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 TRANSVERSE TRAFFIC SAFETY DRUMS 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 6.5 MILES.

NOT TO SCALE

6-MILE QUEUE WARNING SYSTEM
FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

NOT TO SCALE

6-MILE QUEUE WARNING SYSTEM
FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

NOT TO SCALE

6-MILE QUEUE WARNING SYSTEM
FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

NOT TO SCALE

6-MILE QUEUE WARNING SYSTEM
FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE

NOT TO SCALE
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. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.

4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES.

5. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).

6. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 20'.

7. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.

8. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48" x 48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WORK AREA.

9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.

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

11. BICYCLES PROHIBITED THROUGH WORK ZONE; CONSIDER PROVIDING DETOUR, ALTERNATIVE ROUTE, OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.
### Typical Traffic Control Plans

#### Freeway (2+ Lanes): Single Right Lane Closure

**50 MPH Work Zone Speed Limit**

**NOT TO SCALE**

**Legend:**
- Temporary Sign Location
- Temporary Sign Location (5' Min Height)
- Traffic Safety Drum
- Radar Speed Display Sign (RSDS)
- Sequential Arrow Sign
- Portable Changeable Message Sign

**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. Relocate RSDS as work area moves downstream. Engineer may order additional RSDS (with R2-1) prior to each work crew within work area.
4. If used, place devices transversely across closed lanes at 45° +/- and 5' spacing at strategic locations.
5. Cover all conflicting signage per Standard Spec B21.3(3).
6. Downstream taper optional across right lane. Downstream taper device spacing is 30'.
7. Signs optional if existing speed limit signs present within 1500' following the downstream taper.
8. 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 open lane(s).
9. Signs are black on orange unless otherwise indicated.
10. Plan is applicable to lane closures of 3 days or less.
11. Bicycles prohibited through work zone. Consider providing detour, alternative route, or shuttle in high-use locations permitting permanent bicycle access.

**Additional Specifications:**
- **PCMS**
- **Portable Changeable Message Sign**
- **GROM**
- **Host Vehicle Weight:**
  - 9,900 lbs
  - 22,001 lbs
- **Maximum Channelization Device Spacing:**
  - 30'
  - 60'
- **Shoulder Closure Taper Length:**
  - L/3
  - 50'

**Location:**
- **TC243, Shee 2 and 3.**
- **For ramp details:**
  - See TC243, Sheet 2 and 3.

**Design:**
- **S. Haapala**
- **F. Lintz**
- **Haapala & Lintz**
- **L/T**
- **3/4/2022**
- **C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\243Fwy1RtLane60to50WZSL.dgn**
- **1:48:33 PM**
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC243, SHEET 08, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (50 MPH WORK ZONE SPEED LIMIT)

NOT TO SCALE

TC243
Washington State Department of Transportation
TYPICAL TRAFFIC CONTROL PLANS
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC243 SHEET 0A, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (50 MPH WORK ZONE SPEED LIMIT)
NOT TO SCALE

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

CLOSED LEFT EXIT-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

OPEN LEFT ON-RAMP DETAIL
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. Adj ust 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 gories 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 6.5 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.

---

**NOTES:**

- Actual number of lanes may vary.
- Options: remove PCMS when dissipating queues are less than 5 miles.
- Transverse traffic safety drums optional. Relocate to remain 0.5+/- mile in advance of queue.
- Transverse traffic drums optional. Avoid ramp gories when located behind barrier/guardrail or within closure.
- Traffic sensors may be placed on pavement or opposite shoulder.
- Adjust QWS components to avoid conflicts with sequential arrow signs or other traffic control devices, narrow shoulders, and ramps.
- Locate PCMSs per standard specification 1-10.3(3)c. PCMS may be placed on opposite shoulder but avoid ramp gories when located behind barrier/guardrail or within closure, transverse traffic drums optional.
- If system fails, see ‘queue warning system failure protocol’ provision.
- If traffic queues reach 5 miles, place additional PCMS at 6.5 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**

---

**LEGEND:**

- Traffic safety drum
- Traffic sensor
- Sequential arrow sign
- Portable changeable message sign

---

**QUEUE LOCATION (miles)**

<table>
<thead>
<tr>
<th>0.01 TO 0.9</th>
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<th>1.91 TO 2.9</th>
<th>2.91 TO 4.4</th>
<th>4.41+</th>
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**TRAFFIC SENSORS**

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<tr>
<th>PCMS 5</th>
<th>PCMS 4</th>
<th>PCMS 3</th>
<th>PCMS 2</th>
<th>PCMS 1</th>
</tr>
</thead>
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**TRAFFIC CONDITION**

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<td>TRAFFIC BACKUPS PRESENT</td>
<td>SLOW OR STOPPED TRAFFIC</td>
<td>LANE CLOSURE</td>
<td>SLOW OR STOPPED TRAFFIC</td>
</tr>
<tr>
<td>NEXT 2 MILES</td>
<td>NEXT 2 MILES</td>
<td>NEXT 2 MILES</td>
<td>NEXT 2 MILES</td>
<td>NEXT 2 MILES</td>
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<tr>
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<td>use all lanes</td>
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<td>use all lanes</td>
</tr>
</tbody>
</table>

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**6-MILE QUEUE WARNING SYSTEM**

**FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE**

**NOT TO SCALE**

---

**NOTES:**

- Actual number of lanes may vary.
- Options: remove PCMS when dissipating queues are less than 5 miles.
- Transverse traffic safety drums optional. Relocate to remain 0.5+/- mile in advance of queue.
- Transverse traffic drums optional. Avoid ramp gories when located behind barrier/guardrail or within closure.
- Adjust QWS components to avoid conflicts with sequential arrow signs or other traffic control devices, narrow shoulders, and ramps.
- Locate PCMSs per standard specification 1-10.3(3)c. PCMS may be placed on opposite shoulder but avoid ramp gories when located behind barrier/guardrail or within closure, transverse traffic drums optional.
- If system fails, see ‘queue warning system failure protocol’ provision.
- If traffic queues reach 5 miles, place additional PCMS at 6.5 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.
FOR 6-MILE QUEUE WARNING SYSTEM
PCMS MESSAGES AND COMPONENT LAYOUT
SEE TC243, SHEET 0A.

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. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH R2-1) PRIOR TO EACH WORK AREA.

4. USE 3 DEVICES MINIMUM WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.

5. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).

6. DOWNSTREAM TAPER SPACING IS 20'.

7. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.

8. 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 OPEN LANE(S).

9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.

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

11. BICYCLES PROHIBITED THROUGH WORK ZONE; CONSIDER PROVIDING DETOUR, ALTERNATIVE ROUTE, OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

SEE NOTE #

NOT TO SCALE

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE
(50 MPH WORK ZONE SPEED LIMIT)

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
TYPICAL TRAFFIC CONTROL PLANS

DATE
PLOTTED BY
REVISION

CHECKED BY
PREPARED
REGIONAL ENGM.

NOTE 1
NOTE 2
NOTE 3
NOTE 4
NOTE 5
NOTE 6
NOTE 7
NOTE 8
NOTE 9
NOTE 10
NOTE 11

LEGEND:

TYPICAL TRAFFIC CONTROL PLANS
3-MILE QUEUE WARNING SYSTEM MESSAGES

TRAFFIC SENSORS

PCMS 2

PCMS 1

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<td>TRAFFIC SLOW OR STOPPED</td>
<td>TRAFFIC CLOSURE</td>
<td>TRAFFIC SLOW OR STOPPED</td>
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<tr>
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LEGEND

- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5 MIN HEIGHT)
- TRAFFIC SAFETY DRUM
- TRAFFIC SAFETY DRUM
- QWS TRAFFIC SENSOR
- RADAR SPEED DISPLAY SIGN (RSDS)
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN

3-MILE QUEUE WARNING SYSTEM MESSAGES

B A

PCMS 2

PCMS 1

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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. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM ENGINEER MAY ORDER ADDITIONAL RSDS (WITH R2-1) PRIOR TO EACH WORK CREW WITHIN WORK AREA.
4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND SPACE AT STRATEGIC LOCATIONS.
5. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC B 21.3(3).
6. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
7. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500 +/- FOLLOWING THE DOWNSTREAM TAPER.
8. 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 OPEN LANE(S).
9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
10. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
11. 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 (50 MPH WORK ZONE SPEED LIMIT)

NOT TO SCALE
FRE ways (2+ LANES): SINGLE RIGHT LANE CLOSURE
(50 MPH WORK ZONE SPEED LIMIT)

NOT TO SCALE

LEGEND:

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. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH R2-1) PRIOR TO EACH WORK AREA TAPER.
4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES INTO THE OPEN LANE(S).
5. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC B21.3(3).
6. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 30'.
7. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.
8. 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 OPEN LANE(S).
9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
10. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.

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. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH R2-1) PRIOR TO EACH WORK AREA TAPER.
4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES INTO THE OPEN LANE(S).
5. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC B21.3(3).
6. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE. DOWNSTREAM TAPER DEVICE SPACING IS 30'.
7. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.
8. 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 OPEN LANE(S).
9. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
10. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.

11. CYCLES PROHIBITED THROUGH WORK ZONE: CONSIDER PROVIDING DETOUR ALTERNATIVE ROUTE, OR SHUTTLE IN HIGH-USE LOCATIONS PERMANENT BICYCLE ACCESS.
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC243, SHEET 08, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (50 MPH WORK ZONE SPEED LIMIT)

NOT TO SCALE

TYPICAL TRAFFIC CONTROL PLANS

TC243
FREEWAY (2+ Lanes): Single Right Lane Closure (50 MPH Work Zone Speed Limit)

NOT TO SCALE

CLOSED RIGHT EXIT-RAMP DETAIL

CLOSED RIGHT EXIT-RAMP DETAIL

OPEN RIGHT TAPERED ON-RAMP DETAIL

ON-RAMP CLOSED

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

ROAD WORK AHEAD

48" 48" 48" 48"
W3-2A R1-2 (WR)
360' MERGE TAPER

1300' MERGE TAPER

500' MIN TANGENT

30':1 TAPER

14' MIN TEMP OPENING

320' RAMP OPENING

502' MIN TANGENT

EXISTING LANE

EXISTING LANE

EXISTING ON-RAMP

EXISTING ACCELERATION LANE

EXISTING LANE

EXISTING SHOULDER

TEMP: OPEN

48'

14' MIN TEMP

ON-RAMP LANE

THRU LANE

W3-2A

R1-2 (WR)

ROAD WORK AHEAD

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

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EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA

EXIT LIMIT CLOSED AREA
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES, SEE TC243, SHEET 0B, 1A, OR 1B.
2. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREeway (2+ Lanes): Single Right Lane Closure (50 MPH Work Zone Speed Limit)

NOT TO SCALE

OPEN LEFT EXIT-RAMP DETAIL

CLOSED LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPs ARE TO REMAIN OPEN

OPEN LEFT ON-RAMP DETAIL

CLOSED LEFT ON-RAMP DETAIL

COVER ALL CONFLICTING SPEED LIMIT SIGNS

FREEWAY (2+ Lanes): SINGLE RIGHT LANE CLOSURE (50 MPH WORK ZONE SPEED LIMIT)
F. LINTZ
3/4/2022
1:48:41 PM

UPDATED WORK ZONE MICROCHANNEL TYPING plans:

IMPORTANT: An extensive library of updated work zone plans is now available for work zone signs, detour signs (generic and route-specific), tables, legend, and symbols. Use these updated cells in all traffic control plans; at minimum, replace all work zone tables in old traffic control plans. This

Typical Traffic Control Plan has updated cells (as of March 2022) already incorporated.

Color and grayscale PDFs of work zone cells are available on the WSDOT Typical Traffic Control Plans webpage (https://wsdot.wa.gov/improving-standards/design-topics/typical-traffic-control-control-plan/tcp.pdf).

WSDOT Staff:

(1) Manually update or replace Microchannel plans at least annually. For technical support and guidance see

https://wsdot.wa.gov/engineering-standards/design-topics/technical-support-guidance

(2) Manually update or replace Microchannel plans at least annually. For technical support and guidance see

https://wsdot.wa.gov/engineering-standards/design-topics/technical-support-guidance

Central Cells Office, Local Agencies, Design Build Contractors, and/or Consultants:

(1) Manually install updated WSDOT cell libraries or Microchannel plan for the production of new traffic control plans or updates.

(2) Reuse the old work zone cells using the Replace Cells icon command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either

For this to function properly (otherwise it will print out as a solid black glob); DESIGNERS MUST FIRST UPDATE THEIR COLOR TABLE AND THEN

PRINTING IN FULL COLOR OR GRAYSCALE (BLACK/WHITE):

Even though the work zone cells are full color, CAE has programmed Colors 220-239 for use in the work zone cells and the left edge line) to print in grayscale equivalent colors in certain situations. Print in black/white.

For this to function properly (otherwise it will print out as a solid black glob); DESIGNERS MUST FIRST UPDATE THEIR COLOR TABLE AND THEN

PLOT OUTLINE EXPLANATION:

Which plots to use will be determined from zone traffic analysis performed by the Regional Traffic Operations (see WSDOT Traffic Manual Sections 5-6 of, https://wsdot.wa.gov/publications/manuals/trafficDesign/TrafficManual_5-6.pdf).

Minimal Traffic Channeling Expected:

Use Plot 4 (Typical 3-Mile PCS)
Use Plot 5 and/or Plot 6 (depending on rather Region uses Parallel and/or Tapered on-ramps)
Use Plot 7 (if ramps on left side are present only)

Intermediate Traffic Channeling Expected up to 3 Miles:

Use Plot 3 (3-Mile QWS)
Use Plot 5 and/or Plot 6 (depending on rather Region uses Parallel and/or Tapered on-ramps)
Use Plot 7 (if ramps on left side are present only)

Reoccurring/Interminent Traffic Channeling Expected up to 6 Miles (Closures In Place Less Than 7 Days Typically):

Use Plot 4 (3-Mile PCS)
Use Plot 5 and/or Plot 6 (depending on rather Region uses Parallel and/or Tapered on-ramps)
Use Plot 7 (if ramps on left side are present only)

Reoccurring/Interminent Traffic Channeling Expected up to 8 Miles (Closures In Place 7 Days or Longer Typically):

Use Plot 4 (3-Mile PCS)
Use Plot 5 and/or Plot 6 (depending on rather Region uses Parallel and/or Tapered on-ramps)
Use Plot 7 (if ramps on left side are present only)

REVISION
DATE

DESIGNER NOTES

<table>
<thead>
<tr>
<th>FILE NAME</th>
<th>Description</th>
<th>Location</th>
<th>Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC243</td>
<td>Single Right Lane Closure</td>
<td>50 MPH Work Zone Speed Limit</td>
<td>Department of Transportation</td>
<td>Washington State Department of Transportation</td>
</tr>
</tbody>
</table>

FREEWAY (2+ LANES): SINGLE RIGHT LANE CLOSURE (50 MPH WORK ZONE SPEED LIMIT)

L. See MUTCD Table 5F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

W. WAC 468-95-305:10 Recommended Advance Warning Sign Minimum Spacing


Y. All other typical traffic control plans are available on the WSDOT Typical Traffic Control Plans webpage (https://wsdot.wa.gov/improving-standards/design-topics/typical-traffic-control-control-plan/tcp.pdf).

Z. This typical TCP is not applicable when HOV-restricted or Express Toll Lane(s) are present. Contact Region Traffic Operations for additional guidance.

AA. See MUTCD Table 6F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

BB. See MUTCD Table 5F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

CC. See MUTCD Table 5F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

DD. See MUTCD Table 5F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.

EE. See MUTCD Table 5F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.