NOTES:

1. This plan is used in conjunction with 2-lane freeway single right lane closure traffic control plan (with PCMSs in advance of lane closure taper removed).

2. See Queue Warning System (QWS) Special Provision or RFP for details.

3. Modifications to PCMS messages shall be accepted by the engineer.

4. Adjust QWS components to avoid conflicts with sequential arrow signs or other traffic control devices, narrow shoulders, and ramps.

5. Locate PCMSs per standard specification 1-10.3(3)C. PCMS may be placed on opposite shoulder but avoid ramp gates when located behind barrier/gaurdrail or within closure, transverse traffic drums optional.

6. If system fails, see "Queue Warning System Failure Protocol" provision.

7. If traffic queues reach 5 miles, place additional PCMS at 5.5 miles. Relocate to remain 0.5+/- mile in advance of queue. Truck-mounted PCMS with 10+ inch characters acceptable. Transverse traffic safety drums optional. Remove PCMS when dissipating queues are less than 5 miles.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / WATCH FOR SLOW TRAFFIC

6-MILE QUEUE WARNING SYSTEM
FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE
NOT TO SCALE

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

TYPICAL TRAFFIC CONTROL PLANS

6 MILES
1.5+/- MILES
4.5 MILES
3 MILES
2 MILES
1 MILE
CLOSURE TAPER
DOWNSRREAM TAPER

ACTUAL NUMBER OF LANES MAY VARY

QUEUE LOCATION MEASURED FROM HERE

QUEUE LOCATION (miles) E D C B A
0.01 TO 0.9 FF FF FF FF FF
SL (Blank) (Blank) (Blank) (Blank) (Blank)
LANE CLOSURE 2 MILES TRAFFIC BACKUPS PRESENT
0.91 TO 1.9 FF FF FF SL SL
SL (Blank) (Blank) (Blank) (Blank)
LANE CLOSURE 3 MILES TRAFFIC BACKUPS PRESENT
1.91 TO 2.9 FF FF SL SL SL
SL (Blank) (Blank) (Blank) (Blank)
LANE CLOSURE 4.5 MILES TRAFFIC BACKUPS PRESENT
2.91 TO 4.4 FF SL SL SL SL
SL (Blank) (Blank) (Blank) (Blank)
LANE CLOSURE 6 MILES TRAFFIC BACKUPS PRESENT
4.41+ SL SL SL SL SL
SL (Blank) (Blank) (Blank) (Blank)
LANE CLOSURE 4.5 MILES TRAFFIC BACKUPS PRESENT

TRAFFIC SENSORS

PCMS 5 PCMS 4 PCMS 3 PCMS 2 PCMS 1

TRAFFIC CONDITION
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
(Blank) (Blank) (Blank) (Blank) (Blank)
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
LANE CLOSURE 2 MILES TRAFFIC BACKUPS PRESENT
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
SLOW OR STOPPED TRAFFIC NEXT 1 MILE
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
ZIPPER MERGE 1 MILE USE RIGHT LANE TOO
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
ZIPPER MERGE 1 MILE USE RIGHT LANE TOO
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
ZIPPER MERGE 1 MILE USE RIGHT LANE TOO
2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC 2.0 SEC
ZIPPER MERGE 1 MILE USE RIGHT LANE TOO

7. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 5.5 MILES. RELocate TO REMAIN 0.5+/- MILE IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ARE LESS THAN 5 MILES. ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / WATCH FOR SLOW TRAFFIC

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

NOT TO SCALE

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

TYPICAL TRAFFIC CONTROL PLANS

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

TYPICAL TRAFFIC CONTROL PLANS
NOTES:

1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
4. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE.
5. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE "HIGHWAY" SIGN SPACING = X (1)
6. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING PROVIDING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

NOT TO SCALE
### 3-Mile Queue Warning System Messages

<table>
<thead>
<tr>
<th>Trigger Speed</th>
<th>2.0 SEC</th>
<th>70</th>
<th>120</th>
<th>240</th>
</tr>
</thead>
<tbody>
<tr>
<td>35+ MPH</td>
<td>2.0 SEC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35+ &lt; 35 MPH</td>
<td>2.0 SEC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35+ &lt; 35 MPH</td>
<td>2.0 SEC</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Section A-A**

- **THRU LANE**: Right 60 MPH lane closure ahead
- **L/J**: 60 MPH lane to traffic
- **OPEN TO TRAFFIC**: Traffic open

### Traffic Control Devices

- **Transportable Attenuator**
- **Sequential Arrow Sign**
- **Radar Speed Display Sign (RSDS)**
- **Queue Warning System (QWS)**

### Traffic Sensors

- **PCMS 1**: Portable Changeable Message Sign
- **PCMS 2**: Radar Speed Display Sign

### Notes

1. **If feasible**, avoid placing lane closure or lane shift taper in front of or immediately following horizontal curves. **Highway** (W21-30, 48"x48", 5' height) signs 500' +/- prior to where construction vehicles frequently exit and enter into the open lane(s).
2. **Distance increases as work area moves downstream**.
3. If used, place devices transversely across closed lanes at 45° +/- and 3 spacing at strategic locations.
4. Downstream taper option as needed to avoid conflicts with open lanes.
5. AID "Trucks leaving HIGHWAY" and "Trucks entering HIGHWAY" (W20-30, 48"x48", 5' height) signs 50' +/- prior to where construction vehicles frequently exit and enter into the open lane(s).
6. **Bicycles prohibited through work zone consider providing detour alternative route or shuttle in high-use locations permitting permanent bicycle access.**
7. **Signs are black on orange unless otherwise indicated**.
8. Plan is applicable to lane closures of 3 days or less.

### Typical Traffic Control Plans

<table>
<thead>
<tr>
<th>Host Vehicle Weight</th>
<th>50-75</th>
<th>55-80</th>
<th>9,900-22,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taper</td>
<td>150'</td>
<td>172'</td>
<td>100'</td>
</tr>
<tr>
<td>Tangent</td>
<td>150</td>
<td>150</td>
<td>100</td>
</tr>
</tbody>
</table>

**State of Washington**

**Department of Transportation**

**P.E. Stamp Box**

**TC107, SHEET 2 AND 3.**
NOTES:

1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. IF USED PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
4. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
5. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
6. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED. 45-55 MPH 60+ MPH 45-55 MPH 60+ MPH 45-55 MPH 60+ MPH
7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-FREQUENCY LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.
9. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
10. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED. 45-55 MPH 60+ MPH 45-55 MPH 60+ MPH 45-55 MPH 60+ MPH
11. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
12. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-FREQUENCY LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES, SEE TC107, SHEET 08, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

OPEN RIGHT EXIT-RAMP DETAIL

CLOSED RIGHT EXIT-RAMP DETAIL

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES, SEE TC107 SHEET 0B, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC107 SHEET 0B, 1A, OR 1B.

NOTES TO SCALE

OPEN LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPS ARE TO REMAIN OPEN

CLOSED LEFT EXIT-RAMP DETAIL

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)
NOTES:
1. THIS PLAN IS USED IN CONJUNCTION WITH 2-LANE FREEWAY SINGLE RIGHT LANE CLOSURE TRAFFIC CONTROL PLAN (WITH PCMS IN ADVANCE OF LANE CLOSURE TAPER REMOVED).
2. SEE QUEUE WARNING SYSTEM (QWS) SPECIAL PROVISION OR RFP FOR DETAILS.
3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
4. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS.
5. LOCATE PCMS PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMPS WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
6. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
7. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 4.5 MILES. ADJUST PCMS MESSAGE: TRAFFIC BACKUP SLOWED. PCMS MESSAGE: TRAFFIC BACKUP PRESENT / WATCH FOR SLOW TRAFFIC.
8. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
9. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS.
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11. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
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FOR 6-MILE QUEUE WARNING SYSTEM
PMCS MESSAGES AND COMPONENT LAYOUT
SEE TC107, SHEET 0A.

SHOULDER EXISTING LANE EXISTING LANE EXISTING LANE SHOULDER
THRU LANE F LANE WORK AREA OPEN TO TRAFFIC

SECTION A-A

FOR RAMP DETAILS:
SEE TC107, SHEET 2 AND 3.

NOTES:
1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
4. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
5. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE WORK ZONE.
6. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING PROVIDING DETOUR ALTERNATIVE ROUTE, OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

Actual Number of Lanes May Vary

Queue Location Measured from Here

Queue Location

NOTES:
1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
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7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING PROVIDING DETOUR ALTERNATIVE ROUTE, OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

Freeway (2+ Lanes): Single Right Lane Closure
(Maintain Existing Speed Limit)

NOT TO SCALE
3-MILE QUEUE WARNING SYSTEM MESSAGES

<table>
<thead>
<tr>
<th>TRAFFIC SENSORS</th>
<th>PCMS 2</th>
<th>PCMS 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRIGGER SENSOR</td>
<td>2.2 SEC</td>
<td>2.2 SEC</td>
</tr>
<tr>
<td>SPEED LIMIT</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>TRAFFIC CONDITION</td>
<td>SLOW OR STOPPED</td>
<td>SLOW OR STOPPED</td>
</tr>
<tr>
<td>TRAFFIC MESSAGES</td>
<td>NEXT 3 MILES</td>
<td>NEXT 3 MILES</td>
</tr>
<tr>
<td>LANE WIDTH</td>
<td>12'</td>
<td>12'</td>
</tr>
<tr>
<td>SPEED LIMIT</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>TRAFFIC CONDITION</td>
<td>SLOW OR STOPPED</td>
<td>SLOW OR STOPPED</td>
</tr>
<tr>
<td>TRAFFIC MESSAGES</td>
<td>NEXT 3 MILES</td>
<td>NEXT 3 MILES</td>
</tr>
<tr>
<td>LANE WIDTH</td>
<td>12'</td>
<td>12'</td>
</tr>
</tbody>
</table>

NOTES:
1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. IF USED PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
4. DOWNSTREAM TAPER OPTIMAL ACROSS RIGHT LANE.
5. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S).
6. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVIDING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)
FIELD LOCATE 1.5 +/- MILES PRIOR TO FIRST LANE CLOSURE TAPER.

REMOVE PHASE 3 WHEN TRAFFIC QUEUES NO LONGER PRESENT.

INCREASE DISPLAY TO 2.0 SEC.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

NOTES:

1. IF FEASIBLE AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.

2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.

3. IF USED PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 2' SPACING AT STRATEGIC LOCATIONS.

4. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE.

5. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY"

6. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.

7. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.

8. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDERING PROVISIONS FOR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT) NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC107 SHEET 0B, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

EXISTING
LANE
EXISTING ON-RAMP
EXISTING ACCELERATION LANE

MIN. ON-RAMP ACCELERATION TANGENT LENGTH = L/2

LANE WIDTH
SPEED (MPH)
40
50
60
70
80
90

L/2 (feet)
440
400
360
320
280
240
200

ON-RAMP MERGE TAPER LENGTH = L

LANE WIDTH
SPEED (MPH)
40
50
60
70
80
90

L (feet)
600
580
560
540
520
500
480

ON-RAMP SHIFT TAPER LENGTH = L/2

LANE WIDTH
SPEED (MPH)
40
50
60
70
80
90

L/2 (feet)
480
440
400
360
320
280
240

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

NOT TO SCALE

CLOSED RIGHT EXIT-RAMP DETAIL

EXIT CLOSED
WS/3 ALT
36°
30°

REDUCE TRAFFIC SAFETY DRUMS SPACING BY HALF

ROAD WORK AHEAD

CLOSED RIGHT ON-RAMP DETAIL

EXIT-RAMP DETAIL

OPEN RIGHT EXIT-RAMP DETAIL

WORK AREA

OPEN RIGHT PARALLEL ON-RAMP DETAIL

OPENING

14'-1 TAPER

320' RAMP OPENING

CLOSED ON-RAMP IF DISTANCE IS NOT AVAILABLE

ROAD WORK AHEAD

SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC107 SHEET 0B, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC107 SHEET 08, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

TYPICAL TRAFFIC CONTROL PLANS

HAAPALA & LINTZ
F. LINTZ
S. HAAPALA

OPEN RIGHT EXIT-RAMP DETAIL

CLOSED RIGHT EXIT-RAMP DETAIL

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES, SEE TC107, SHEET 0B, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)

OPEN LEFT EXIT-RAMP DETAIL
LEFTEXIT-RAMPS ARE TO REMAIN OPEN

CLOSED LEFT EXIT-RAMP DETAIL
LEFTEXIT-RAMPS ARE TO REMAIN OPEN

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL PLANS

HEET OF SHEETS

LOCATION NO.

CONTRACT NO.

JOB NUMBER

STATE

FED.AID PROJ.NO.

500' MIN. TANGENT

500' MIN. TANGENT

48" W20-1

48" W20-1

NOT TO SCALE

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)
A. Contact Region Traffic Operations to determine if a queuing mitigation system is needed, and which one is appropriate.

B. Contact Region Traffic Operations to determine rather Parallel (Sheet 2A) and/or Tapered (Sheet 2B) temporary on-ramps is used.

C. Sheet 3 needed only when ramps are present on the left side of freeway.

**FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)**

**FILE NAME**: C:sers\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn

**DATE**: 2023-03-22

**FED. AID PROJ. NO.**: 10

**SHEETS**: 10

**DESIGNER**: F. LINTZ

**CHECKED BY**: S. HAAKALA, B. LINTZ

**PLotted BY**: LIMITZ

**ENTPROJ.**

**REGIONAL ADM.**

**REVISION**

**DATE**

**DESIGNER NOTES**

- A. Contact Region Traffic Operations to determine if a queuing mitigation system is needed, which one is appropriate.
- B. Contact Region Traffic Operations to determine rather Parallel (Sheet 2A) and/or Tapered (Sheet 2B) temporary on-ramps is used.
- C. Sheet 3 needed only when ramps are present on the left side of freeway.

**LOCATION NO.**: WASH 10 WASH

**STATE**: WASH

**FED. AID PROJ. NO.**: 10

**SHEETS**: 10

**DESIGNER**: F. LINTZ

**CHECKED BY**: S. HAAKALA, B. LINTZ

**PLotted BY**: LIMITZ

**ENTPROJ.**

**REGIONAL ADM.**

**REVISION**

**DATE**

**DESIGNER NOTES**

- A. Contact Region Traffic Operations to determine if a queuing mitigation system is needed, which one is appropriate.
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- C. Sheet 3 needed only when ramps are present on the left side of freeway.

**FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)**

**FILE NAME**: C:sers\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn

**DATE**: 2023-03-22

**FED. AID PROJ. NO.**: 10

**SHEETS**: 10

**DESIGNER**: F. LINTZ

**CHECKED BY**: S. HAAKALA, B. LINTZ

**PLotted BY**: LIMITZ

**ENTPROJ.**

**REGIONAL ADM.**

**REVISION**

**DATE**

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**FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)**

**FILE NAME**: C:sers\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn

**DATE**: 2023-03-22

**FED. AID PROJ. NO.**: 10

**SHEETS**: 10

**DESIGNER**: F. LINTZ

**CHECKED BY**: S. HAAKALA, B. LINTZ

**PLotted BY**: LIMITZ

**ENTPROJ.**

**REGIONAL ADM.**

**REVISION**

**DATE**

**DESIGNER NOTES**

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- C. Sheet 3 needed only when ramps are present on the left side of freeway.

**FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (MAINTAIN EXISTING SPEED LIMIT)**

**FILE NAME**: C:sers\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\107Fwy1RtLane.dgn

**DATE**: 2023-03-22

**FED. AID PROJ. NO.**: 10

**SHEETS**: 10

**DESIGNER**: F. LINTZ

**CHECKED BY**: S. HAAKALA, B. LINTZ

**PLotted BY**: LIMITZ

**ENTPROJ.**

**REGIONAL ADM.**

**REVISION**

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