### Typical Traffic Control Plan

#### Freeway (2 lanes): Single Right Lane Closure with No Lane Shifts

**60 MPH to 50 MPH Variable Work Zone Speed Limit Reduction**

<table>
<thead>
<tr>
<th>PCMS 1</th>
<th>PCMS 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOW TRAFFIC AHEAD</td>
<td>SLOW TRAFFIC AHEAD</td>
</tr>
<tr>
<td>2.0 SEC</td>
<td>2.0 SEC</td>
</tr>
<tr>
<td>FIELD LOCATE AT LEAST 10+/- MILE IN ADVANCE OF PCMS 2. IF AHEAD REQUIRED, LOCATE PCMS PER MOTORSPEEDWAY STANDARDS 1-16-JUL-02.</td>
<td>FIELD LOCATE AT LEAST 10+/- MILE IN ADVANCE OF PCMS 2. IF AHEAD REQUIRED, LOCATE PCMS PER MOTORSPEEDWAY STANDARDS 1-16-JUL-02.</td>
</tr>
</tbody>
</table>

#### Notes:
1. Distance between lane closure taper and all open ramps shall be 500' minimum.
2. If feasible, avoid placing lane closure taper within limits of horizontal curves.
3. As ordered by the Engineer, additional speed displays may be used 500' prior to each work zone crew within work area.
4. Place transversely across closure at a 45° angle with 5' spacing at strategic locations or every 1000' minimum.
5. All speed limit signs, including work zone speed limit shall be covered per standard specifications 8-21.3(3).
6. Speed limit signs at temporary taper are optional.
7. This traffic control plan is applicable to short-term and intermediate-term duration lane closures of 3 days or less.

### Typical Traffic Control Plan

#### Legend
- **A**: Temporary Sign Location
- **B**: Temporary Sign Location (5 min height)
- **C**: 28" Reflective Traffic Cone
- **D**: 42" Tall Channelization Device
- **E**: Traffic Safety Drum
- **F**: Sequential Arrow Sign
- **G**: Portable Changeable Message Sign
- **H**: Work Area
- **I**: Shoulder
- **J**: Permanent Shoulder Closure

#### Freeway (2 lanes): Single Right 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 TC248, SHEET 1.
2. ACTUAL NUMBER OF LANES MAY VARY.
3. 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 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 TC248, SHEET 1.
2. ACTUAL NUMBER OF LANES MAY VARY.

OPEN LEFT EXIT-RAMP DETAIL
NOT TO SCALE

OPEN LEFT ON-RAMP DETAIL
NOT TO SCALE

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

CLOSED LEFT ON-RAMP DETAIL
NOT TO SCALE

FREeways (2+ LANES): SINGLE RIGHT LANE CLOSURE WITH NO LANE SHIFTS
(60 MPH TO 50 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION)
NOT TO SCALE
R. PER MUTCD FIGURE 6H-33, TRANSPORTABLE ATTENUATORS ARE OPTIONAL BUT THEIR USE IS STRONGLY RECOMMENDED FOR FREEWAY LANE CLOSURES. TRANSPORTABLE ATTENUATORS SHOULD BE PLACED IN CLOSED LANE ADJACENT TO TRAFFIC PRIOR TO SEPARATE WORK AREAS, PARTICULARLY AFTER OPEN TEMORARY EXIT-RAMPS AND OPEN TEMPORARY ON-RAMPS. EITHER PROPERTY VEHICLES OR TRANSPORTABLE ATTENUATORS CAN BE PLACED IN THE ADDITIONAL CLOSED LANES EXCEPT THE CLOSED LANE ADJACENT TO TRAFFIC.

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

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

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

V. THE ON-RAMP SHIFT CAN OCCUR THROUGH THE PADDED GORE AT THE END OF THE SHORE PAVEMENT MARKINGS BUT VERIFY CROSS-SLOPE IS TRAVERSIBLE, PAVEMENT THICKNESS IS ADEQUATE, CATCH BASINS/SIGNS ARE TRAFFIC SENSING TYPES.

W. A PARALLEL TEMPORARY ON-RAMP IS TYPICALLY USED. THE PARALLEL TEMPORARY ON-RAMP IS BASED ON WSDOT DESIGN MANUAL EXHIBIT 1360-13b. THE ON-RAMP IS SHIFTED ACROSS EACH CLOSED LANE AT AND PER CLOSED LANE SHIFT RATE THEN AN ADDITIONAL LANE CAN BE ADDED BY AN 1/2 ON-RAMP MERGE TAPER. IT IS IMPORTANT TO UNDERSTAND MUTCD FIGURE 6H-44 TYPICAL APPLICATION IS GUIDANCE PER MUTCD SECTION 6H.01.

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

Y. ACTUAL WORK AREA LIMITS CAN BE MODIFIED.

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

AA. 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, SIZE TEXT, AND ARROWS TO FIT THE 48"X48" SIGN.

BB. THIS TRAFFIC CONTROL PLAN IS NOT APPLICABLE WHEN HOV-RESTRICTED LANES ARE PRESENT. FOR FREEWAYS WITH LEFT LANE HOV RESTRICTIONS, SEPARATE TRAFFIC CONTROL PLANS ARE RECOMMENDED. FREEWAYS WITHOUT SEPARATE 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.

CC. 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.