

KING COUNTY TCP REQUIREMENTS

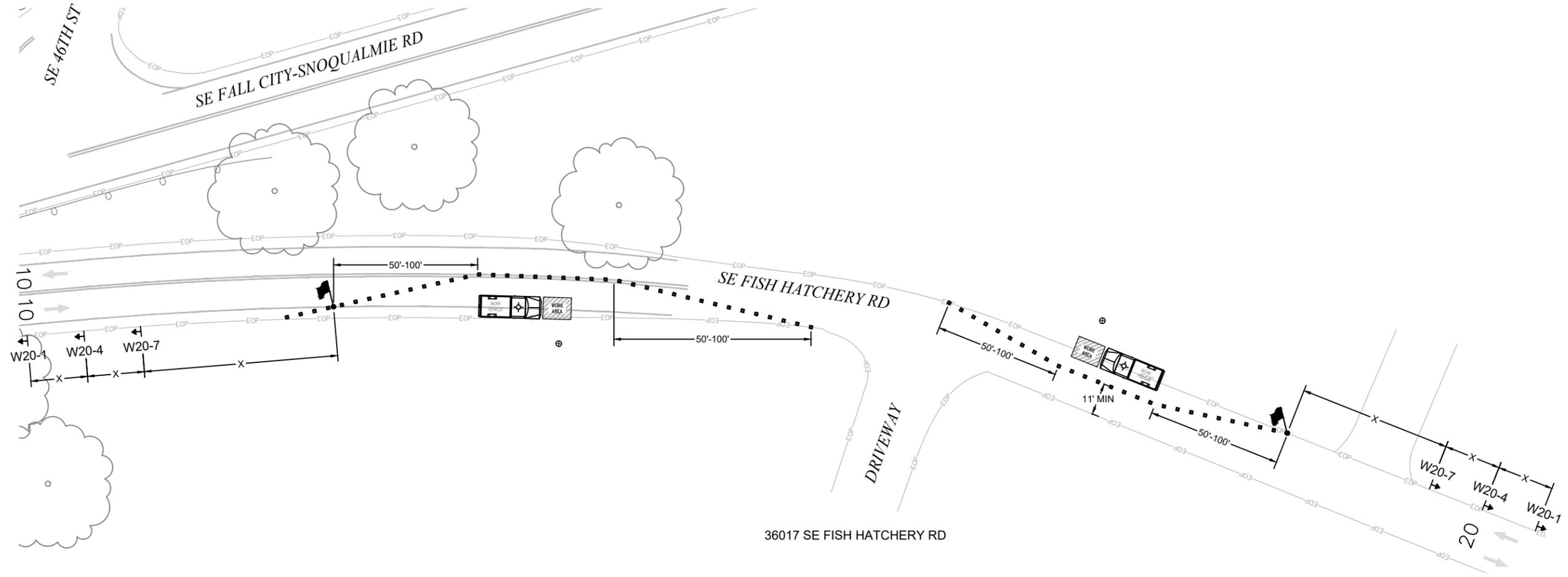
- SIGNS DEVICES AND SPACING SHALL CONFORM TO THE MUTCD.
- PRIORITY PASSAGE SHALL BE PROVIDED TO EMERGENCY VEHICLES.
- NOTIFY TRANSIT 5 DAYS IN ADVANCE OF CARPOOL SPACE / BUS ROUTE & STOP IMPACTS.
- MUTCD DEFINED PROTECTIVE VEHICLE TO BE PLACED IN AN EFFECTIVE LOCATION TO PROTECT WORKERS (RECOMMENDED).
- 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.

TEMPORARY TRAFFIC CONTROL ZONE ELEMENTS										
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 RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
** ADVANCED WARNING SIGNS IF FEASIBLE.



SCOPE OF WORK:
USE WORK AREA TO DETACH AND RELASH FIBER ALONG FROM EXISTING UTILITY POLES.

SNOQUALMIE VALLEY SCHOOL DISTRICT:
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STREET USE PERMIT #: TBD BY CITY
HOURS: TBD BY CITY

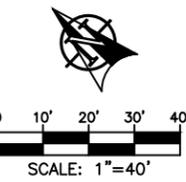
LEGEND

- HIGH VISIBILITY WARNING BEACON (REQUIRED)
- SIGN LOCATION AND IDENTIFICATION NUMBER
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE (RECOMMENDED)
- FLAGGER / SPOTTER STATION - FOR VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL

SIGN LEGEND



SHORT-TERM STATIONARY WORK ZONE - ONE-LANE, TWO-WAY CLOSURE WITH CONSTRUCTION CROSSING (FOR RURAL HIGHWAY)
TRAFFIC CONTROL PLAN #1 - USE SET-UP WHERE APPLICABLE ALONG SE FISH HATCHERY RD



3				AS-BUILT
2				REVISION # 1
1	2/29/24	JS	CH	ORIGINAL
NO.	DATE	ENGINEER	DRAFTER	COMMENT
CLIENT ENGINEER: RYAN VANNATTA				
ENGINEERING FIRM: MGC TECHNICAL CONSULTING INC.				
PROJECT NUMBER: SKUNK CREEK UTILITY RELO				
LOCATION: 36017 SE FISH HATCHERY RD FALL CITY, WA 98024				
DRAWING NAME: SVSD - FISH PASSAGE - SE FISH HATCHERY RD - KING COUNTY TCP.dwg				
CONFIDENTIAL/PROPRIETARY				
				SHEET: 1 OF 1