I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC1_COV.DWG

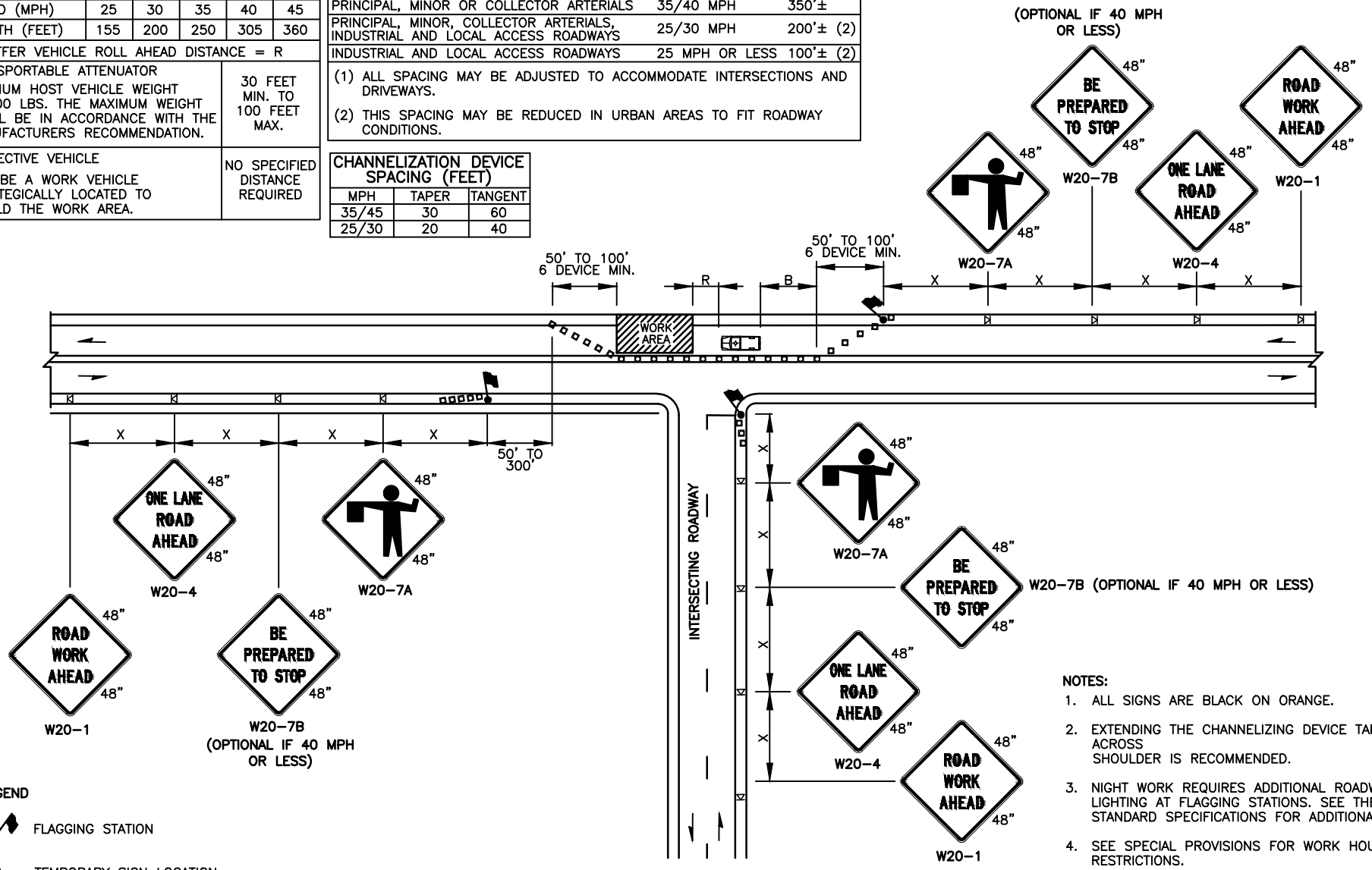
BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.				30 FEET MIN. TO 100 FEET MAX.	
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.				NO SPECIFIED DISTANCE REQUIRED	

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE

NOTES:

1. ALL SIGNS ARE BLACK ON ORANGE.
2. EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
3. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
4. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
ONE-LANE TWO WAY TRAFFIC CONTROL WITH FLAGGERS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC1

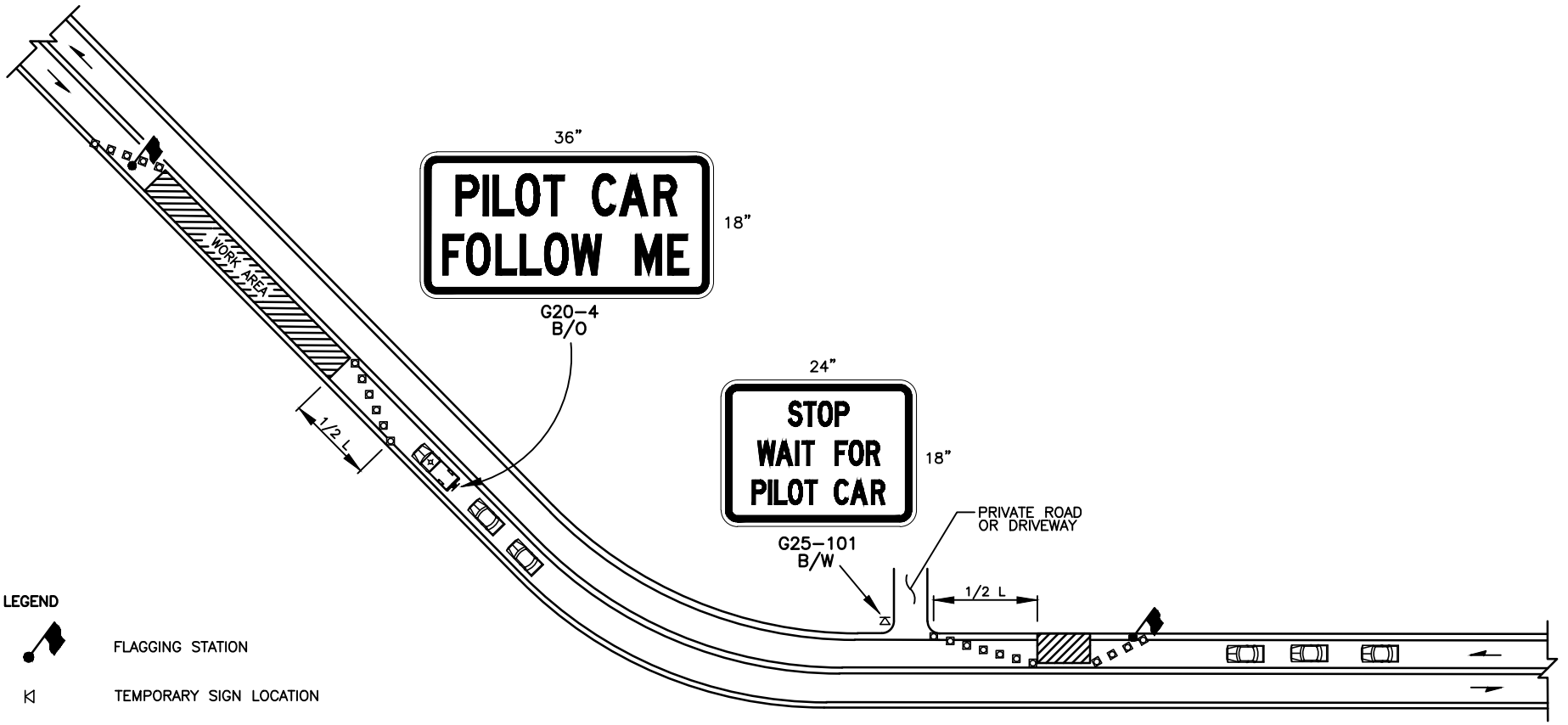
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC2_COV.DWG

MINIMUM TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

NOTES:

1. REFER TO SHEET TC1 FOR ADDITIONAL SIGNING AND FLAGGING DETAILS NOT SHOWN.
2. CHANNELIZING DEVICES ARE RECOMMENDED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
3. SIGN G25–101 IS RECOMMENDED FOR NON–STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
PILOT CAR OPERATION

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC2

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC3_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

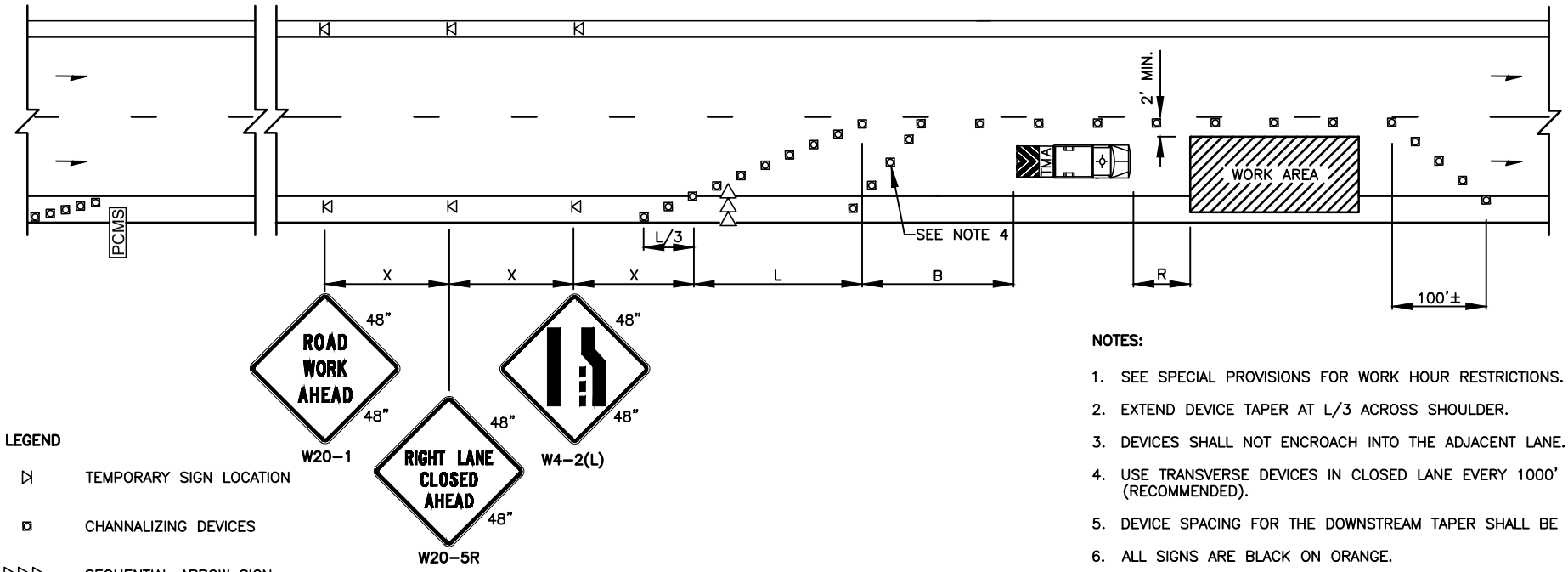
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNALIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
6. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO. **TC3**

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC4_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

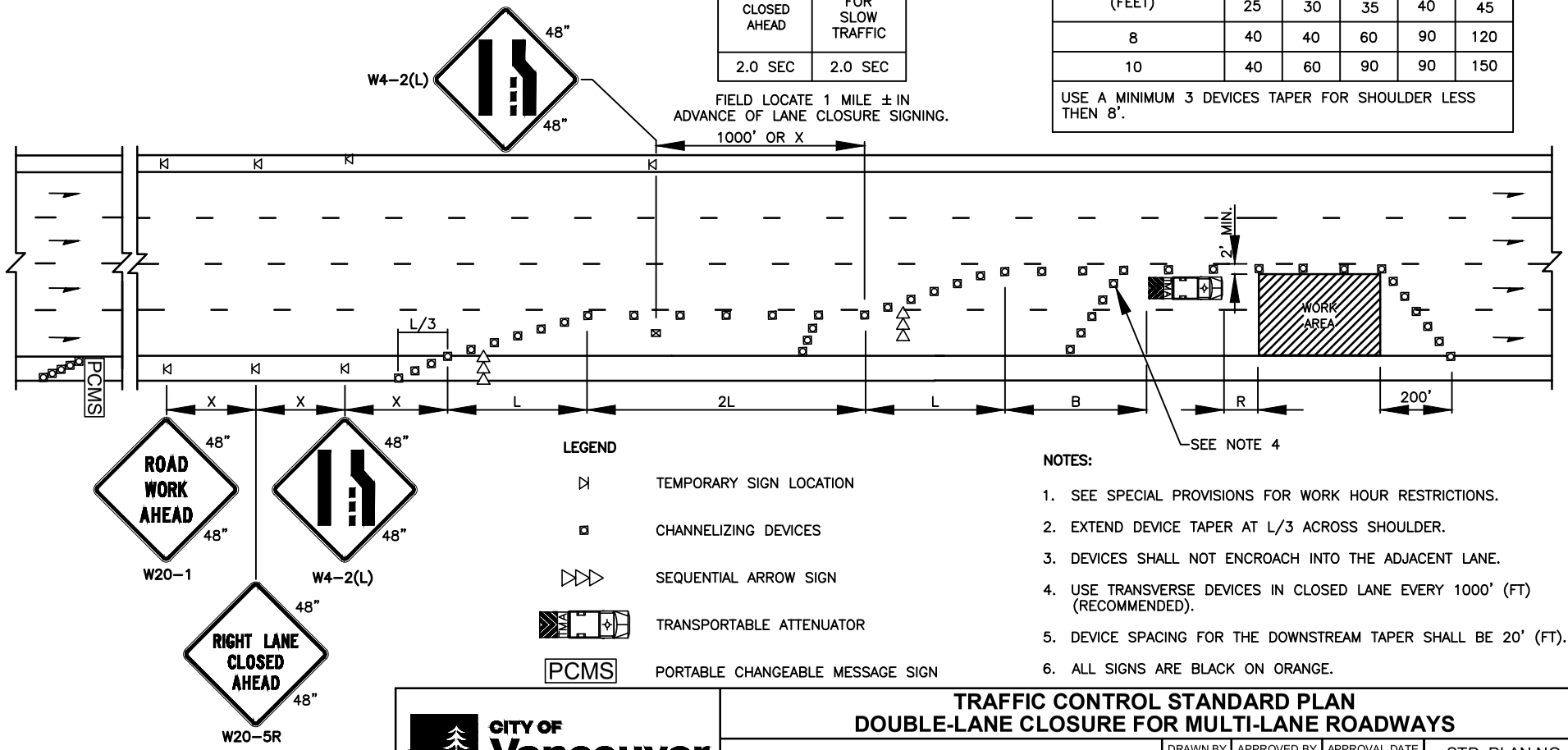
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

PCMS	
1	2
2 LANE CLOSED AHEAD	WATCH FOR SLOW TRAFFIC
2.0 SEC	2.0 SEC

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					



NOTES:

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
6. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
DOUBLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC4

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC5_COV.DWG

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)				
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)			
	25	30	35	40
8	40	40	60	90
10	40	60	90	90
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.				

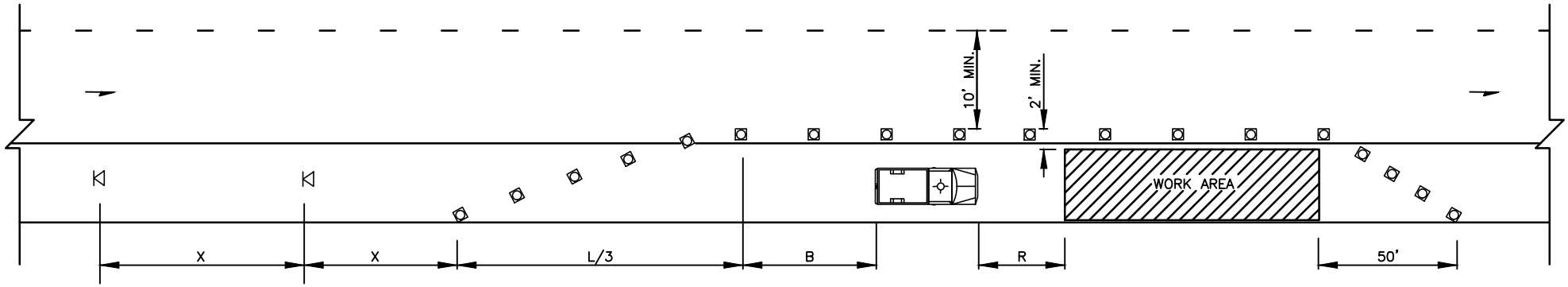
SIGN SPACING = X (1)		
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

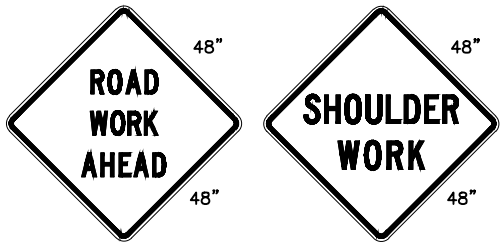
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA				
LONGITUDINAL BUFFER SPACE = B				
SPEED (MPH)	25	30	35	40
LENGTH (FEET)	155	200	250	305
BUFFER VEHICLE ROLL AHEAD DISTANCE = R				
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.	30 FEET MIN. TO 100 FEET MAX.			
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.	NO SPECIFIED DISTANCE REQUIRED			

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/40	30	60
25/30	20	40





W20-1 W21-5

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE

NOTES:

1. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
2. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
SHOULDER CLOSURE LOW SPEED (40 MPH OR LESS)

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO. **TC5**

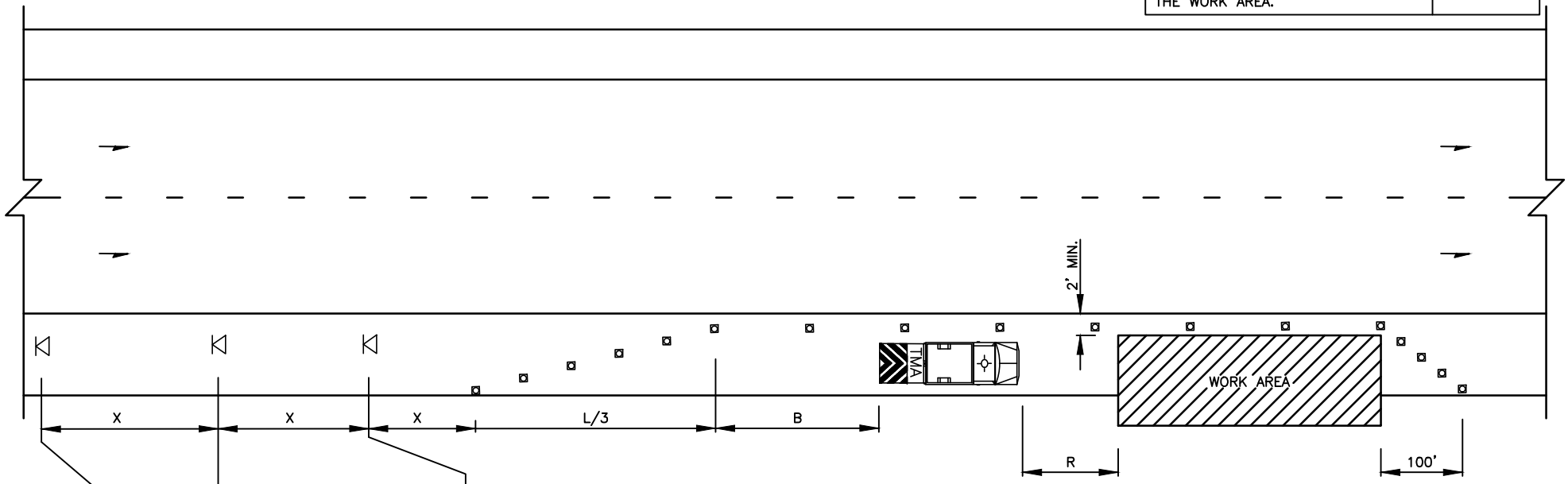
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC6_COV.DWG

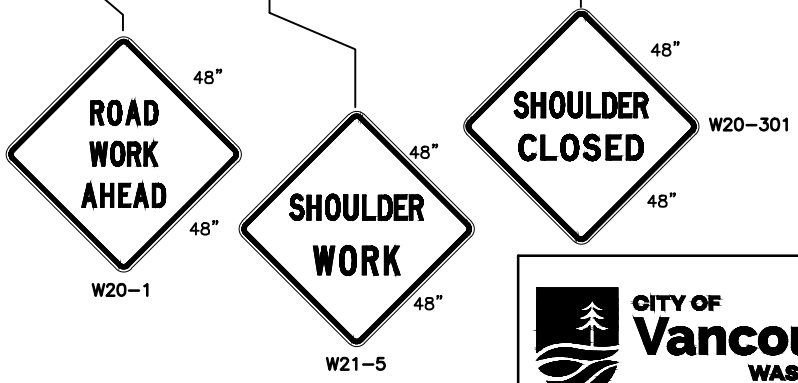
MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	–	–	–	–	120
10	–	–	–	–	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.		

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
45	30	60

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	–	–	–	–	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED





LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- TMA — TRANSPORTABLE ATTENUATOR

NOTES:

1. NO ENCROACHMENT IN TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
2. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT) O.C.
3. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
SHOULDER CLOSURE HIGH SPEED

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC6

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC7_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

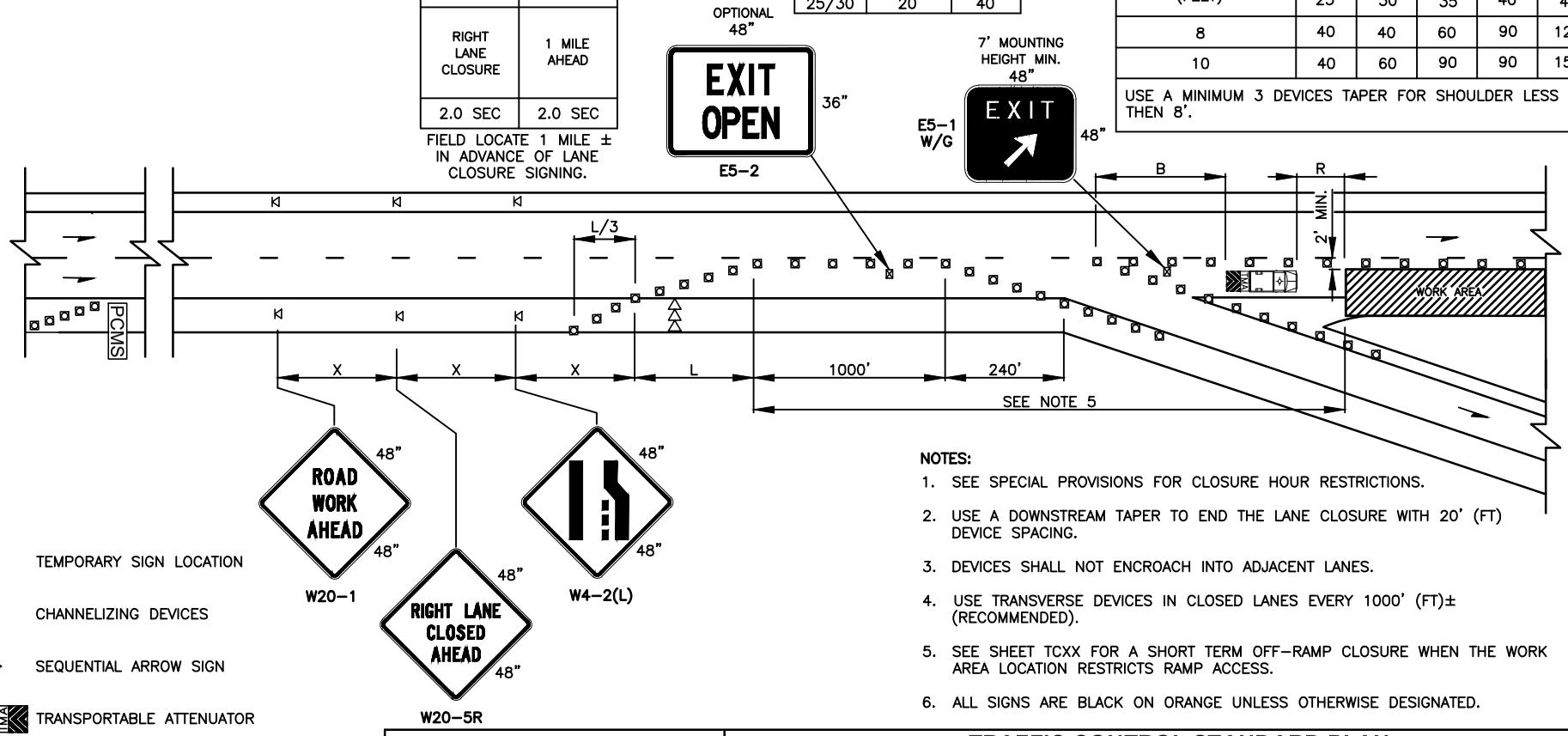
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES:

1. SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.
2. USE A DOWNSTREAM TAPER TO END THE LANE CLOSURE WITH 20' (FT) DEVICE SPACING.
3. DEVICES SHALL NOT ENCROACH INTO ADJACENT LANES.
4. USE TRANSVERSE DEVICES IN CLOSED LANES EVERY 1000' (FT)± (RECOMMENDED).
5. SEE SHEET TCXX FOR A SHORT TERM OFF-RAMP CLOSURE WHEN THE WORK AREA LOCATION RESTRICTS RAMP ACCESS.
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
TEMPORARY OFF-RAMP FOR MULTI-LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO. TC7

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC8_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

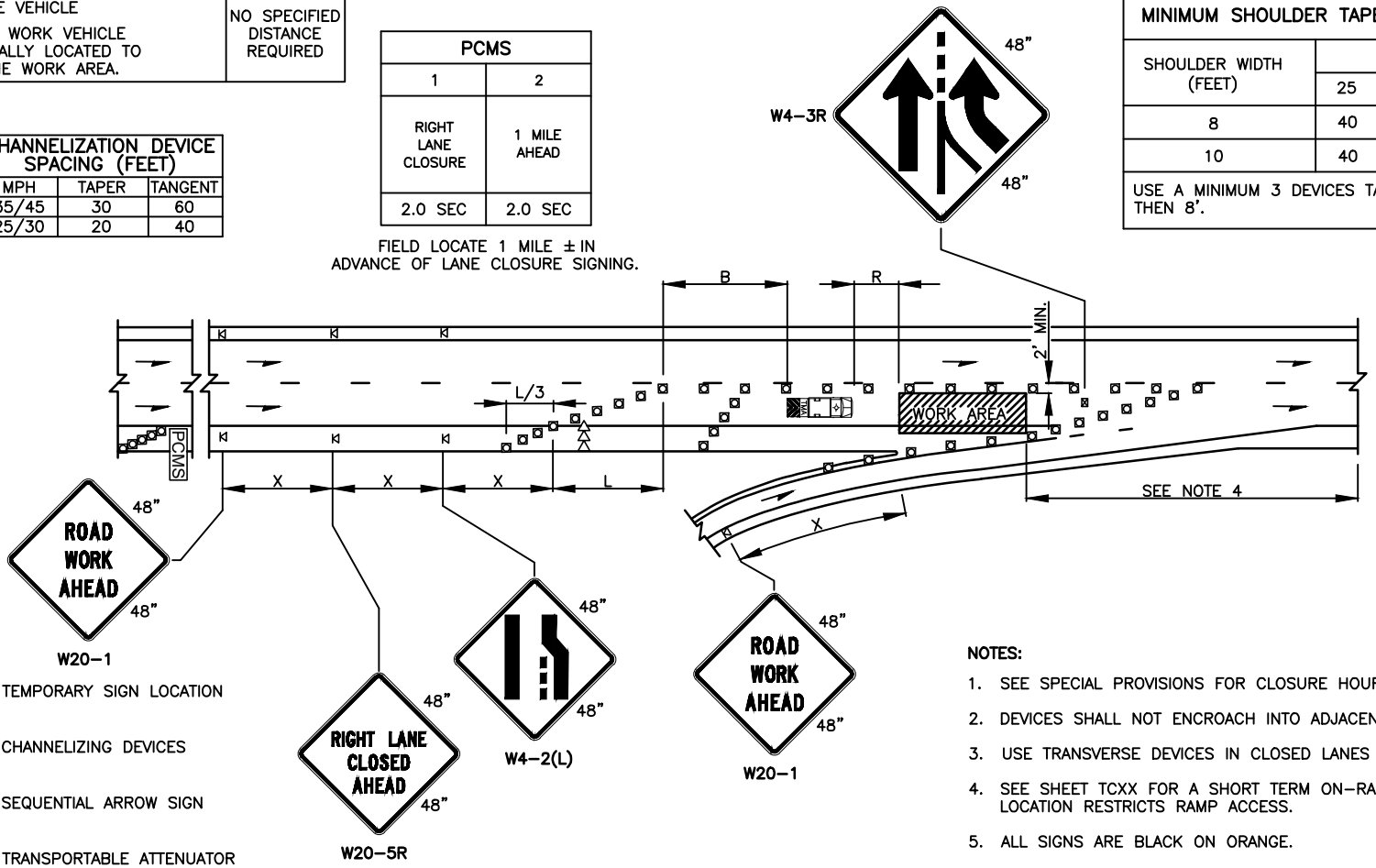
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES:

1. SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.
2. DEVICES SHALL NOT ENCROACH INTO ADJACENT LANES.
3. USE TRANSVERSE DEVICES IN CLOSED LANES EVERY 1000'± (RECOMMENDED).
4. SEE SHEET TCXX FOR A SHORT TERM ON-RAMP CLOSURE WHEN THE WORK AREA LOCATION RESTRICTS RAMP ACCESS.
5. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
TEMPORARY ON-RAMP FOR MULTI-LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC8

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC9_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.				30 FEET MIN. TO 100 FEET MAX.	
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.				NO SPECIFIED DISTANCE REQUIRED	

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

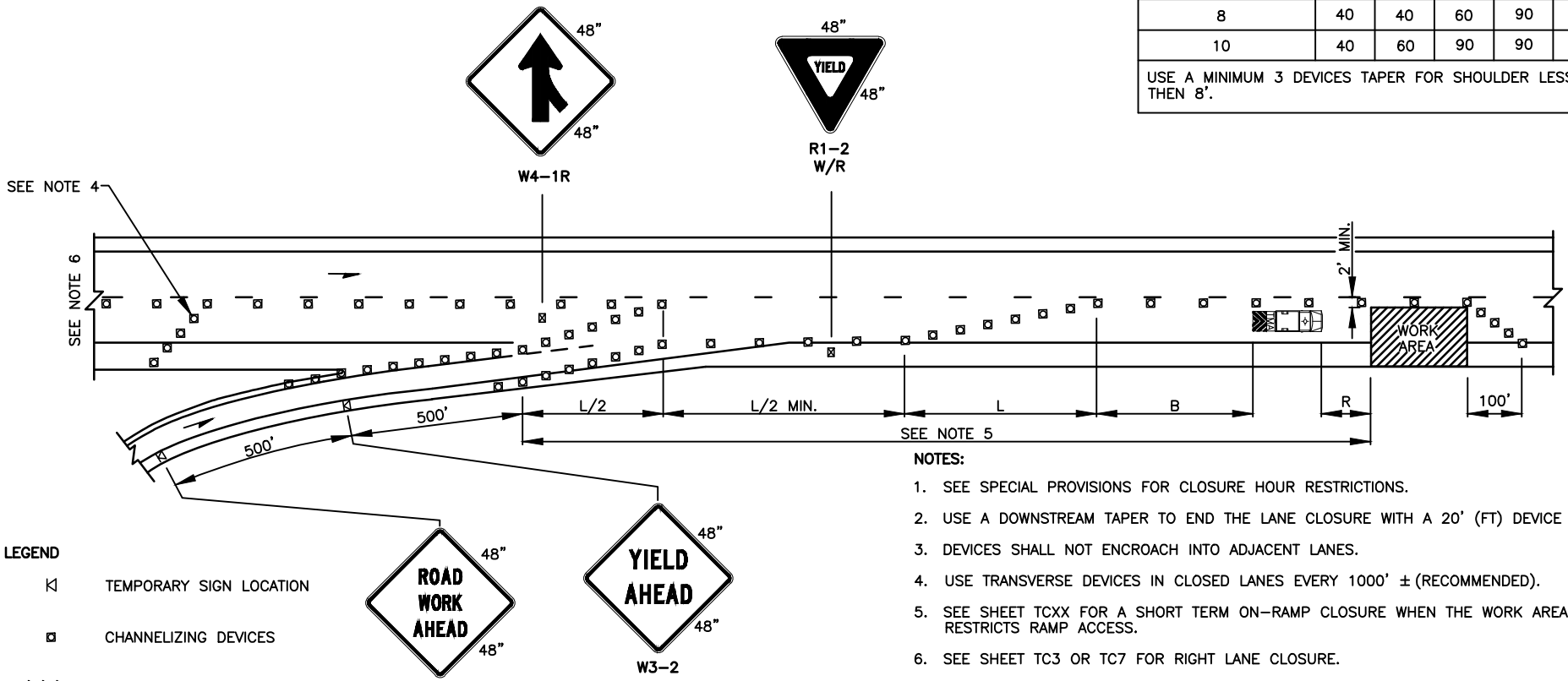
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES:

1. SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.
2. USE A DOWNSTREAM TAPER TO END THE LANE CLOSURE WITH A 20' (FT) DEVICE SPACING.
3. DEVICES SHALL NOT ENCROACH INTO ADJACENT LANES.
4. USE TRANSVERSE DEVICES IN CLOSED LANES EVERY 1000' ± (RECOMMENDED).
5. SEE SHEET TCXX FOR A SHORT TERM ON-RAMP CLOSURE WHEN THE WORK AREA LOCATION RESTRICTS RAMP ACCESS.
6. SEE SHEET TC3 OR TC7 FOR RIGHT LANE CLOSURE.
7. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
TEMPORARY ON-RAMP FOR MULTI-LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC9

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC10_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

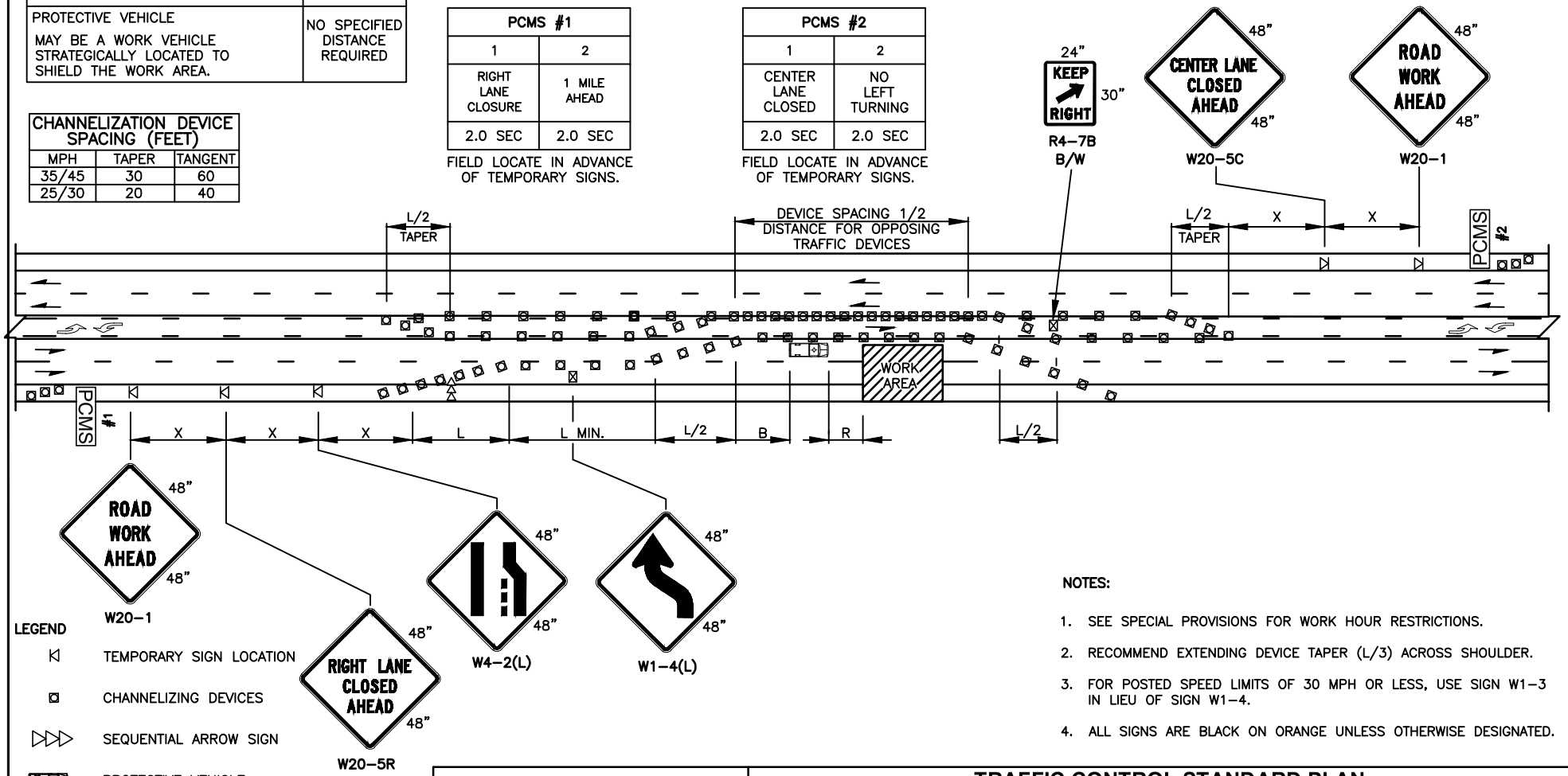
PCMS #1	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS #2	
1	2
CENTER LANE CLOSED	NO LEFT TURNING
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES:

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
3. FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
RIGHT LANE CLOSURE WITH SHIFT - 5 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC10

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC11_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

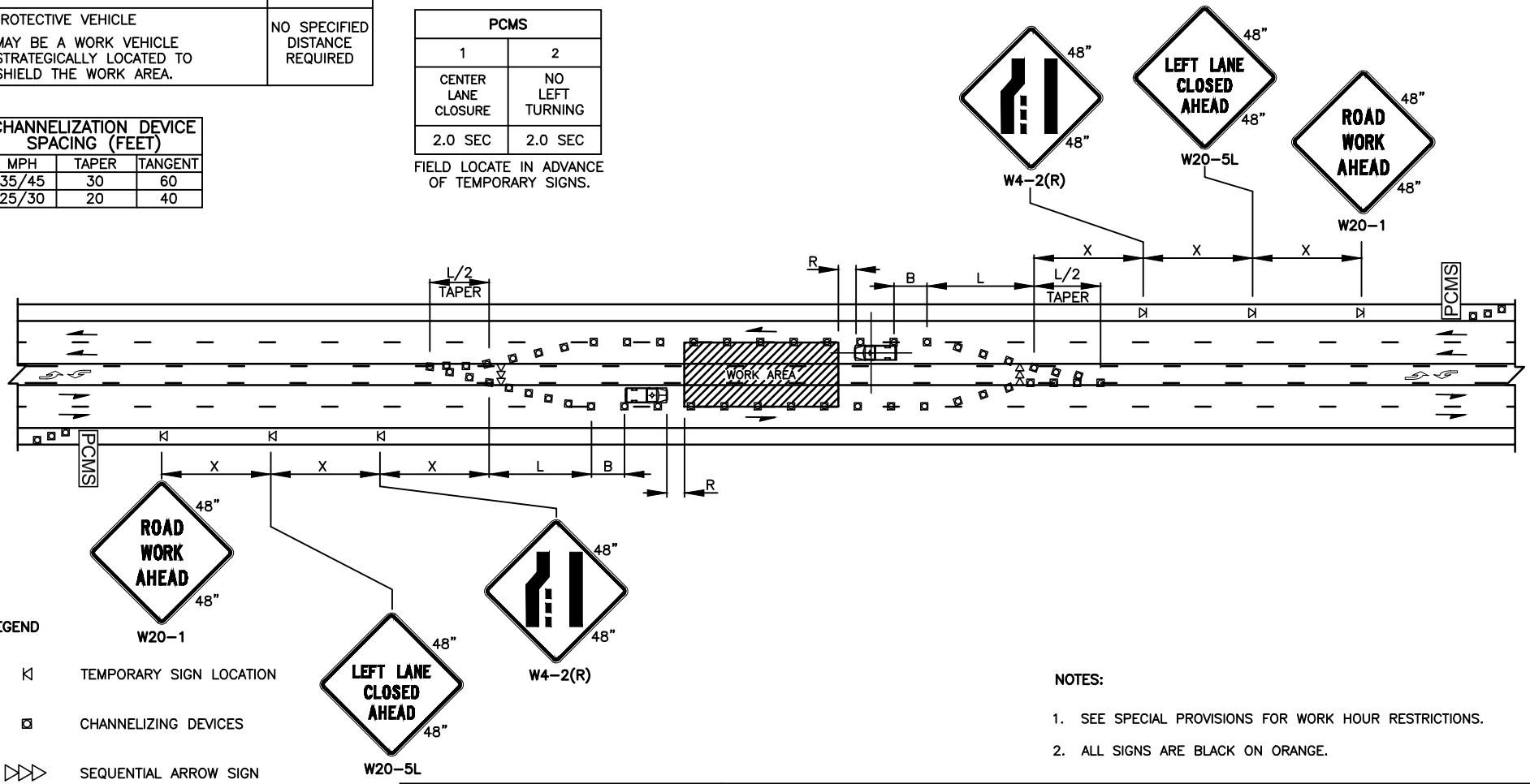
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

PCMS	
1	2
CENTER LANE CLOSURE	NO LEFT TURNING
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS ARE BLACK ON ORANGE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
LEFT LANE AND CENTER TURN LANE - 5 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC11

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC12_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

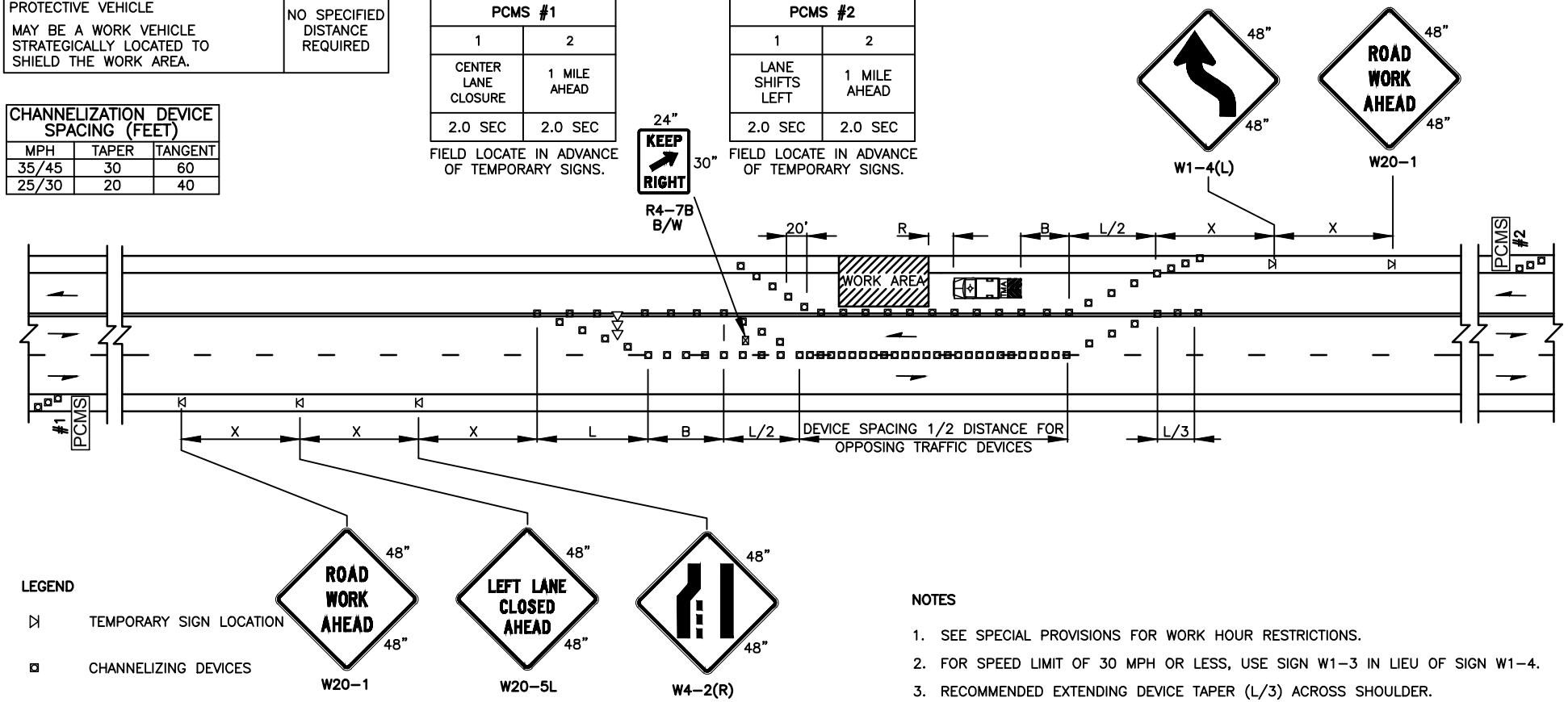
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

PCMS #1	
1	2
CENTER LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS #2	
1	2
LANE SHIFTS LEFT	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY SIGN LOCATION (5' (FT.) MOUNTING HEIGHT)

NOTES

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. FOR SPEED LIMIT OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
3. RECOMMENDED EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

CITY OF Vancouver WASHINGTON

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

TRAFFIC CONTROL STANDARD PLAN
LANE SHIFT - 3 LANE ROADWAYS

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC12

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC13_COV.DWG

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

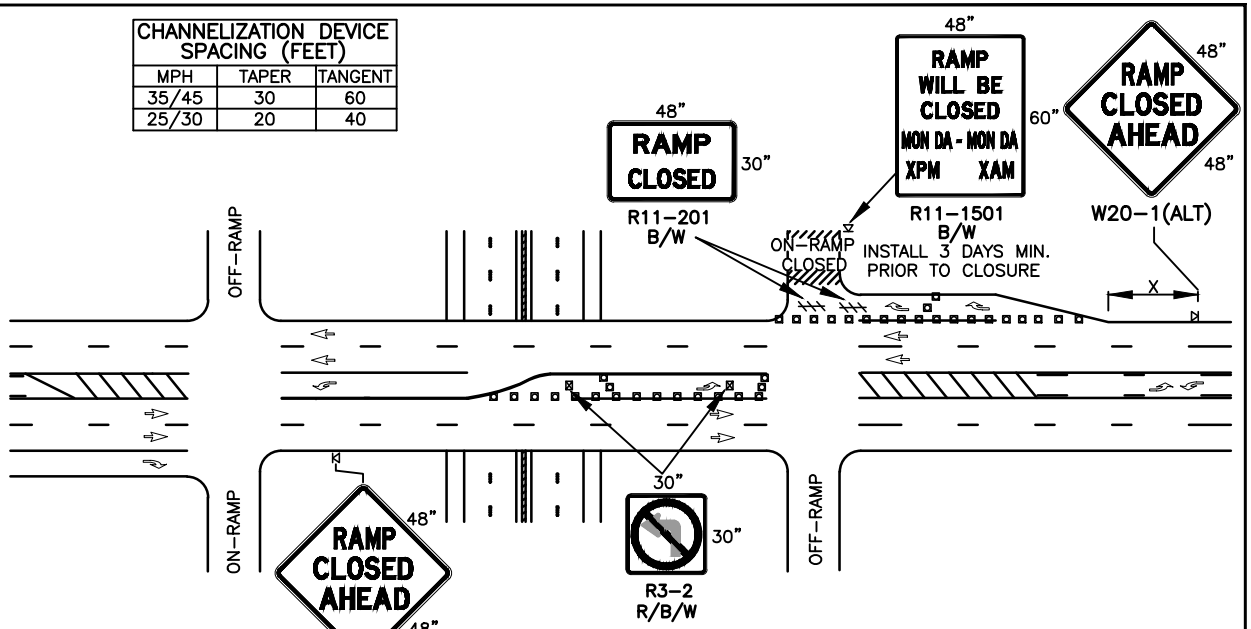
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

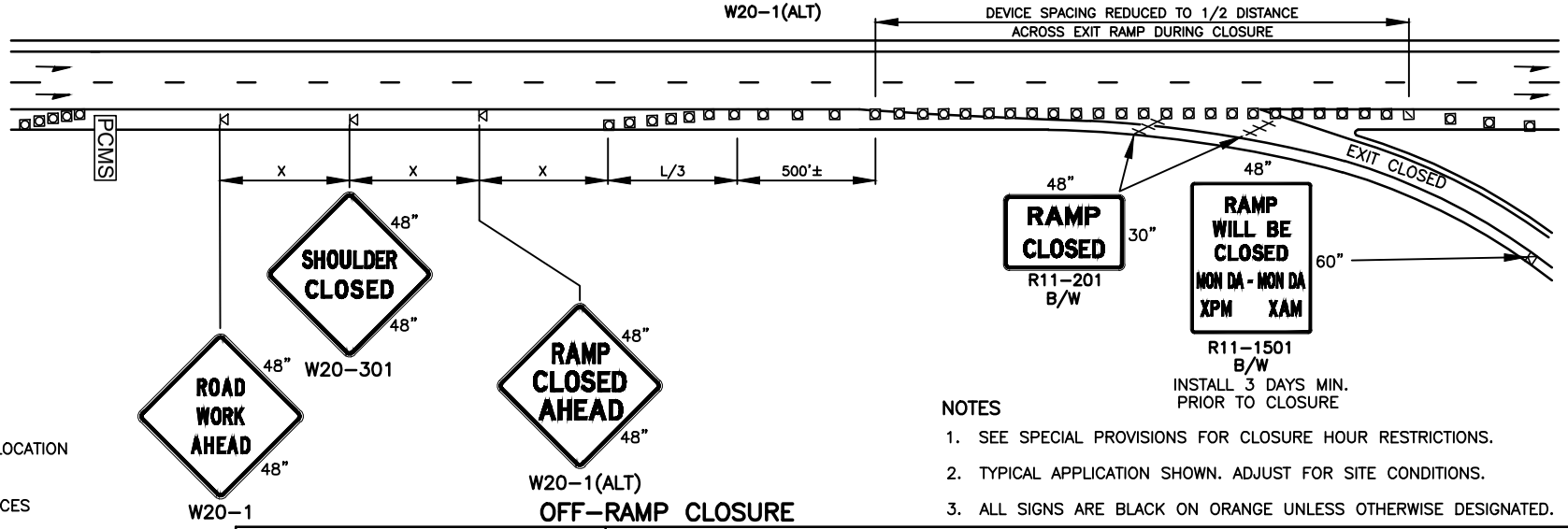
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

PCMS	
1	2
EXIT XXX CLOSED	USE EXIT XXX
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.



TYPICAL ON-RAMP CLOSURE



OFF-RAMP CLOSURE

LEGEND

- TYPE 3 BARRICADE
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES

1. SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.
2. TYPICAL APPLICATION SHOWN. ADJUST FOR SITE CONDITIONS.
3. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
SHORT TERM RAMP CLOSURES

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC13

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC14_COV.DWG

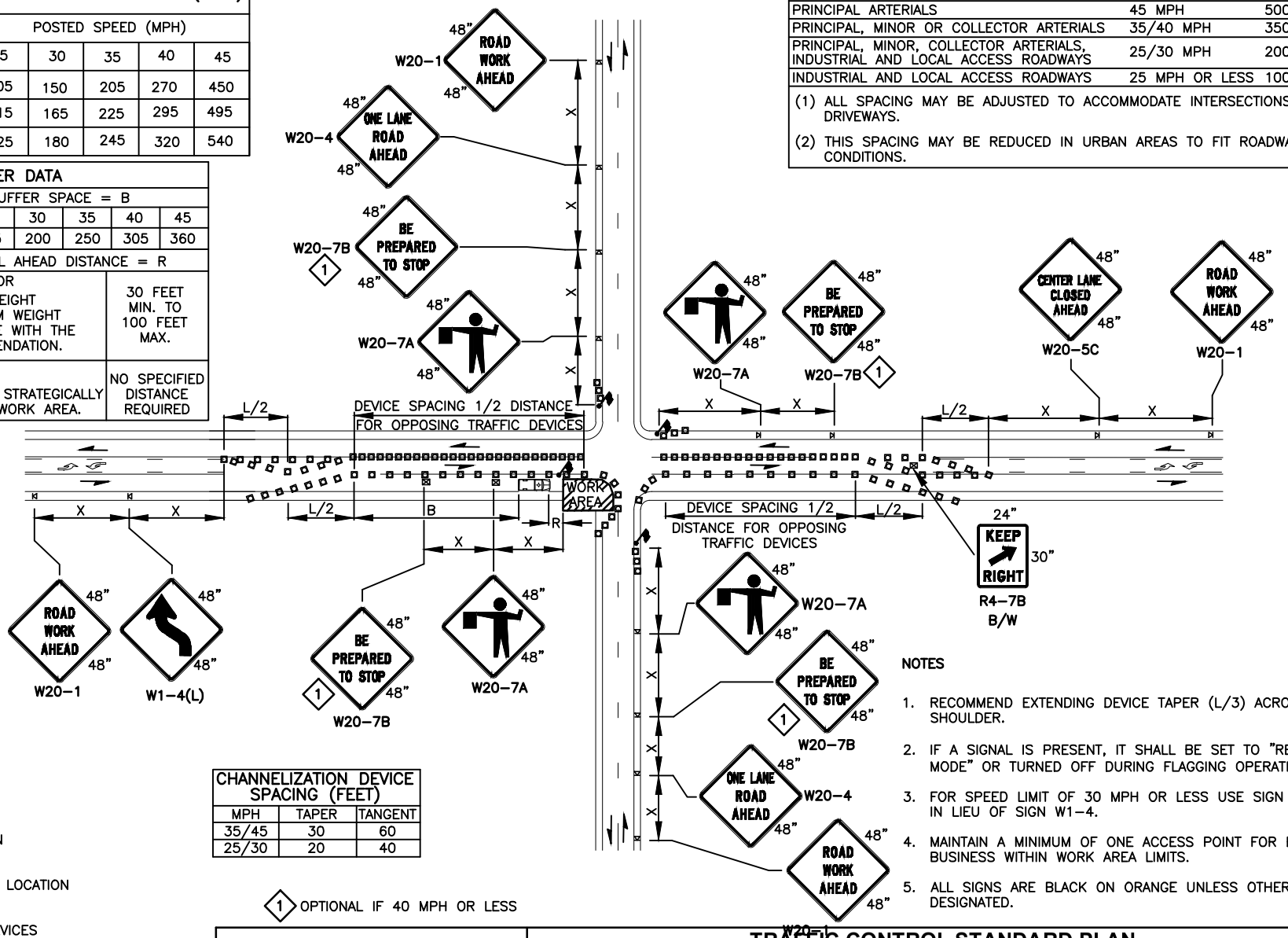
MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.	30 FEET MIN. TO 100 FEET MAX.				
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.	NO SPECIFIED DISTANCE REQUIRED				

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

1 OPTIONAL IF 40 MPH OR LESS

NOTES

1. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
2. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
3. FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
5. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE – RECOMMENDED
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
INTERSECTION LANE CLOSURE - 3 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC14

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC15_COV.DWG

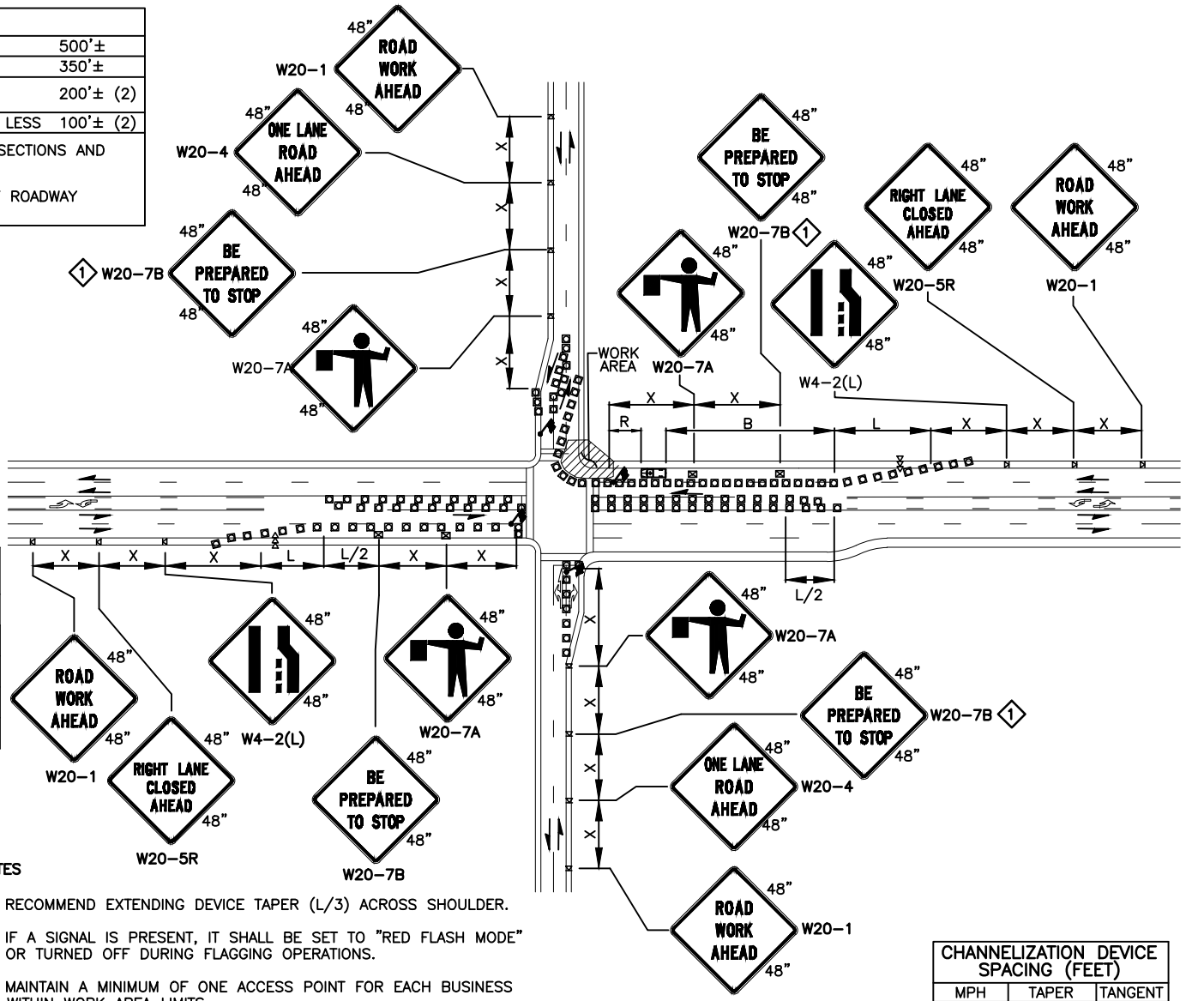
SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.	30 FEET MIN. TO 100 FEET MAX.				
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.	NO SPECIFIED DISTANCE REQUIRED				

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE – RECOMMENDED
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES

1. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
2. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
3. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
4. ALL SIGNS ARE BLACK ON ORANGE.

① OPTIONAL IF 40 MPH OR LESS

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

CITY OF Vancouver WASHINGTON

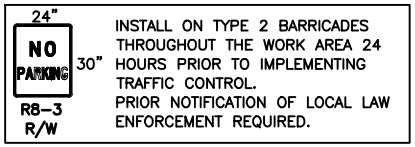
TRAFFIC CONTROL STANDARD PLAN
INTERSECTION LANE CLOSURE - 5 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

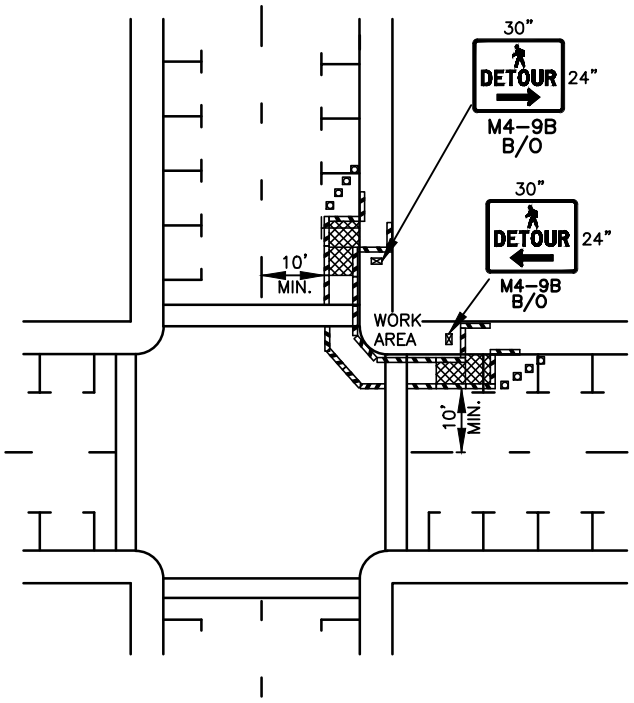
DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC15

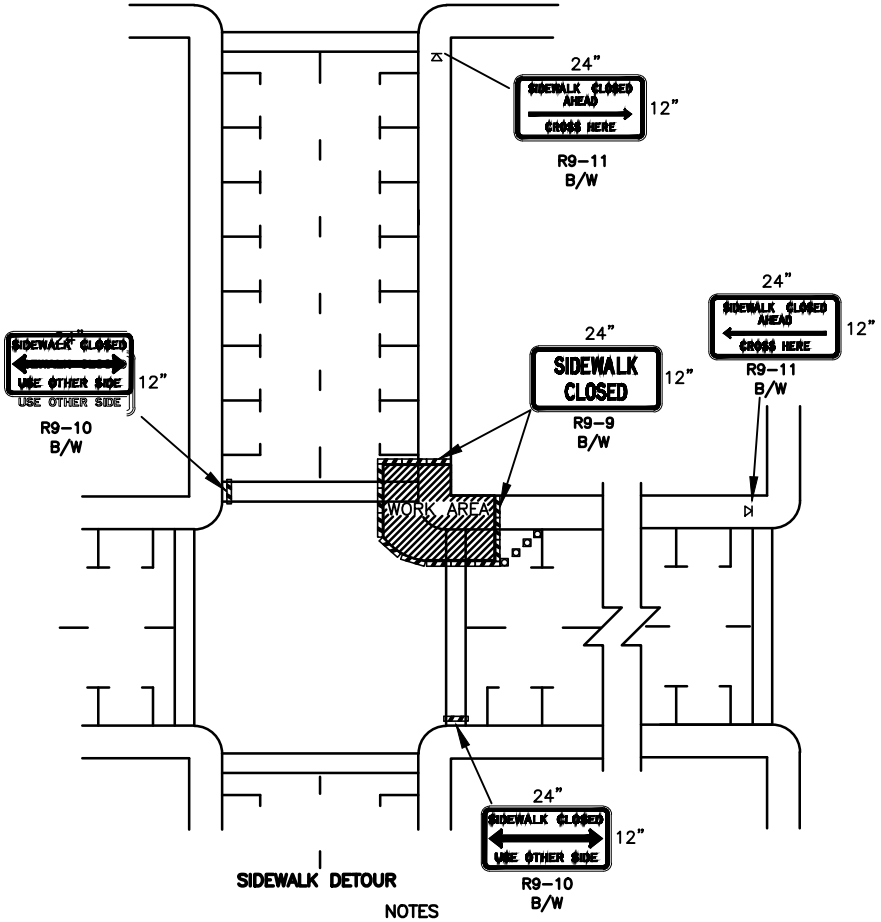
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC16A_COV.DWG



INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA 24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL.
PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.



SIDEWALK DIVERSION



SIDEWALK DETOUR

NOTES

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-52 OR TC-53 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1)B.
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

CITY OF Vancouver WASHINGTON

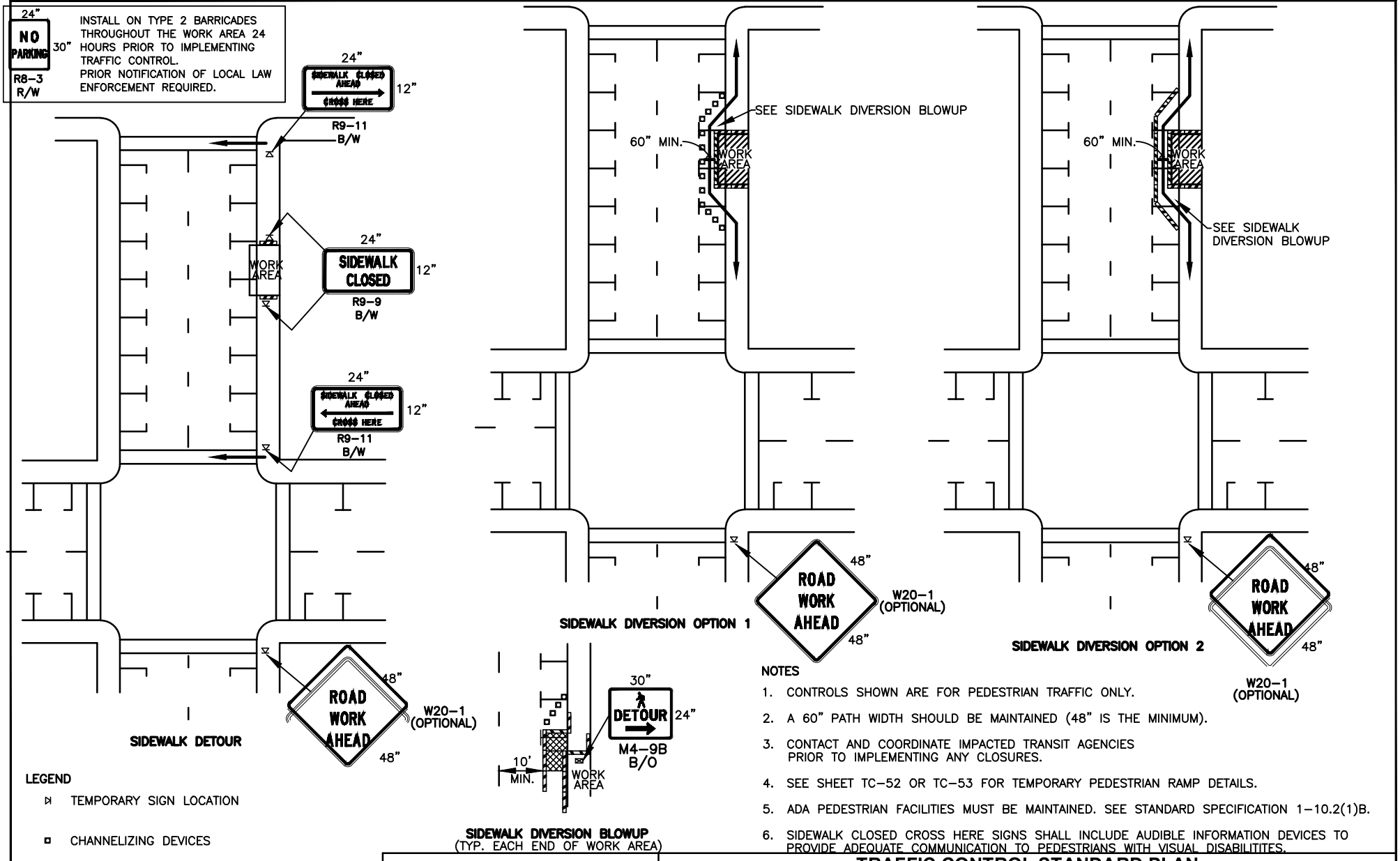
TRAFFIC CONTROL STANDARD PLAN
INTERSECTION PEDESSTRIAN TRAFFIC CONTROL

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		9/21
REVISION	APPROVED BY	APPROVAL DATE
2		3/24

STD. PLAN NO.
TC16A

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC16B_COV.DWG



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

NOTES

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-52 OR TC-53 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1)B.
6. SIDEWALK CLOSED CROSS HERE SIGNS SHALL INCLUDE AUDIBLE INFORMATION DEVICES TO PROVIDE ADEQUATE COMMUNICATION TO PEDESTRIANS WITH VISUAL DISABILITITES.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
MID-BLOCK PEDESTRIAN TRAFFIC CONTROL

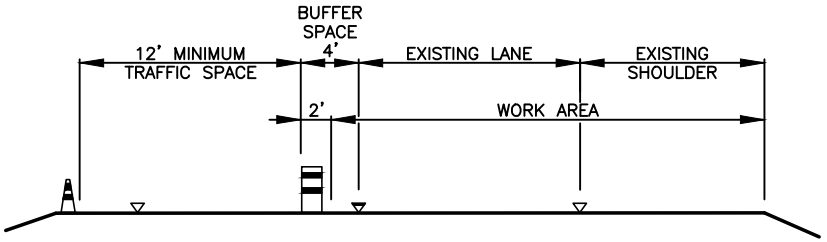
CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		9/21
REVISION	APPROVED BY	APPROVAL DATE
2		3/24

STD. PLAN NO.
TC16B

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC17_COV.DWG

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.				30 FEET MIN. TO 100 FEET MAX.	



TYPICAL SECTION A–A

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)					
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
8	40	40	60	90	120
10	40	60	90	90	150
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.					

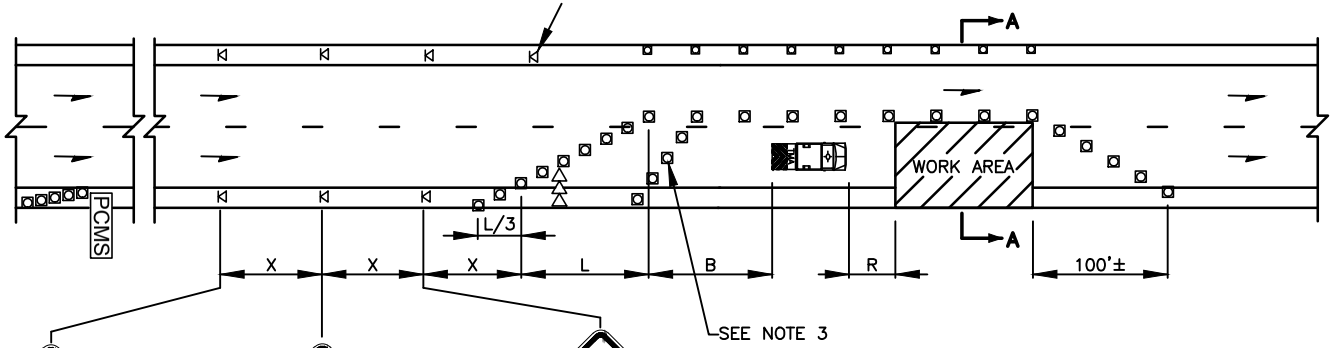
SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

W5–1



W20–1 W20–5R W4–2(L)

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

NOTES

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
3. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' □ (RECOMMENDED).
4. ALL SIGNS ARE BLACK ON ORANGE.
5. RECOMMEND ADVANCE NOTICE FOR ANY OVER WIDTH LOADS PRIOR TO LANE CLOSURE FOR ALTERNATE ROUTES IF APPLICABLE.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
SINGLE-LANE CLOSURE WITH SHIFT

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC17

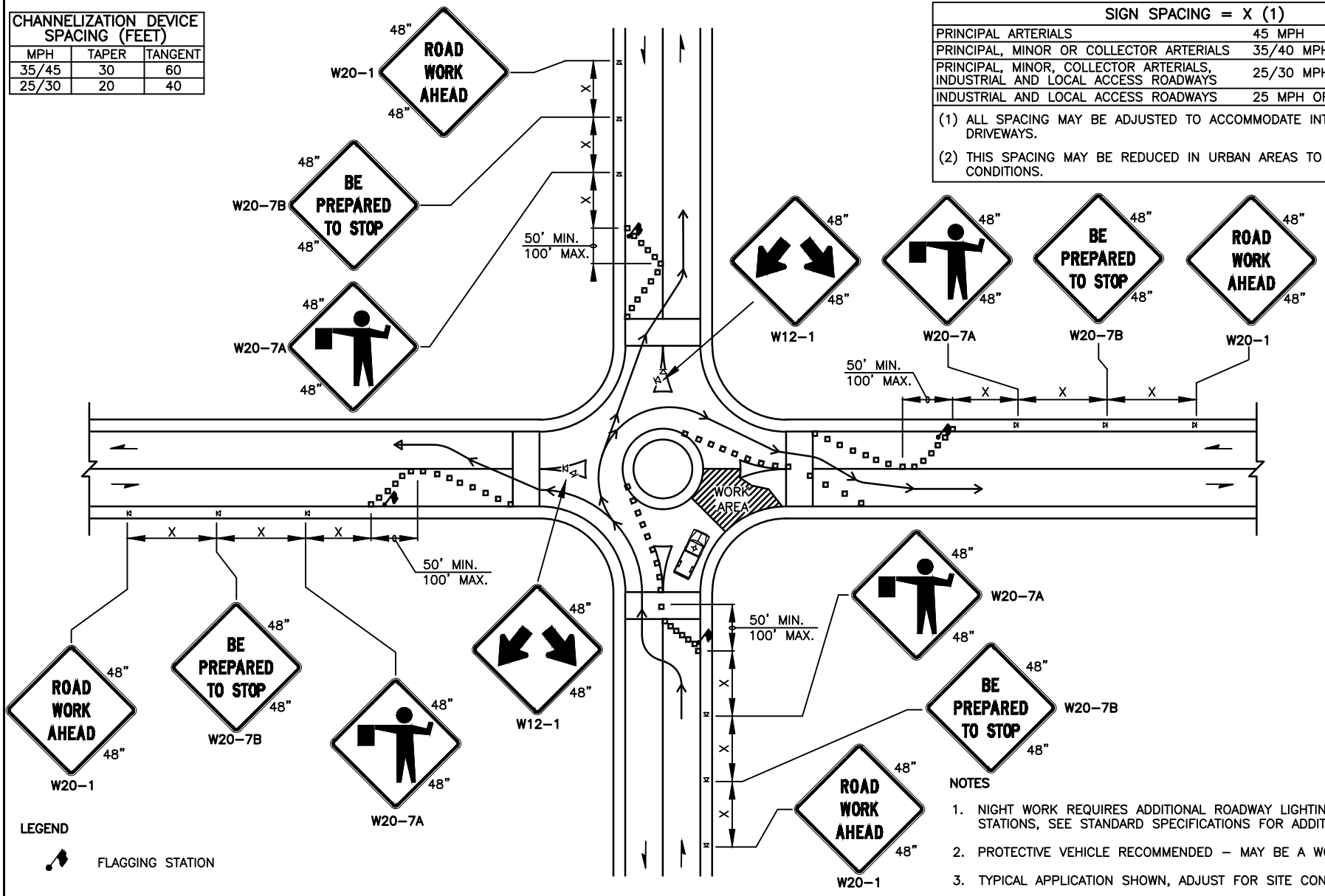
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC18_COV.DWG

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



NOTES

1. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
2. PROTECTIVE VEHICLE RECOMMENDED – MAY BE A WORK VEHICLE.
3. TYPICAL APPLICATION SHOWN, ADJUST FOR SITE CONDITIONS.

LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE – RECOMMENDED

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
TYPICAL ROUNDABOUT FLAGGING OPERATION

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC18

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC19_COV.DWG

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

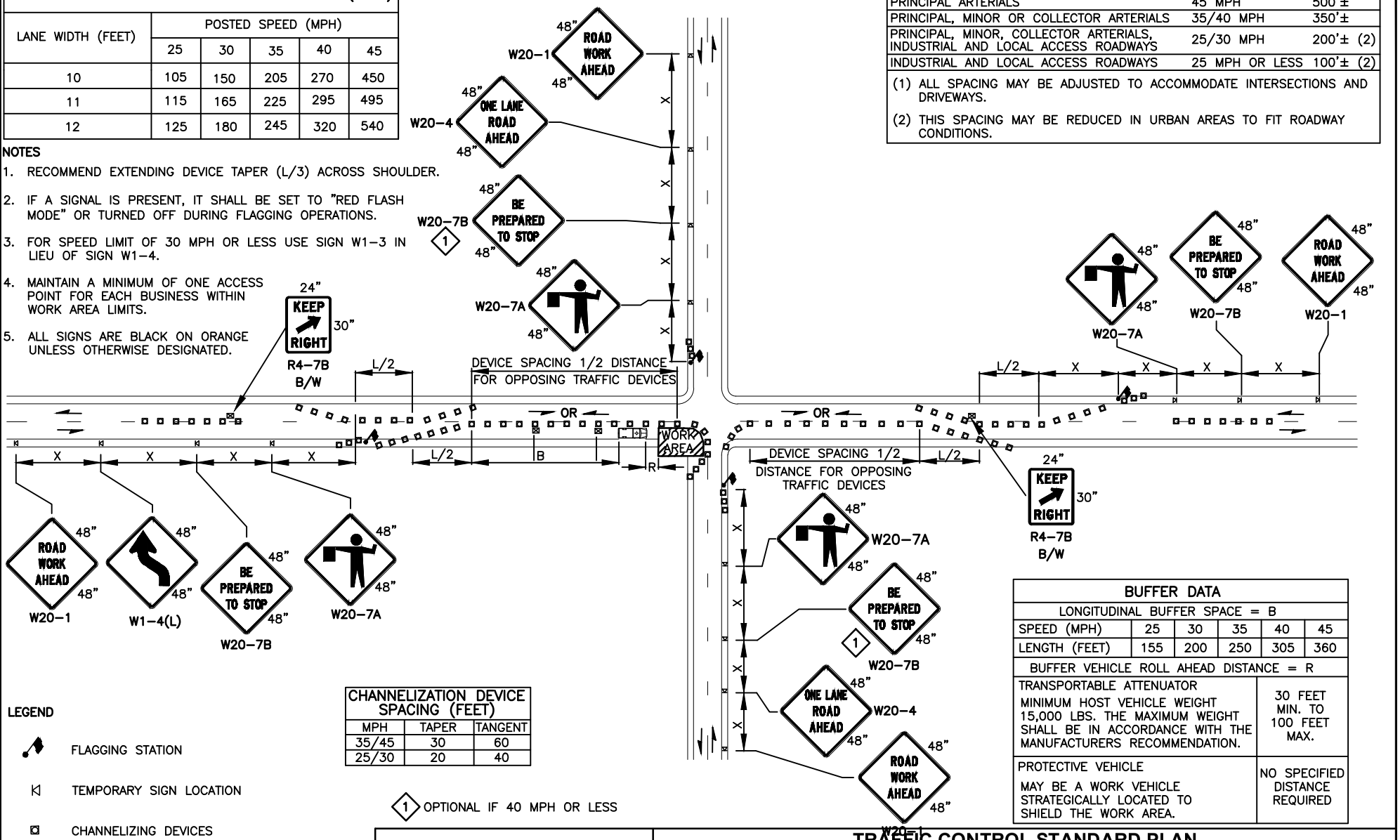
SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

NOTES

1. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
2. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
3. FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
5. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.



CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.					30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.					NO SPECIFIED DISTANCE REQUIRED

LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE – RECOMMENDED
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

1 OPTIONAL IF 40 MPH OR LESS

CITY OF Vancouver WASHINGTON

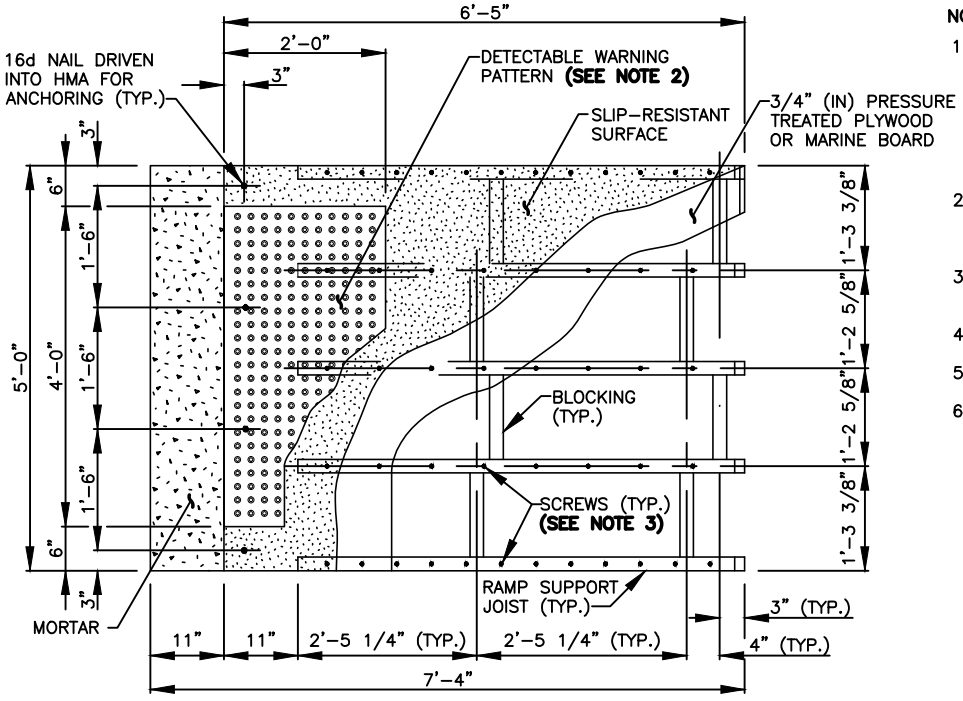
TRAFFIC CONTROL STANDARD PLAN
INTERSECTION LANE CLOSURE - 2 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/17
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO. **TC19**

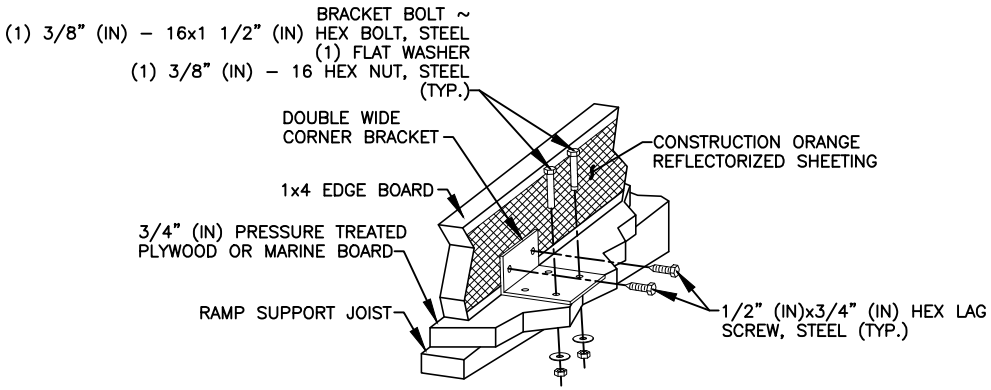
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC52_COV.DWG



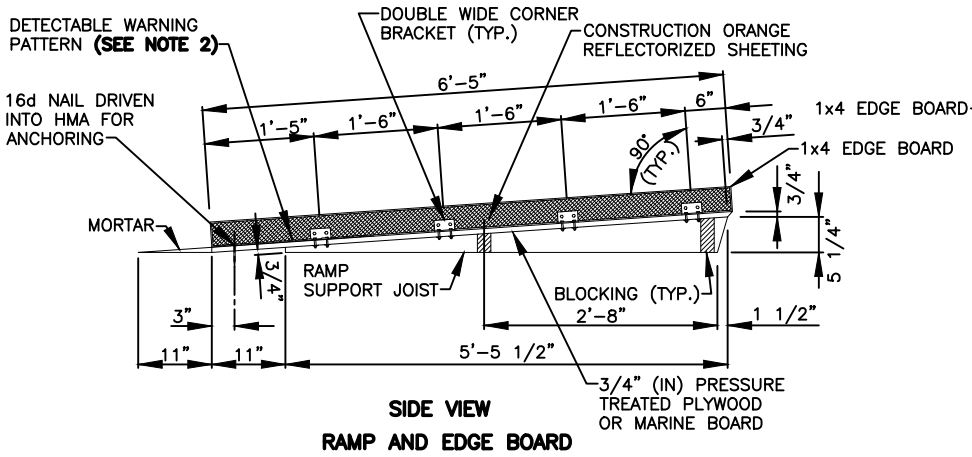
TOP VIEW
RAMP DETAIL

NOTES

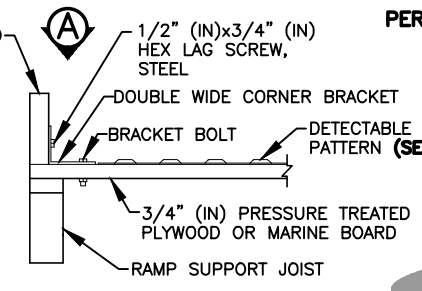
1. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6" (IN). INSTALLED RAMPS SHALL BE NO STEEPER THAN 12H : 1V, AND SHALL HAVE A CROSS-SLOPE OF 2% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1" (IN), AND SHALL BE SECURED TO THE RAMP. FOR CURBS SHORTER THAN 6" (IN), INSTALL A RAMP ON THE SIDEWALK, NO STEEPER THAN 12H : 1V, MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE RAMP DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
2. THE DETECTABLE WARNING PATTERN SHALL BE INSTALLED ONLY WHEN THE INTENT IS TO GUIDE PEDESTRIANS DIRECTLY ACROSS THE ROADWAY (CROSSWALK). SEE STANDARD PLAN F-40.10 FOR DETAILS.
3. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
4. USE A SLIP-RESISTANT TREATMENT FOR THE SURFACE OF RAMP.
5. ALL FASTENERS SHALL BE GALVANIZED.
6. DO NOT INSTALL A HAND RAILING IF USING THE EDGE BOARD OPTION.



PERSPECTIVE VIEW

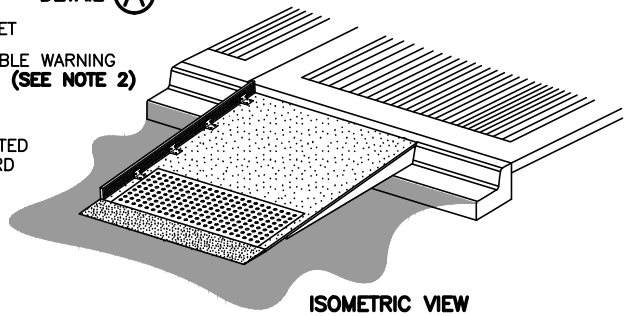


SIDE VIEW
RAMP AND EDGE BOARD



END VIEW
EDGE BOARD ATTACHMENT DETAIL

DETAIL A



ISOMETRIC VIEW

CITY OF Vancouver WASHINGTON

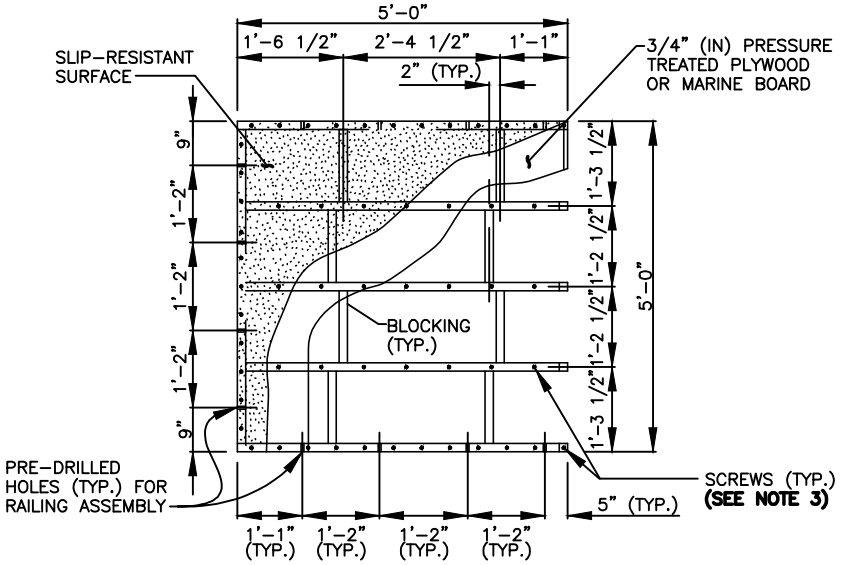
TRAFFIC CONTROL STANDARD PLAN
TEMPORARY PEDESTRIAN RAMP WITH EDGE BOARD

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

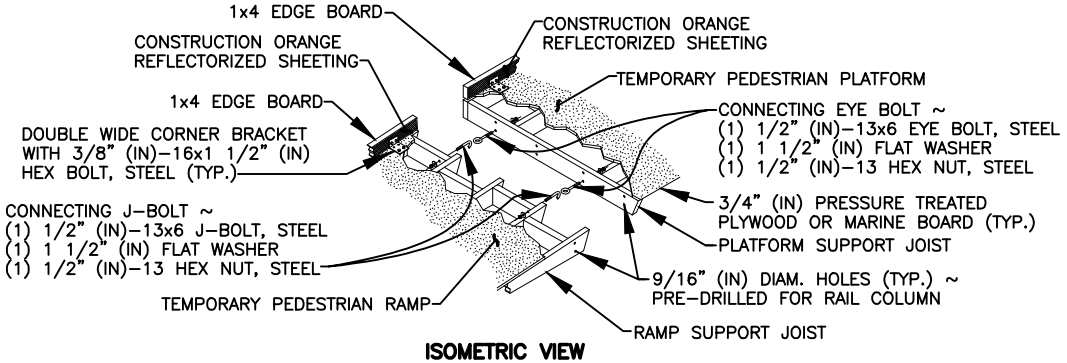
DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC52

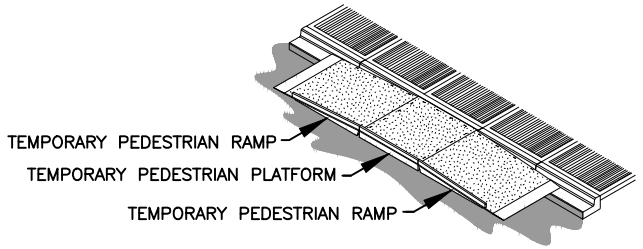
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\TC53_COV.DWG



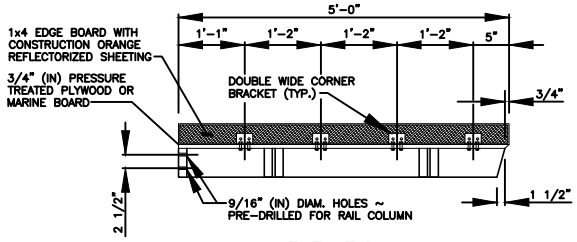
TOP VIEW
PLATFORM DETAIL



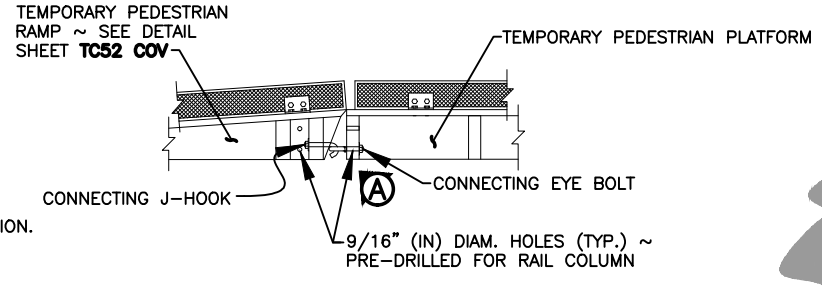
ISOMETRIC VIEW
DETAIL (A)



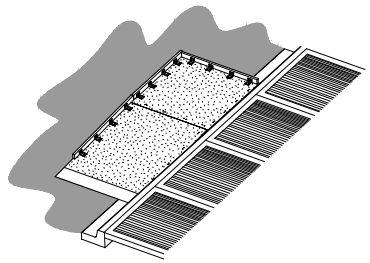
ISOMETRIC VIEW
DUAL RAMP



ELEVATION



SIDE VIEW
CONNECTION DETAIL



ISOMETRIC VIEW
SINGLE RAMP

NOTES

1. ALL HOLES SHOWN SHALL BE DRILLED TO FACILITATE RE-USE AND FLEXIBLE EXPANSION.
2. SEE DETAIL SHEET **TC52 COV**, FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
3. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6" (IN). INSTALLED RAMPS SHALL BE NO STEEPER THAN 12H : 1V, AND SHALL HAVE A CROSS-SLOPE OF 2% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1" (IN), AND SHALL BE SECURED TO THE RAMP AND/OR PLATFORM. FOR CURBS SHORTER THAN 6" (IN), INSTALL A RAMP ON THE SIDEWALK, NO STEEPER THAN 12H : 1V, MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE PLATFORM DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
4. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
5. USE A SLIP-RESISTANT TREATMENT FOR SURFACE OF RAMP.
6. ALL FASTENERS SHALL BE GALVANIZED.

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
TEMPORARY PEDESTRIAN PLATFORM WITH EDGE BOARD

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC53