAPER IS OPTIONAL.

V. A TAPERED TEMPORARY EXIT-RAMP IS TYPICALLY USED WITH A TYPICAL 201 TAPER RATE.

W. THE ON-RAMP SHIFT CAN OCCUR THROUGH THE PAVED GORE INSTEAD OF AT THE END OF THE GORE PAVEMENT MARKINGS.

X. WHEN SHIFTING TRAFFIC ONTO PAVED SHOULDER OR ACROSS PAVED RAMPS GORES, VERIFY CROSS-SLOPE IS TRaversable, PAVEMENT THICKNESS IS ADEQUATE, CATCH BASIN SIZES ARE TRAFFIC BEARING TYPES.

Y. A PARALLEL TEMPORARY ON-RAMP IS TYPICALLY USED. THE PARALLEL TEMPORARY ON-RAMP IS BASED ON WSDOT DESIGN MANUAL EXHIBIT 16B-13b. THE ON-RAMP IS SHIFITED ACROSS EACH CLOSED LANE AT L/2 "L" CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L/2 IS FOLLOWED BY AN L/2 ON-RAMP MERGE (AT THE END OF THE CLOSED LANE). THE ON-RAMP IS SHIFITED ACROSS EACH CLOSED LANE AT L/2 "L" CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L/2 IS FOLLOWED BY AN L/2 ON-RAMP MERGE (AT THE END OF THE CLOSED LANE). THE ON-RAMP IS SHIFITED ACROSS EACH CLOSED LANE AT L/2 "L" CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L/2 IS FOLLOWED BY AN L/2 ON-RAMP MERGE (AT THE END OF THE CLOSED LANE). THE ON-RAMP IS SHIFITED ACROSS EACH CLOSED LANE AT L/2 "L" CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L/2 IS FOLLOWED BY AN L/2 ON-RAMP MERGE (AT THE END OF THE CLOSED LANE).

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

AA. ACTUAL WORK AREA LIMITS CAN BE MODIFIED.

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

CC. THE ROUTE SPECIFIC DETOUR ROUTE SIGN INCLUDES EITHER AN INTERSTATE SIGN (FOR FREEWAY RAMPS), HIGHWAY SIGNS (FOR STATE HIGHWAY RAMPS), OR ROADWAY DESCRIPTION. IF THE RAMP IS TO USE A DETOUR ROUTE, INCLUDE ITS DIRECTION. MAXIMIZE THE SHIELDS, TEXT SIZE, AND ARROWS TO FIT IN THE 48"W SIGN.

DD. THE CLOSURE DEVICE IS SHOWN ON THE GRADE ADJACENT TO THE 4-FOOT LEFT SHOULDER TO MAXIMIZE WORK AREA. WHEN 6' LEFT SHOULDER ARE PRESENT, THE CLOSURE DEVICE SHOULD MOVED BACK ONTO THE SHOULDER PAVEMENT AT ITS EDGE. CROSS SECTIONS "C-C" AND "D-D" ARE SHOWN BELOW.

EE. FOR FREEWAYS WITH LEFT SHOULDER 5'FOOT OR WIDER, SEPARATE TEMPORARY TRAFFIC CONTROL PLANS FOR 5'FOOT MAX LEFT SHOULDER SHIFTS ARE PROVIDED IN THE WORK ZONE LIBRARY.

FF. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE PRESENT. FOR FREEWAYS WITH LEFT LANE HOV RESTRICTIONS, SEPARATE TEMPORARY TRAFFIC CONTROL PLANS ARE PROVIDED IN THE WORK ZONE LIBRARY. FOR UNIQUE LANE CONFIGURATIONS SUCH AS HOV LANE-CROSS-SECTION (CROSS-SECTION "C-C" AND "D-D"), ADDITIONAL SPECIFICATIONS SHOULD BE PROVIDED.

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