

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'						

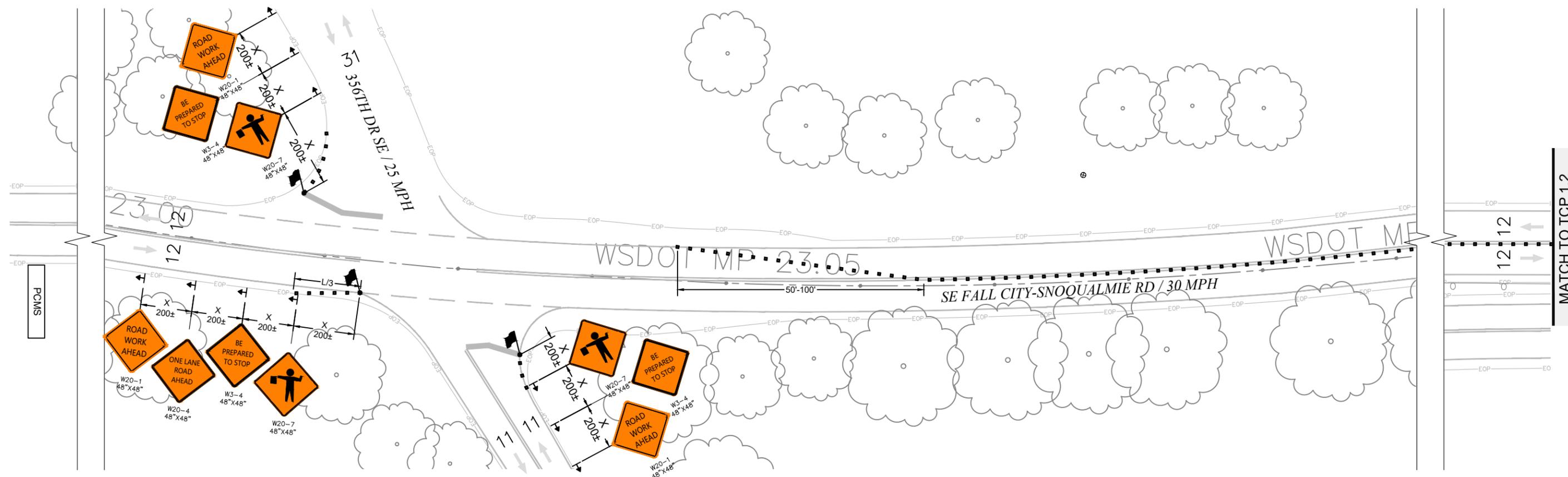
PROJECT NOTES:

1. A MOBILE OPERATION IS A PROCEDURE MOSTLY USED FOR THE INSTALLATION OF OVERHEAD AERIAL CABLES. A MOBILE OPERATION IS CONSTANTLY IN MOTION AND IS ONLY STATIC WHEN A UTILITY POLE ATTACHMENT IS REQUIRED. TRAFFIC CONTROL PERSONNEL PACE THE WORK VEHICLE AND ALTERNATE TRAFFIC IN THE OPEN LANE. THEY CONTROL LOCAL TRAFFIC AS THE OPERATION PROGRESSES ALONG THE DESIGNATED WORK ROUTE. A SPOTTER IS EMPLOYED TO PACE THE SIDEWALK (IF PRESENT) TO MONITOR PEDESTRIAN AND SIDE STREET ACTIVITY. MOBILE OPERATIONS HAVE MINIMAL FOOTPRINT AND REDUCE IMPACT TO THE LOCAL AREA.
2. THIS PROCEDURE ELIMINATES THE NEED FOR LANE CLOSURES AND LANE SHIFTS THAT MAY CAUSE CONFUSION AND CONGESTION FOR LOCAL TRAFFIC. THIS CONTROL TYPE IS VERY VERSATILE AND EFFECTIVE FOR THE AERIAL WORK REQUIRED.
3. "NO PARKING" SIGNS TO BE PLACED 48HRS IN ADVANCE WITH HOURS OF RESTRICTION AND PERMIT INFORMATION POSTED. ONCE CABLE IS PLACED, 'NO PARKS' TO BE REMOVED IMMEDIATELY.
4. CABLE INSTALLATION TO TAKE APPROXIMATELY 5 MINUTES AT EACH UTILITY POLE.

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 RAMP, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
** ADVANCED WARNING SIGNS IF FEASIBLE.



SCOPE OF WORK:
USE WORK AREA TO DETACH FIBER CABLES FROM EXISTING UTILITY POLES.

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

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

WSDOT TCP REQUIREMENTS

1. SIGNS DEVICES AND SPACING SHALL CONFORM TO THE MUTCD.
2. PRIORITY PASSAGE SHALL BE PROVIDED TO EMERGENCY VEHICLES.
3. NOTIFY TRANSIT 5 DAYS IN ADVANCE OF CARPOOL SPACE / BUS ROUTE & STOP IMPACTS.
4. MUTCD DEFINED PROTECTIVE VEHICLE TO BE PLACED IN AN EFFECTIVE LOCATION TO PROTECT WORKERS (RECOMMENDED).
5. MAINTAIN 11' VEHICLE TRAVEL LANE WIDTH AT ALL TIMES.
6. MAINTAIN 4' OF UNAFFECTED PEDESTRIAN TRAVEL LANE ON OPEN SIDEWALKS.
7. MAINTAIN 6' LANDING BEHIND OPEN ADA RAMPS AT ALL TIMES WHEN WORKING IN THEIR VICINITY.
8. FLAGGERS SHALL CONDUCT PEDESTRIAN TRAFFIC CONTROL AND ARE TO MAINTAIN OPEN SIDEWALKS AND ADA RAMPS.
9. 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.
10. ALL ADVANCED WARNING SIGNS SHALL BE MINIMUM 48"x48" BLACK ON FLUORESCENT ORANGE UNLESS SPECIFIED OTHERWISE.
11. CHANNELIZATION DEVICES ARE TO CONFORM TO THE MUTCD (28" RETROREFLECTIVE CONES ARE SUGGESTED).
12. ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE AT GRADE INTERSECTIONS AND DRIVEWAYS.
13. 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.
14. 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.
15. "NO PARKING" SIGNS TO BE PLACED ON CURB SPACE, INCLUDING PAID PARKING.
16. CONTRACTOR IS TO COORDINATE / FACILITATE DRIVEWAY / LOADING ZONE ACCESS.
17. PROTECTIVE VEHICLE SHALL MAINTAIN 500'-1000' OF SIGHT DISTANCE TO APPROACHING TRAFFIC.
18. CONTACT REGIONAL TRAFFIC OFFICE STAFF FOR ASSISTANCE WITH SPECIFIC IN LANE OPERATIONS SUCH AS STRIPING, FOG SEAL, ETC. THAT REQUIRE ADDITIONAL PLANS AND DETAILS.

LEGEND

- HIGH VISIBILITY WARNING BEACON (REQUIRED)
- W20-1 SIGN LOCATION AND IDENTIFICATION NUMBER
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE (RECOMMENDED)
- FLAGGER / SPOTTER STATION - FOR VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL



Know what's below.
Call before you dig.



NO.	DATE	ENGINEER	DRAFTER	COMMENT
3				AS-BUILT
2				REVISION # 1
1	2/29/24	JS	CH	ORIGINAL

Snoqualmie Valley School District

MGC TECHNICAL CONSULTING INC

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 - WSDOT TCP.dwg
CONFIDENTIAL/PROPRIETARY SHEET: 1 OF 2

SHORT-TERM STATIONARY WORK ZONE - ONE-LANE, TWO-WAY CLOSURE WITH CONTROLLED INTERSECTION (FOR RURAL HIGHWAY)

TRAFFIC CONTROL PLAN #1.1 - USE SET-UP WHERE APPLICABLE ALONG SE FALL CITY-SNOQUALMIE RD FROM MP 23.00 TO 23.30

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)										
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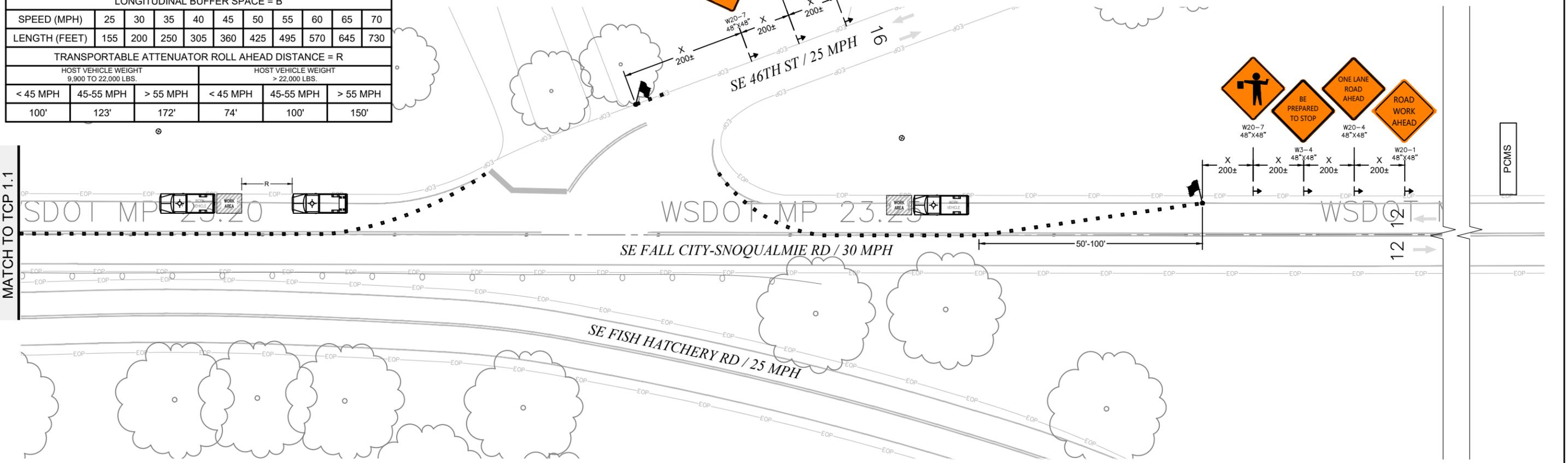
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- PROJECT NOTES:**
1. A MOBILE OPERATION IS A PROCEDURE MOSTLY USED FOR THE INSTALLATION OF OVERHEAD AERIAL CABLES. A MOBILE OPERATION IS CONSTANTLY IN MOTION AND IS ONLY STATIC WHEN A UTILITY POLE ATTACHMENT IS REQUIRED. TRAFFIC CONTROL PERSONNEL PACE THE WORK VEHICLE AND ALTERNATE TRAFFIC IN THE OPEN LANE. THEY CONTROL LOCAL TRAFFIC AS THE OPERATION PROGRESSES ALONG THE DESIGNATED WORK ROUTE. A SPOTTER IS EMPLOYED TO PACE THE SIDEWALK (IF PRESENT) TO MONITOR PEDESTRIAN AND SIDE STREET ACTIVITY. MOBILE OPERATIONS HAVE MINIMAL FOOTPRINT AND REDUCE IMPACT TO THE LOCAL AREA.
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SCOPE OF WORK:
 USE WORK AREA TO DETACH FIBER CABLES FROM EXISTING UTILITY POLES.

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

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 RYAN VANNATTA
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- 🚧 FLAGGER / SPOTTER STATION - FOR VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL

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

SHORT-TERM MOBILE WORK ZONE - ONE-LANE, TWO-WAY CLOSURE WITH CONSTRUCTION CROSSING AND CONTROLLED INTERSECTION (FOR RURAL HIGHWAY)
TRAFFIC CONTROL PLAN #2 - USE SET-UP WHERE APPLICABLE ALONG SE FALL CITY-SNOQUALMIE RD FROM MP 23.00 TO 23.00

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.	
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CONFIDENTIAL/PROPRIETARY	

SHEET: 2 OF 2