Notes:
1. For legend, tables, and additional notes, see TC255, Sheet 1.

Typical Traffic Control Plans
TC255
NOT TO SCALE

Freeway (3 lanes): Double 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)

Open Right Exit-Ramp Detail
Right exit-ramps are to remain open with this
shifted double left lane closure configuration

Open Right On-Ramp Detail
Right on-ramps are to remain closed with this
shifted double left lane closure configuration

Closed Right Exit-Ramp Detail
Right exit-ramps are to remain open with this
shifted double left lane closure configuration

Closed Right On-Ramp Detail
Right on-ramps are to remain closed with this
shifted double left lane closure configuration

For legend, tables, and additional notes, see TC255, Sheet 1.
FREeways (3 LANes): DOUBLE 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)

NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC255, SHEET 1.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
**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 E1606.02 IN REGARDS TO APPROVAL AUTHORIZATION FOR VARIABLE REGULATORY AND 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 6.04 PARAGRAPH 06. TABLE 6.1, TABLE 6.1 HAS BEEN MODIFIED TO INCLUDE ADJACENT LANE SITUATIONS, BUT "2L" SHOULD BE OBTAINED WHEN POSSIBLE.

E. PER WAC 468-95-300, ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE Ramps, ON-RAMP SPACING IS TYPICALLY 300'-6", 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 OPTIONED AND INTENDED ONLY TO BE USED WHEN WORK ZONE TRAFFIC QUEUES ARE EXPECTED TO EXTEND BEYOND THE WSD-1 SIGN. FOR ADDITIONAL INFORMATION REGARDING ACTIVE QUEUE DETECTION TECHNOLOGY, CONTACT STEVE HAAPALA (HAAPALA@WSDOT.WA.GOV) OR FRED LINTZ (LINTZ@WSDOT.WA.GOV). PCMS 2 IS RECOMMENDED; FREEWAY LANE CLOSURES DO NOT REQUIRE A PCMS. PCMS 3 IS OPTIONAL TO HIGHLIGHT EXTREME LANE CLOSURES.

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

I. WARNING LIGHTS ON CHANNELIZATION DEVICES ARE OPTIONAL; CONTACT REGION TRAFFIC OFFICES FOR TYPICAL TRAFFIC CONTROL PLANS DO NOT SHOW WARNING LIGHTS ON CHANNELIZATION DEVICES BASED ON RECOMMENDATIONS FROM TRANSPORTATION RESEARCH BOARD REPORT 2456 PAGE 65-73 AN ADVISORY WARNING DEVICE.

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 29' 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. TAPER LENGTHS ARE BASED ON MUTCD TABLES 6-3 AND 6-4 TAPER LENGTHS SHALL MEET OR EXCEED THIS SPECIFIED RATE WITHOUT EXCEPT. THE TAPER DISTANCES PROVIDED ON THIS TYPICAL TRAFFIC CONTROL PLAN WERE BASED ON THE ASSUMPTION OF 30' LANE WIDTHS BECAUSE SHOULDER WIDTHS VARIES SO COOKIE IS ADDED TO ADDRESS DIFFERENT WIDTHS. LANE SHIFT TAPER DISTANCES PROVIDED WERE BASED 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, RAMP SHIFTS, OR AT ON-RAMP MERGES.

O. THE "2L" TANGENT BETWEEN LANE CLOSURE TAPERS MAY BE REDUCED TO "L" IN TIGHT GEOMETRIC SITUATIONS, BUT "2L" SHOULD BE OBTAINED WHEN POSSIBLE.

P. PER MUTCD FIGURE 6H-13, LONGITUDINAL BUFFER SPACES ARE OPTIONAL. THEIR USE IS RECOMMENDED WHEN THE BUFFER IS NOT AVAILABLE. THE BUFFER CAN EXTEND THE BUFFER DISTANCE (THIS "MIN" IS USED).

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

R. PER MUTCD FIGURE 6H-13, 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 TEMPORARY EXIT-RAMPS AND OPEN TEMPORARY ON-RAMPS. EITHER PROTECTIVE VEHICLES OR TRANSPORTABLE ATTENUATORS CAN BE PLACED IN THE ADDITIONAL CLOSED LANES EXCEPT THE EXIT-RAMP TRANSVERSALLY TO TRAFFIC.

S. 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.

T. TEMPORARY SIGNS CAN BE PLACED ADJACENT TO THE PAVED RIGHT SHOULDER (SIGN IS NOT TO PROJECT INTO TRAVEL WAY) INSTEAD OF WITHIN THE CLOSED LANES IF CONFLICTING WITH WORK OPERATIONS.

U. PER MUTCD FIGURE 6H-13, THE REOPENING TAPER IS OPTIONAL.

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

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

X. WHEN SHIFTING TRAFFIC ONTO SHOULDER OR ACROSS PAVED RAMP GORES, VERIFY CROSS-SLOPE IS TRAVERSIBLE, PAVEMENT THICKNESS IS ADEQUATE, CATCH BINS/SHRUBS 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 1360-13b. THE ON-RAMP IS SHOWN ACROSS EACH CLOSED LANE AT L2 PER CLOSED LANE SHIFT RATE THEN AN ACCELERATION TANGENT OF L2 IS FOLLOWED BY AN L2 ON-RAMP MERGE TAPER. IT IS IMPORTANT TO UNDERSTAND MUTCD FIGURE 6H.44 TYPICAL APPLICATION IS GUIDANCE PER MUTCD SECTION 6H.01.

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

AA. ACTUAL WORK AREA LIMITS CAN BE MODIFIED.

BB. RAMP DETOUR SIGNAGE IS RECOMMENDED BY MUTCD 6C.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 SHIELD (FOR FREEWAY RAMPS) OR A HIGHWAY SHIELD (FOR STATE HIGHWAY RAMPS). THE ROUTE SIGN IS TO A SPECIFIC ROUTE DIRECTION, INCLUDE ITS DIRECTION. MAXIMIZE THE SHIELDS, TEXT SIZE, AND ARROWS TO FIT THE 48'-0" SIGN.

DD. THE CHANNELIZATION DEVICE ON THE RIGHT SIDE OF THE SHUTTED LANE MAY ALSO BE PLACED ON THE GRATE ADJACENT TO THE RIGHT SHOULDER PAVEMENT. NOTE THOUGH GUARDRAILS AND BARRIERS TEND TO DISRUPT THE TRAFFIC FLOW AND THE EDGE OF THE RIGHT SHELD. SO IT IS PREFERRED THE CHANNELIZATION DEVICE BE PLACED ON THE EDGE OF RIGHT PAVED SHOULDER.

EE. FOR FREEWAYS WITH RIGHT SHOULDER 5-Feet OR NARROWER, SEPARATE TRAFFIC CONTROL PLANS FOR 5-FOOT MAX RIGHT 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 TRAFFIC CONTROL PLAN ARE PROVIDED IN THE WORK ZONE LIBRARY. FOR UNIQUE HOV LANES CONFIGURATIONS (SUCH AS HOV RAMPS), INCLUDING A BUFFER SEPARATION, DETECT ACCESS HOV RAMPS, OR RIGHT LANES THAT ARE HOV-RESTRICTED) CONTACT REGION TRAFFIC OFFICE WHEN DEVELOPING LANES.

GG. 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 LANES.