



SIGNED: 11/15/10



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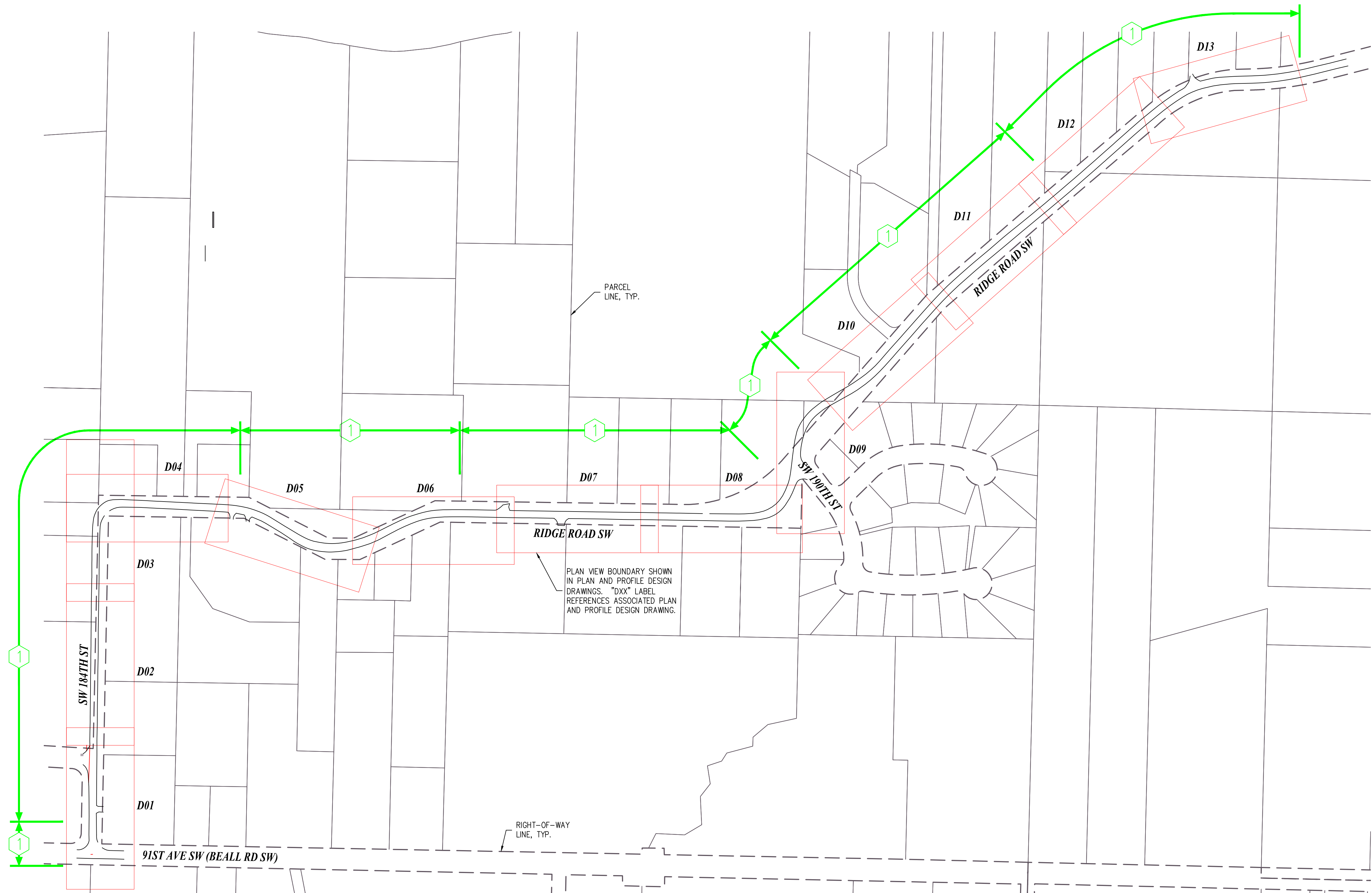
WATER DISTRICT
19

WATER DISTRICT 19
RIDGE ROAD WATER MAIN REPLACEMENT
TRAFFIC CONTROL OVERVIEW MAP



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| | |
|-----------------------------------------------|-------------|
| SCALE: SHOWN | |
| DRAWING IS NOT TO SCALE IF BAR IS NOT 2" LONG | |
| PLT: 160 | DWG NO. |
| ENGINEER: SMK | MAP |
| REVIEWED: KMP | |
| DATE: NOV 16, 2010 | SHEET NO. 1 |
| CLIENT: W19 | 2 |
| JOB NO.: 110-027 | |
| FILENAME: RRWM-D-TRAFFIC | |



TRAFFIC CONTROL OVERVIEW MAP
1" = 160'

TRAFFIC CONTROL NOTES

1. THIS DRAWING IDENTIFIES LOCATIONS THAT REQUIRE TRAFFIC CONTROL DURING CONSTRUCTION. CONTRACTOR TO APPLY AND FOLLOW WSDOT STANDARD K-PLANS WHERE IDENTIFIED IN THIS DRAWING. CONTRACTOR MAY BE ALLOWED VARIANCE FROM SPECIFIED PLANS BASED ON ACTUAL FIELD CONDITIONS ONLY WHEN APPROVED BY THE OWNER AND KING COUNTY.
2. CONTRACTOR TO FOLLOW ALL APPROVED RIGHT-OF-WAY PERMIT REQUIREMENTS.
3. ALL TRAFFIC CONTROL SHALL FOLLOW MUTCD STANDARDS.
4. CONTRACTOR TO PROVIDE AT A MINIMUM SIGNS, CONES, BARRIERS, VEHICLES AND FLAGGERS AS SHOWN OR SPECIFIED IN THE WSDOT STANDARD K-PLANS.
5. ROADWAYS SHALL BE PASSABLE AT ALL TIMES. ROAD CLOSURES SHALL NOT BE ALLOWED. ALTERNATING ONE WAY FLAGGED TRAFFIC WILL BE ALLOWED.
6. WORK ZONES SHALL BE KEPT TO A MINIMUM DISTANCE.
7. ACCESS TO INDIVIDUAL RESIDENCES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES.
8. EMERGENCY VEHICLE AND LAW ENFORCEMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.
9. CONTRACTOR SHALL MAINTAIN NECESSARY SIGNS DURING NON-WORKING HOURS. CONTRACTOR SHALL REMOVE ALL UNNECESSARY TRAFFIC CONTROL MATERIALS FROM THE JOB SITE DURING NON-WORKING HOURS.
10. CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT PERMITTING AGENCY PRIOR TO PERFORMING WORK.

TRAFFIC CONTROL PLANS

| ID | WSDOT STANDARD K-PLAN AND DESCRIPTION |
|----|-------------------------------------------------------------|
| ① | K-20.40-00 LANE CLOSURE WITH FLAGGER CONTROL (SHEET 2 OF 2) |

| | | | | | |
|-----|--------------------|-----|--------|----------|--------------------------|
| NO. | ISSUED FOR BIDDING | ZRM | KMP | 11/05/10 | JOB NO.: 110-027 |
| | REVISION | BY | REVIEW | DATE | FILENAME: RRWM-D-TRAFFIC |

| LONGITUDINAL BUFFER SPACE = B | | | | | | | | | |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| POSTED SPEED (MPH) | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 |
| LENGTH B (FEET) | 155 | 200 | 250 | 305 | 360 | 425 | 495 | 570 | 645 |

| BUFFER DATA | |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1) | |
| VEHICLE TYPE | LOADED WEIGHT |
| 4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC. | MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION) |
| ① ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED) | |

END ROAD WORK G20-2A
OR
DOWNSTREAM TAPER TO SHOW END OF WORK AREA ~ SEE NOTE 5

G20-2A
END ROAD WORK

100'
50' MIN.
300' MAX.

100'

B
50' MIN.
100' MAX.
6 DEVICES MIN.

W20-7A

W20-7B ~ OPTIONAL IF POSTED SPEED 40 MPH OR LESS




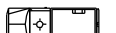
W20-4

W20-1

W20-7A
W20-7B ~ OPTIONAL IF POSTED SPEED 40 MPH OR LESS

W20-4

W20-1

- LEGEND**
-  FLAGGING STATION
 -  SIGN LOCATION
 -  CHANNELIZING DEVICES
 -  PROTECTIVE VEHICLE ~ RECOMMENDED

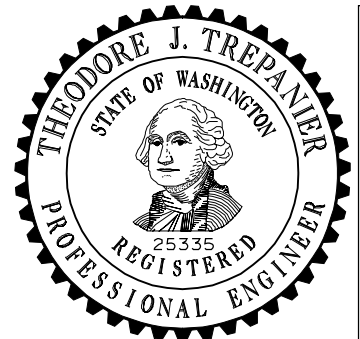
NOTES

1. A Protective Vehicle is recommended regardless if a Truck Mounted Attenuator (TMA) is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Night work requires additional roadway lighting at flagging stations. See WSDOT Standard Specifications for additional details.
3. Extend Channelizing Device taper across shoulder ~ recommended.
4. Sign sequence is the same for both directions of travel on the roadway.
5. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
6. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

| SIGN SPACING = X (1) | | |
|----------------------------------------------------------------|----------------|------------|
| 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' ± (2) |
| URBAN STREETS | 25 MPH OR LESS | 100' ± (2) |
| ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE | | |

- (1) ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

**FOR LOCAL AGENCY USE ONLY
NOT FOR USE ON STATE ROUTES**




EXPIRES AUGUST 9, 2007

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DRAWING. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

**LANE CLOSURE
WITH FLAGGER CONTROL
STANDARD PLAN K-20.40-00**

SHEET 1 OF 1 SHEET

| | |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| APPROVED FOR PUBLICATION | |
| Ken L. Smith | 02-15-07 |
| STATE DESIGN ENGINEER | DATE |
|  Washington State Department of Transportation | |