NOTES:
1. THIS PLAN IS USED IN CONJUNCTION WITH 2-LANE FREEWAY SINGLE RIGHT LANE CLOSURE: 4' MAX LEFT SHOULDER SHIFT TRAFFIC CONTROL PLAN (WITH PCMS IN ADVANCE OF 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 GORES. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL. RELOCATE TO REMAIN 0.5+/- MILE IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS BARIER/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 BACKUPS PRESENT / WATCH FOR SLOW TRAFFIC.
8. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
9. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 4.5 MILES.
10. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERs, AND RAMPS.
11. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL. RELOCATE TO REMAIN 0.5+/- MILE IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS BARIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
12. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
13. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 4.5 MILES.
14. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERs, AND RAMPS.
15. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL. RELOCATE TO REMAIN 0.5+/- MILE IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS BARIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
16. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
17. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 4.5 MILES.
18. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERs, AND RAMPS.
19. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL. RELOCATE TO REMAIN 0.5+/- MILE IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS BARIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
20. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
FREEWAY (2 Lanes): Single Right Lane Closure, 4' Max Left Shoulder Shift (45 MPH Work Zone Speed Limit, 40 MPH Advisory Speed) 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 RSOS as work area moves downstream. Engineer may order additional RSOS (with W23-6 and W23-5) 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. When shoulder narrows, use lane shifts (10'1 MIN SHIF T TAPER @ 18' MIN WIDTH) WITH W1-4 SIGNS 500'-+ PRIOR.
6. Contact WSDOT Commercial Vehicle Services at least 5-8' required. Downstream taper device spacing is 20'.
7. Traffic cones may remain in place throughout the project (they do not have to be removed daily/nightly).
8. Cover all conflicting signage per standard Spec B 21.13(3).
9. Downstream taper optional across right lane, but FIRST 40' REQUIRED. Downstream taper device spacing is 25'.
10. Signs optional if existing speed limit signs present within 1500' following the downstream taper.
11. Add "TRUCKS LEAVING HIGHWAY" and "TRUCKS ENTERING HIGHWAY" (W23-15, 40'-4' aperture) 7' HIGH (HEIGHT) SIGNS 500'-+ PRIOR to where construction vehicles frequently enter and exit into the open lane(s). Adjust to avoid Wi-4R sign.
12. Signs are black on orange unless otherwise indicated.
13. Plan is applicable to lane closures of 3 days or less.
14. Bicycles prohibited through work zone. Consider providing detours/alternative routes or shuttles in high-use locations permitting permanent bicycle access.

For 5-Mile Queue Warning System
PCMS Messages and Component Layout
See TC256, Sheet 2A.

SECTION A-A

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 RSOS as work area moves downstream. Engineer may order additional RSOS (with W23-6 and W23-5) 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. When shoulder narrows, use lane shifts (10'1 MIN SHIF T TAPER @ 18' MIN WIDTH) WITH W1-4 SIGNS 500'-+ PRIOR.
6. Contact WSDOT Commercial Vehicle Services at least 5-8' required. Downstream taper device spacing is 20'.
7. Traffic cones may remain in place throughout the project (they do not have to be removed daily/nightly).
8. Cover all conflicting signage per standard Spec B 21.13(3).
9. Downstream taper optional across right lane, but FIRST 40' REQUIRED. Downstream taper device spacing is 25'.
10. Signs optional if existing speed limit signs present within 1500' following the downstream taper.
11. Add "TRUCKS LEAVING HIGHWAY" and "TRUCKS ENTERING HIGHWAY" (W23-15, 40'-4' aperture) 7' HIGH (HEIGHT) SIGNS 500'-+ PRIOR to where construction vehicles frequently enter and exit into the open lane(s). Adjust to avoid Wi-4R sign.
12. Signs are black on orange unless otherwise indicated.
13. Plan is applicable to lane closures of 3 days or less.
14. Bicycles prohibited through work zone. Consider providing detours/alternative routes or shuttles in high-use locations permitting permanent bicycle access.

For 5-Mile Queue Warning System
PCMS Messages and Component Layout
See TC256, Sheet 2A.
### TYPICAL TRAFFIC CONTROL PLANS

**FREEWAY (2 Lanes): Single Right Lane Closure, 4' Max Left Shoulder Shift (45 MPH Work Zone Speed Limit, 40 MPH Advisory Speed)

<table>
<thead>
<tr>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.</td>
</tr>
<tr>
<td>2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.</td>
</tr>
<tr>
<td>3. RELOCATE RDGS AS WORK AREA MOVES DOWNSTREAM.</td>
</tr>
<tr>
<td>4. USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.</td>
</tr>
<tr>
<td>5. WHEN SHOULDER NARROWS, USE LANE SHIFTS (101 MIN SHIFT TAPER @ 10 MIN WIDTH) WITH W1-4 SIGNS 500' +/- PRIOR.</td>
</tr>
<tr>
<td>6. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.</td>
</tr>
<tr>
<td>7. 28' TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).</td>
</tr>
<tr>
<td>8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).</td>
</tr>
<tr>
<td>9. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE BUT FIRST 40' REQUIRED. DOWNSREAL TAPER DEVICE SPACEING IS 27'.</td>
</tr>
<tr>
<td>10. SIGNS ORTHOGONAL TO EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.</td>
</tr>
<tr>
<td>11. ADD TRUCKS LEAVING HIGHWAY AND TRUCKS ENTERING HIGHWAY: W21, 30-35,40-45, 5(5) (HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID WI-4R SIGN.</td>
</tr>
<tr>
<td>12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.</td>
</tr>
<tr>
<td>13. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.</td>
</tr>
<tr>
<td>14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVIDING DETOURS ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.</td>
</tr>
</tbody>
</table>

#### SHEET REF No.

- TC256, SHEET 1A

#### LEGEND

- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5 MIN HEIGHT)
- 28' REFLECTIVE TRAFFIC CONE
- TRAFFIC SAFETY DRUM
- WGS TRAFFIC SENSOR
- RADAR SPEED DISPLAY SIGN (RSDS)
- SEQUENTIAL ARROW SIGN
- PORTABLE TRANSPORTABLE ATTENUATOR
- PORTABLE TRANSMITTED MESSAGE SIGN

### SEGMENT A-A

#### SHEET REF No.

- TC256, SHEET 2 AND 3

#### NOTES:

- **QWS TRAFFIC SENSOR**
- **WGS TRAFFIC SENSOR**

#### SPECIAL CONSIDERATIONS:

- **WRS</zero_start>
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2A. ADD R1-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

CLOSED RIGHT EXIT-RAMP DETAIL

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

FILE NAME: C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\256Fwy1RtLanes4MaxLtShift60to45WZSL40Adv.dgn

DATE: 2/18/2022
TIME: 7:34:59 AM
LOCATION NO.: TC256
CONTRACT NO.: 0A
JOB NUMBER: 10
REGION: 2A
STATE: WASH
FED.AID PROJ.NO.: 48
PROJ. ENGR.: LINTZ
REGIONAL ADM.: HAAPALA
P.E. STAMP BOX
DATE: 2/18/2022

Washington State Department of Transportation
TYPICAL TRAFFIC CONTROL PLANS

NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2B. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED) NOT TO SCALE

FILE NAME: E:\2021\TC256\TC256-1\tc256-1a.dgn
TIME: 7:35:00 AM
DATE: 2/18/2022
WASH: 10
FED.AID PROJ.NO.

NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2B. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
TRAFFIC CONTROL PLAN
SEE ON-RAMP CLOSURE
CLOSED

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4’ MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)
NOT TO SCALE

1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE (WITHOUT SHOULDER SHIFT) SEE TC107, SHEET 3. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
NOTES:

1. This plan is used in conjunction with 2-lane freeway single right lane closure, 4' max left shoulder shift 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 PCMSs per standard specification 1-10.3(3)C. PCMS may be placed on opposite shoulder but avoid ramp corners 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 PCMSs 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 PCMSs when dissipating queues are less than 5 miles. Added PCMS message traffic backups present / watch for slow traffic.

LEGEND:
- Traffic safety drum
- Traffic sensor
- Sequential arrow sign
- PCMS portable changeable message sign

6-MILE QUEUE WARNING SYSTEM

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT

NOT TO SCALE

DATE
TIME
DATE
FED.AID PROJ.NO.

DESIGNED BY: HAAPALA & LINTZ
ENTERED BY: F. LINTZ
CHECKED BY: S. HAAPALA
PREPARED BY: S. HAAPALA

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
TYPICAL TRAFFIC CONTROL PLANS

TC256

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

7. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 6.5 MILES.

6. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.

5. LOCATE PCMS PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON
OPPOSITE SHOULDER BUT AVOID RAMP CORNERS WHEN LOCATED BEHIND
BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.

4. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS
OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS.

3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.

2. SEE QUEUE WARNING SYSTEM (QWS) SPECIAL PROVISION OR RFP FOR DETAILS.

1. THIS PLAN IS USED IN CONJUNCTION WITH 2-LANE FREEWAY SINGLE RIGHT LANE
CLOSURE, 4' MAX LEFT SHOULDER SHIFT TRAFFIC CONTROL PLAN (WITH PCMS IN
ADVANCE OF LANE CLOSURE TAPER REMOVED).

OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ARE LESS THAN 5 MILES.
FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED) 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.
4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES.
5. WHEN SHOULDER NARROWS, USE LANE SHIFTS (10.1 MIN SHIFT TAPER @ 16 MIN WIDTH) WITH W1-4 SIGNS 500' +/- PRIOR.
6. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
7. 28" TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
8. 8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE, BUT FIRST 40' REQUIRED. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.
11. 11. ADD "TRUCKS ENTERING HIGHWAY" AND "TRUCKS EXITING HIGHWAY" (W23-7, 48" LED DISPLAY) TO SIGNAL VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W1-4R SIGN.
12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
13. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

region 10

contract no. wash

state

NOTE 8

NOTE 9

NOTE 10

NOTE 11

NOTE 12

NOTE 13

NOTE 14
**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 W2-4) AND W2-5 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. WHEN SHOULDER NARROWS, USE LANE SHIFTS (30' MIN SHIFT TAPER @ 16' MIN WIDTH) WITH W-4 SIGNS 500' +/- PRIOR.

6. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 5 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.

7. TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).

8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3.

9. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE, BUT FIRST 80' REQUIRED. DOWNSTREAM TAPER DEVICE SPACING IS 20'.

10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.

11. ADD "TRUCKS ENTERING HIGHWAY" AND "TRUCKS LEAVING HIGHWAY" SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W-4R SIGN.

12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.

13. PLAN IS APPROPRIATE TO LANE CLOSURES OF 3 DAYS OR LESS.

14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVIDING DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2A. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

CLOSED RIGHT EXIT-RAMP DETAIL

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE (WITHOUT SHOULDER SHIFT) SEE TC107, SHEET 2B. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE

Washington State Department of Transportation
TYPICAL TRAFFIC CONTROL PLANS

FILE NAME: C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\256Fwy1RtLanes4MaxLtShift60to45WZSL40Adv.dgn
TIME: 7:35:04 AM
DATE: 2/18/2022
DESIGNED BY: HAAPALA & LINTZ
ENTERED BY: S. HAAPALA
PLOTED BY: LINTZ
CHECKED BY: S. HAAPALA
PROJ. ENGR.: F. LINTZ
REGIONAL ADM.: T. FREEMAN
DATE: 2/18/2022

NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC256, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE (WITHOUT SHOULDER SHIFT) SEE TC107, SHEET 2B. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE

Washington State Department of Transportation
TYPICAL TRAFFIC CONTROL PLANS

FILE NAME: C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\256Fwy1RtLanes4MaxLtShift60to45WZSL40Adv.dgn
TIME: 7:35:04 AM
DATE: 2/18/2022
DESIGNED BY: HAAPALA & LINTZ
ENTERED BY: S. HAAPALA
PLOTED BY: LINTZ
CHECKED BY: S. HAAPALA
PROJ. ENGR.: F. LINTZ
REGIONAL ADM.: T. FREEMAN
DATE: 2/18/2022
TRAFFIC CONTROL PLAN
SEE ON-RAMP CLOSURE
CLOSED ON-RAMP
LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPS ARE TO REMAIN OPEN

OPEN LEFT EXIT-RAMP DETAIL

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

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 4' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)
NOT TO SCALE

W20-1

W23-7

W1-4L

R2-1 (B/W)

E5-2A

E5-1 (W/G)

W20-5R

STRIPS PRESENT WHEN RUMBLE
ONLY USED WHEN RUMBLE
STRIPS PRESENT

EXISTING SPEED LIMIT SIGN.

SHIFT) SEE TC107, SHEET 3.  ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED

1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC256, SHEET 0A, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER
SHIFT) SEE TC107, SHEET 3.  ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED

3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.
These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standard practices. For additional information email HQCAEHelpDesk@wsdot.wa.gov.

For this to function properly (otherwise it will print out as a solid black glob); DESIGNERS MUST FIRST UPDATE THEIR COLOR TABLE AND THEN USE the Replace Cells icon command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either grayscale automatically when designers print in black/white.

Even though the work zone cells are full color, CAE has programmed Colors 224-239 (used for the work zone cells and the left edge line) to print in grayscale automatically when designers 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 USE the Replace Cells icon command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either grayscale automatically when designers print in black/white.

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Even though the work zone cells are full color, CAE has programmed Colors 224-239 (used for the work zone cells and the left edge line) to print in grayscale automatically when designers print in black/white.