NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC254, SHEET 1.

FREEWAY (2 LANES): SINGLE LEFT LANE CLOSURE WITH 9' MAX SHIFT ONTO RIGHT SHOULDER
(60 MPH TO 45 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)

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

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

NOT TO SCALE

TC254-1 OPEN RIGHT EXIT-RAMP DETAIL
NOT TO SCALE

TC254-1 OPEN RIGHT ON-RAMP DETAIL
NOT TO SCALE

TC254-1 CLOSED RIGHT EXIT-RAMP DETAIL
NOT TO SCALE

TC254-1 CLOSED RIGHT ON-RAMP DETAIL
NOT TO SCALE

EXISTING E5-1 (W/G) AREA WORK

NOTE:

TC254: OPEN RIGHT EXIT-RAMP DETAIL
TC254: OPEN RIGHT ON-RAMP DETAIL

TC254: CLOSED RIGHT EXIT-RAMP DETAIL
TC254: CLOSED RIGHT ON-RAMP DETAIL

TC254

HAAPALA & LINTZ

S. HAAPALA

F. LINTZ

NOT TO SCALE
**DESIGNER NOTES**

A. SEE WSDOT PROJECT DELIVERY MEMO 19-01 IN REGARDS TO FREEWAY WORK ZONE VARIABLE REGULATORY SPEED LIMIT AND ADVISORY SPEED IMPLEMENTATION. IN ADDITION SEE WSDOT EXECUTIVE ORDER 96-9 TO REVIEW OPERABILITY INFORMATION. EXISTING ADVISORY SPEEDS IN WORK ZONES CONTACT WSDOT REGION TRAFFIC OFFICES FOR ADDITIONAL INFORMATION.

B. THESE TRAFFIC CONTROL PLANS ARE TYPICAL AND MAY BE MODIFIED FOR SITE SPECIFIC SITUATIONS AND/OR WSDOT REGION TRAFFIC PRACTICES. CONTACT WSDOT REGION TRAFFIC OFFICES FOR ANY MODIFICATIONS OF THE WORK ZONE VARIABLE REGULATORY SPEED LIMIT OR ADVISORY SPEED.

C. THE SIGN SIZES SHOWN ARE TYPICAL AND MEET MINIMUM SIZES REQUIRED PER MUTCD ON FREEWAYS FOR TEMPORARY TRAFFIC CONTROL.

D. IN REGARDS TO ADVANCED WARNING SIGN SPACING: PER MUTCD SECTION 6C.04 PARAGRAPH 06, TABLE 6-1 (TYPICAL 6C.04) ARE RECOMMENDED DISTANCES AND INTENDED FOR GUIDANCE PURPOSES ONLY AND SHOULD BE ADJUSTED FOR FIELD CONDITIONS REGARDING FREEWAY SIGN SPACING TO 1000 +/- IS ACCEPTABLE. A MINIMUM SPACING OF 500 +/- SHOULD BE USED ON FREEWAY MAINLINES ONLY WHEN NECESSARY. ADVISORY SIGNS AND RADAR SPEED DISPLAY SIGNS CAN BE SPACED AT 300 +/-.

E. PER WAC 468-95-300, ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, ON-RAMP SPACING IS TYPICALLY 300 +/-, EVEN IN SUBURBAN AND RURAL AREAS, BUT CAN BE REDUCED AS NEEDED TO FIT.

F. WHEN POSITIONED BEHIND CHANNELIZATION DEVICES, TEMPORARY SIGNS SHOULD BE MOUNTED AT 5’ MINIMUM.

G. PER MUTCD 6H-13, USING PCMS FOR FREEWAY LANE CLOSURES IS NOT REQUIRED. PCMS 1 IS OPTIONAL AND INTENDED ONLY TO BE USED WHEN WORK ZONE TRAFFIC QUEUES ARE EXPECTED TO EXTEND BEYOND THE WZ 4-SIGN. FOR ADDITIONAL INFORMATION REGARDING ACTIVE QUEUE DETECTION TECHNOLOGY CONTACT STEVE HAAPALA (HAAPALA@WSDOT.WA.GOV) OR FREE LINTZ (LINTZ@WSDOT.WA.GOV). PCMS 2 IS RECOMMENDED; FREEWAY LANE CLOSURES DO NOT REQUIRE A PCMS. PCMS 3 IS OPTIONAL TO HIGHLIGHT EXIT-RAMP CLOSURES. PCMS 4 IS RECOMMENDED WHEN SPACE ALLOWS ALONG OPEN ON-RAMPS WHENEVER MAINLINED TRAFFIC SHIFTED ONTO SHOULDER.

H. THE RADAR SPEED DISPLAY SIGN (RSDS) IS REQUIRED FOR FREEWAY LANE CLOSURES WHEN A SINGLE OPEN LANE IS SHIFTED ONTO THE SHOULDER.

I. WARNING LIGHTS ON CHANNELIZATION DEVICES ARE OPTIONAL; CONTACT REGION TRAFFIC OFFICES FOR TECHNICAL PLANS IF NOT PLANNED FOR. WARNING LIGHTS ON CHANNELIZATION DEVICES BASED ON RECOMMENDATIONS FROM TRANSPORTATION RESEARCH BOARD REPORT 2455 PAGE 65-71 AND AWWA/ASCE PUBLICATION 512. LIGHTS ARE RECOMMENDED TO BE OPERATIONAL ONLY DURING TIMES OF THE DAY THAT THE ROADWAY IS NOT IN SERVICE FOR FREEWAY WORK ZONE OPERATIONS.

J. CHANNELIZATION DEVICES MAY BE MODIFIED FROM THOSE SHOWN ON THESE TYPICAL PLANS. PER MUTCD THE MINIMUM REQUIRED DEVICE ON HIGH-SPEED ROADWAYS IS A 28” REFLECTIVE CONE.

K. VERTICAL PANEL CHANNELIZATION DEVICES SHALL NOT BE USED.

L. CHANNELIZATION DEVICE SPACING TABLE IS BASED ON WAC 468-95-301; HOWEVER, DEVICE SPACING MAY BE REDUCED.

M. FREEWAY LANE LENGTHS ARE BASED ON MUTCD TABLES 6C-3 AND 6C-4 TAPER LENGTHS SHALL MEET OR EXCEED THIS SPECIFIED RATE WITHOUT EXCEPTION. THE TAPER DISTANCES PROVIDED ON THIS TYPICAL TRAFFIC CONTROL PLAN WERE BASED ON THE ASSUMPTION OF SHAPE LINES BECAUSE SHOLDER WIDTHS VARY THROUGHOUT THE WORK ZONE. TAPER TABLE IS INCLUDED TO ADDRESS VARIOUS WIDTHS. LANE WIDTH TAPER DISTANCES PROVIDED WERE ON A 5-FOOT MAXIMUM SHIFT.

N. PER MUTCD FIGURE 6H-13, SEQUENTIAL ARROW BOARDS SHALL BE USED FOR ALL FREEWAY LANE CLOSURE TAPERS. EACH LANE CLOSURE SHALL HAVE A SEPARATE SEQUENTIAL ARROW BOARD. SEQUENTIAL ARROW BOARDS SHALL NOT BE USED FOR LANE SHIFTS, RAMPS SHIFTS, OR AT ON-RAMP MERGE.

O. PER MUTCD FIGURE 6H-13, LONGITUDINAL BUFFER SPACES ARE OPTIONAL. THEIR USE IS RECOMMENDED WHEN FEASIBLE. IF THE DESIGN BUFFER IS NOT AVAILABLE, THE BUFFER SHOULD BE MAXIMIZED. THE BUFFER CAN EXCEED THE DESIGN BUFFER DISTANCE (THIS MIN IS USED).

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

**FREeway (2 LANes): SingLe LEFT lane CLosure WITH 9’MAX ShIfT ONtO RIGHT SHOULDER**

(60 MP TO 45 MPH VARIABLE WORK ZONE SPEED LIMIT REDUCTION, 40 MPH ADVISORY SPEED)

NOT TO SCALE