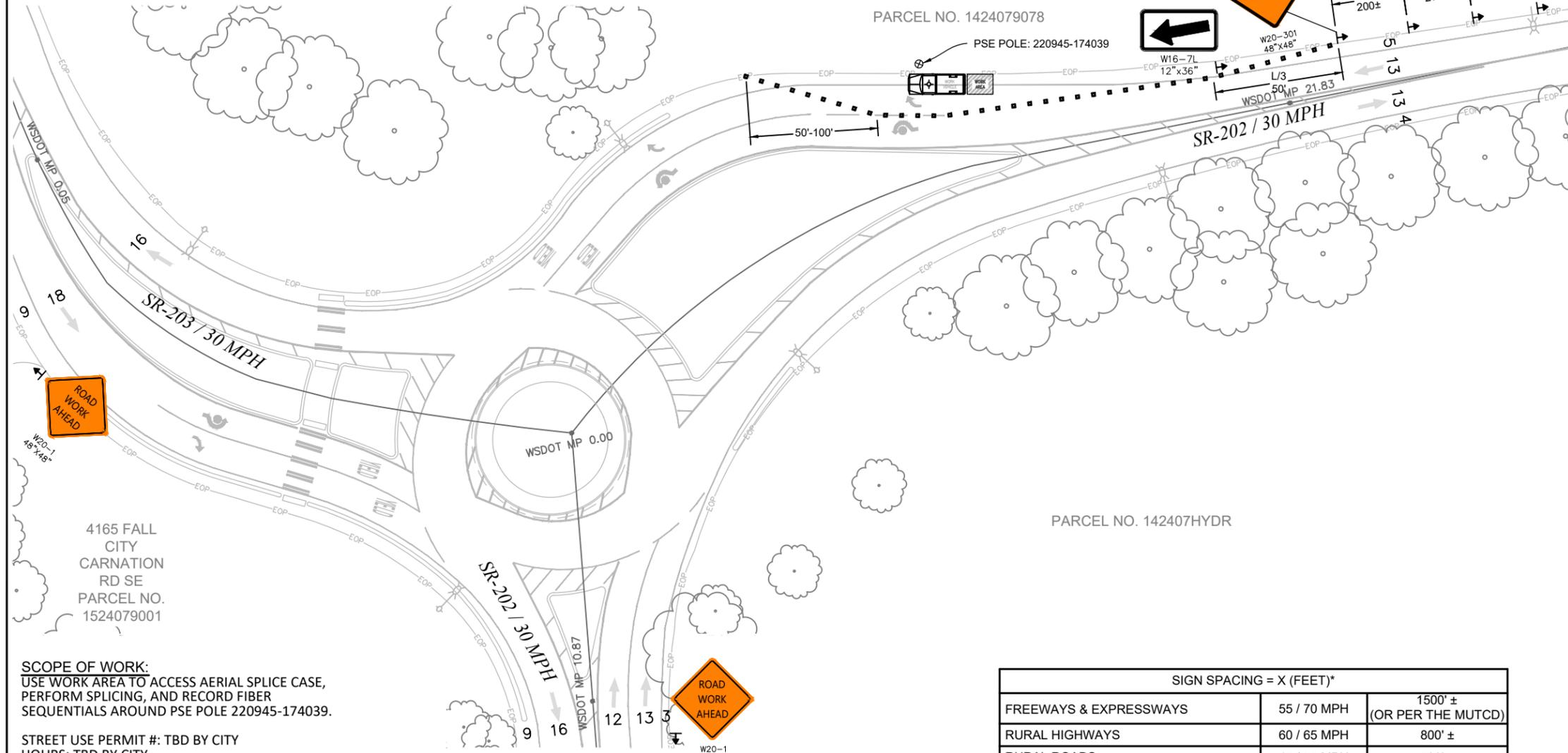


MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)										
LANE WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840
MINIMUM SHOULDER TAPER LENGTH = L/3 (FEET)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
8	40	40	60	90	120	130	150	160	170	190
10	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	730	
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R											
HOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.					HOST VEHICLE WEIGHT > 22,000 LBS.						
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'	100'	123'	172'	74'	100'	150'



- WSDOT TCP REQUIREMENTS**
- SIGNS DEVICES AND SPACING SHALL CONFORM TO THE MUTCD.
 - PRIORITY PASSAGE SHALL BE PROVIDED TO EMERGENCY VEHICLES.
 - NOTIFY TRANSIT 5 DAYS IN ADVANCE OF CARPOOL SPACE / BUS ROUTE & STOP IMPACTS.
 - MUTCD DEFINED PROTECTIVE VEHICLE TO BE PLACED IN AN EFFECTIVE LOCATION TO PROTECT WORKERS (RECOMMENDED).
 - MAINTAIN 11' VEHICLE TRAVEL LANE WIDTH AT ALL TIMES.
 - MAINTAIN 4' OF UNAFFECTED PEDESTRIAN TRAVEL LANE ON OPEN SIDEWALKS.
 - MAINTAIN 6' LANDING BEHIND OPEN ADA RAMPS AT ALL TIMES WHEN WORKING IN THEIR VICINITY.
 - FLAGGERS SHALL CONDUCT PEDESTRIAN TRAFFIC CONTROL AND ARE TO MAINTAIN OPEN SIDEWALKS AND ADA RAMPS.
 - IF OPEN SIDEWALKS AND ADA RAMPS CANNOT BE MAINTAINED, CONTRACTOR IS TO PROVIDE A PATH FOR PEDESTRIAN TRAVEL THROUGH / AROUND STAGING AREA AS DEFINED BY THE MUTCD.
 - ALL ADVANCED WARNING SIGNS SHALL BE MINIMUM 48"x48" BLACK ON FLUORESCENT ORANGE UNLESS SPECIFIED OTHERWISE.
 - CHANNELIZATION DEVICES ARE TO CONFORM TO THE MUTCD (28" RETROREFLECTIVE CONES ARE SUGGESTED).
 - ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE AT GRADE INTERSECTIONS AND DRIVEWAYS.
 - STREET SHALL BE COMPLETELY CLEAR TO FULL WIDTH BETWEEN 3PM & 9AM WEEKDAYS, UNLESS EXTENDED HOURS ARE ALLOWED BY WRITTEN PERMISSION FROM LOCAL DOT AND TC.
 - LAW ENFORCEMENT OFFICERS ARE TO BE USED IN LIEU OF FLAGGERS TO CONTROL INTERSECTION TRAFFIC. MULTIPLE OFFICERS ARE TO BE USED FOR INTERSECTIONS ON HIGH IMPACT STREETS.
 - "NO PARKING" SIGNS TO BE PLACED ON CURB SPACE, INCLUDING PAID PARKING.
 - CONTRACTOR IS TO COORDINATE / FACILITATE DRIVEWAY / LOADING ZONE ACCESS.
 - PROTECTIVE VEHICLE SHALL MAINTAIN 500'-1000' OF SIGHT DISTANCE TO APPROACHING TRAFFIC.
 - CONTACT REGIONAL TRAFFIC OFFICE STAFF FOR ASSISTANCE WITH SPECIFIC IN LANE OPERATIONS SUCH AS STRIPING, FOG SEAL, ETC. THAT REQUIRE ADDITIONAL PLANS AND DETAILS.

SCOPE OF WORK:
USE WORK AREA TO ACCESS AERIAL SPLICE CASE, PERFORM SPLICING, AND RECORD FIBER SEQUENTIALS AROUND PSE POLE 220945-174039.

STREET USE PERMIT #: TBD BY CITY
HOURS: TBD BY CITY

LEGEND

- ARROW BOARD - SEQUENTIAL CHEVRON MODE (REQUIRED)
- CHANNELIZING DEVICES
- HIGH VISIBILITY WARNING BEACON (REQUIRED)
- W20-1 SIGN LOCATION AND IDENTIFICATION NUMBER

SNOQUALMIE VALLEY SCHOOL DISTRICT:
RYAN VANNATTA
PO BOX 400
SNOQUALMIE, WA 98065
T. 425.831.4216
VANNATTAR@SVSD410.ORG

SHORT-TERM STATIONARY WORK ZONE - LANE & SHOULDER CLOSURE (FOR RURAL ROAD)
TRAFFIC CONTROL PLAN #1 - USE SET-UP WHERE APPLICABLE ALONG SR-202 (WEST-BOUND LANE)

SIGN SPACING = X (FEET)*		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ± (OR PER THE MUTCD)
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ±**
URBAN STREETS	25 MPH or LESS	100' ±**

ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

* ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
** ADVANCED WARNING SIGNS IF FEASIBLE.

811
Know what's below.
Call before you dig.

SCALE: 1"=50'

NO.	DATE	ENGINEER	DRAFTER	COMMENT
3				AS-BUILT
2				REVISION # 1
1	11/2/23	JS	PAW	ORIGINAL

MGC
TECHNICAL CONSULTING INC.

CLIENT ENGINEER: RYAN VANNATTA
ENGINEERING FIRM: MGC TECHNICAL CONSULTING INC.
PROJECT NUMBER: WSDOT - FALL CITY RIVER CROSSING
LOCATION: SR-202 & SR-203
FALL CITY, WA 98024
DRAWING NAME: SNOQUALMIE SCHOOL DISTRICT - FALL CITY RIVER CROSSING - WSDOT TCP.dwg
CONFIDENTIAL/PROPRIETARY SHEET: 1 OF 1