

TEMPORARY TRAFFIC CONTROL ZONE ELEMENTS										
MINIMUM TAPER LENGTH = L (FEET)										
POSTED SPEED > 45 MPH	L=W*S (W = LANE WIDTH & S = POSTED SPEED)									
POSTED SPEED < 45 MPH	L=(W*S²)/60 (W = LANE WIDTH & S = POSTED SPEED)									
MINIMUM LONGITUDINAL BUFFER SPACE = B (FEET)										
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	-	-	-	-
ROLL-AHEAD DISTANCE = R (FEET)										
R = 30' MINIMUM - 100' MAXIMUM										
MAXIMUM CHANNELIZING DEVICE SPACING (FEET)										
POSTED SPEED (MPH)	25 / 30		35 / 45		50 / 70					
TAPER	20		30		40					
TANGENT	40		60		80					

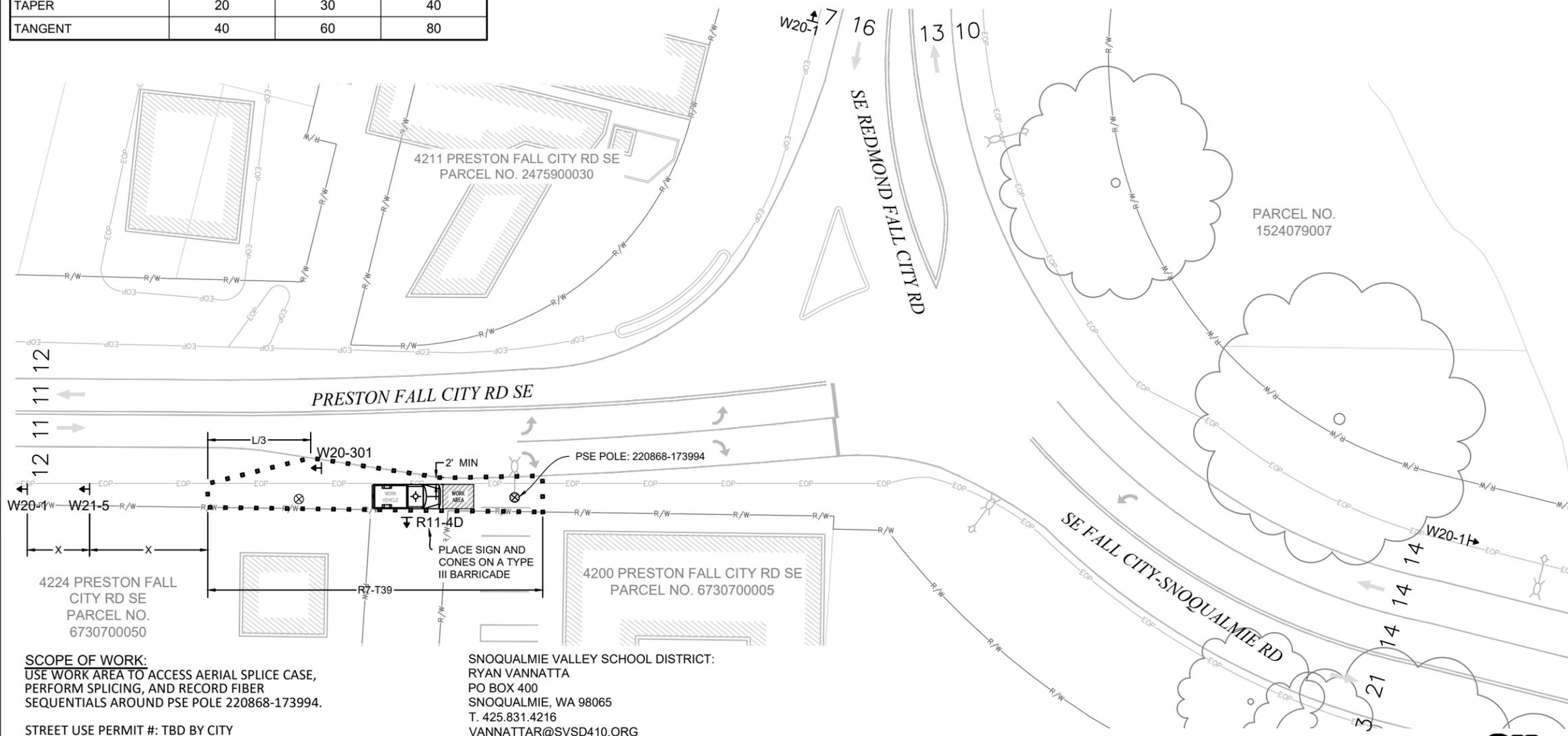
SIGN SPACING = X (FEET)*		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ± (OR PER THE MUTCD)
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ±**
URBAN STREETS	25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

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

KING COUNTY 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 220868-173994.

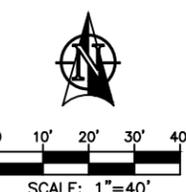
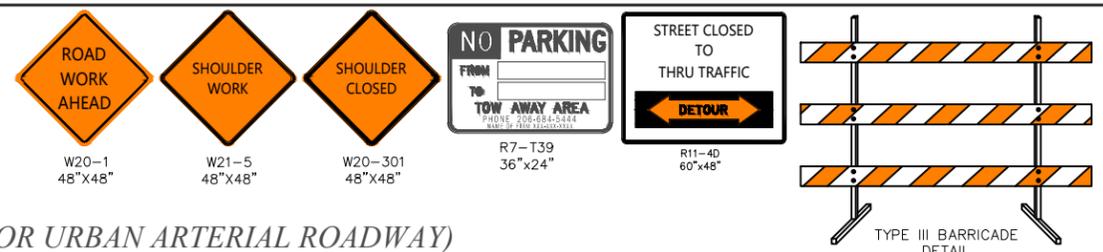
STREET USE PERMIT #: TBD BY CITY
HOURS: TBD BY CITY

SNOQUALMIE VALLEY SCHOOL DISTRICT:
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LEGEND

- ■ ■ CHANNELIZING DEVICES
- ⊙ HIGH VISIBILITY WARNING BEACON (REQUIRED)
- W20-1 SIGN LOCATION AND IDENTIFICATION NUMBER

SIGN LEGEND



SHORT-TERM STATIONARY WORK ZONE - SHOULDER CLOSURE (FOR URBAN ARTERIAL ROADWAY)
TRAFFIC CONTROL PLAN #1 - USE SET-UP WHERE APPLICABLE ALONG PRESTON FALL CITY RD SE (NORTH-BOUND LANE)

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

SNOQUALMIE VALLEY SD ENGINEER: RYAN VANNATTA			
ENGINEERING FIRM: MGC TECHNICAL CONSULTING INC.			
PROJECT NAME: KING COUNTY - SPLICE CASE CHECK			
LOCATION: 4200 PRESTON FALL CITY RD SE FALL CITY, WA 98024			
PERMIT NUMBER:			
DRAWING NAME: SNOQUALMIE SCHOOL DISTRICT - FALL CITY RIVER CROSSING - KING COUNTY			
CONFIDENTIAL/PROPRIETARY		SHEET: 1 OF 1	