NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC244, SHEET 1.
2. ACTUAL NUMBER OF LANES MAY VARY.
3. FOR RIGHT EXIT-RAMP AND RIGHT ON-RAMP DETAILS FOR A SINGLE LEFT LANE CLOSURE: SEE TC244, SHEET 2.

OPEN RIGHT EXIT-RAMP DETAIL
NOT TO SCALE

OPEN RIGHT ON-RAMP DETAIL
NOT TO SCALE

CLOSED RIGHT EXIT-RAMP DETAIL
RIGHT EXIT-RAMPS ARE TO REMAIN OPEN WITH THIS DOUBLE LEFT LANE CLOSURE CONFIGURATION

CLOSED RIGHT ON-RAMP DETAIL
NOT TO SCALE

FREeways (3+ LANES): DOUBLE LEFT LANE CLOSURE WITH NO LANE SHIFTS
(60 MPH TO 50 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION)
NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC244, SHEET 1.
2. ACTUAL NUMBER OF LANES MAY VARY.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
4. FOR LEFT EXIT-RAMP AND LEFT ON-RAMP DETAILS FOR A SINGLE LEFT LANE CLOSURE SEE TC244, SHEET 3.

TC245-1

FREEWAY (3+ LANES): DOUBLE LEFT LANE CLOSURE WITH NO LANE SHIFTS
(60 MPH TO 50 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION)

NOT TO SCALE

OPEN LEFT EXIT-RAMP DETAIL

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT EXIT-RAMP DETAIL

NOT TO SCALE

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL PLANS
FREEWAY (3+ LANES): DOUBLE LEFT LANE CLOSURE WITH NO LANE SHIFTS (60 MPH TO 50 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION) NOT TO SCALE


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

S. 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 ON-RAMPs. EITHER PROTECTIVE VEHICLES OR TRANSPORTABLE ATTENUATORS CAN BE PLACED IN THE ADDITIONAL CLOSED LANES EXCEPT THE CLOSED LANE ADJACENT TO TRAFFIC.

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

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

V. A TAPERED TEMPORARY EXIT-RAMP IS TYPICALLY USED WITH A TYPICAL 2:1 TAPER RATIO.

W. THE ON-RAMP SHIFT CAN OCCUR THROUGH THE CLOSED GORE INSTEAD AT THE END OF THE GORE PAVEMENT MARKINGS BUT VERIFY CROSS-SLOPE IS TRANSVERSIBLE, PAVEMENT THICKNESS IS ADEQUATE, CATCH BINS BOXES ARE TRAFFIC BEARING TYPES.

X. A PARALLEL TEMPORARY ON-RAMP IS TYPICALLY USED. THE PARALLEL TEMPORARY ON-RAMP IS BASED ON WSDOT DESIGN MANUAL EXHIBIT 11H-13b. THE REOPENING TAPER IS SHOWN ACROSS EACH CLOSED LANE AT L2 PER CLOSED LANE SHIFTS THEN AN ACCELERATION TANGENT OF L2 IS FOLLOWED BY AN L2 ON-RAMP MERGE TAPER.

Y. TO DISCOURAGE WORK ZONE INTRUSIONS, DEVICES ARE SHOWN TO THE RIGHT SIDE. USE OF A 30'-00" BUFFER SPACE BETWEEN THE "EXIT CLOSED" SIGN AND THE END OF THE EXIT-RAMP'S PAVED GORE.

Z. ACTUAL WORK AREA LIMITS CAN BE MODIFIED.

AA. EXIT-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 RAMPS IS TO A SPECIFIC ROUTE DIRECTION INCLUDE ITS DIRECTION. MAXIMIZE THE SHIELDS, TEXT SIZE, AND ARROWS TO FIT TO THE 48"x48" SIGN.

CC. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE PRESENT. FOR FREEWAYS WITH EXISTING HOV RESTRICTIONS, THE 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 HOV RAMPS OR RIGHT LANES THAT ARE HOV-RESTRICTED) DEVELOP THEIR ZONE TRAFFIC OFFICE WHEN DEVELOPING PLANS.

DD. 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.