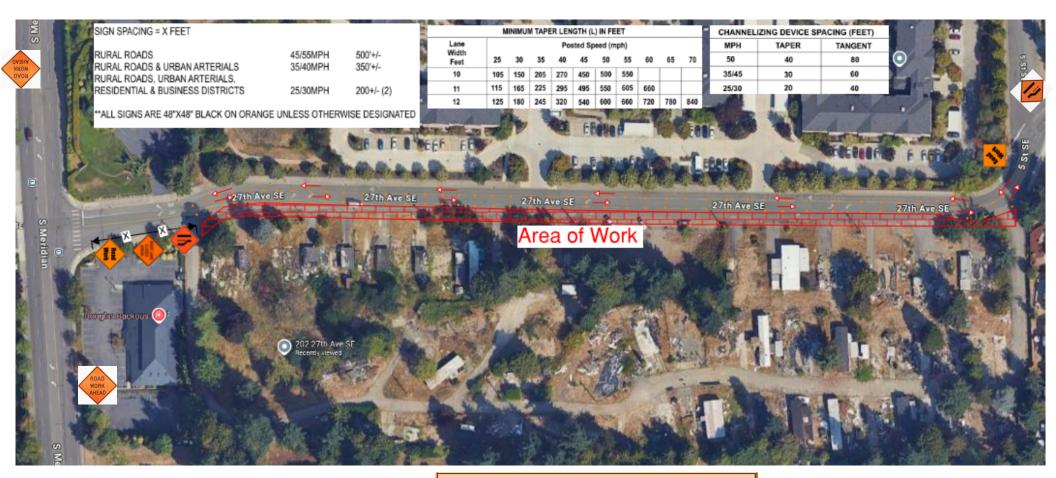


BRADLEY HEIGHTS APARTMENTS

TCP - Half Street Frontage Improvements



ROAD WORK ALLOWED:
Monday - Friday
9AM - 3PM
Call communications center at
253-287-4456 on day of work.
Request a job start inspection
through the CityView portal.

The City-issued permit packet shall be posted at the job site and available to inspectors at all times. When shifting traffic into a turn lane, use of double cones is required. Traffic device spacing shall be half distance for opposing traffic devices.

If the work zone includes grooved pavement, abrupt lane edges, steel plates, or gravel/earth surfaces, there must be signs stating the condition, and warning motorcyclists of the potential hazard with a MOTORCYCLES USE EXTREME CAUTION sign.

The applicant shall notify property owner(s) of blocked driveway(s) at least 24 hours in advance.

Maintain a minimum of 11ft lane widths, east and west bound, through the construction area Work shall immediately cease in the work zone for a pedestrian spotter, available at all times, to escort pedestrians around the work area.

WSDOT TCP 12 - Typical Lane Shift - 3 Lane Roadway

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	-	-

CHANNELIZING DEVICE SPACING (FEET)

TAPER

40

30

20

PORTABLE CHANGEABLE MESSAGE SIGN

50 / 60

35 / 45

25 / 30

TANGENT

80

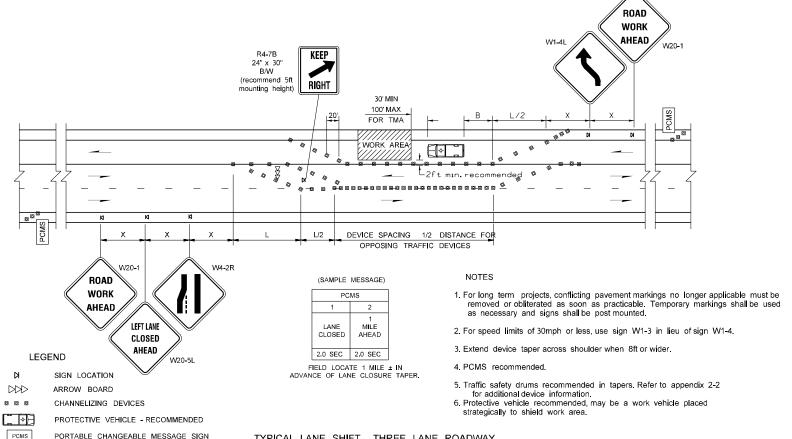
60

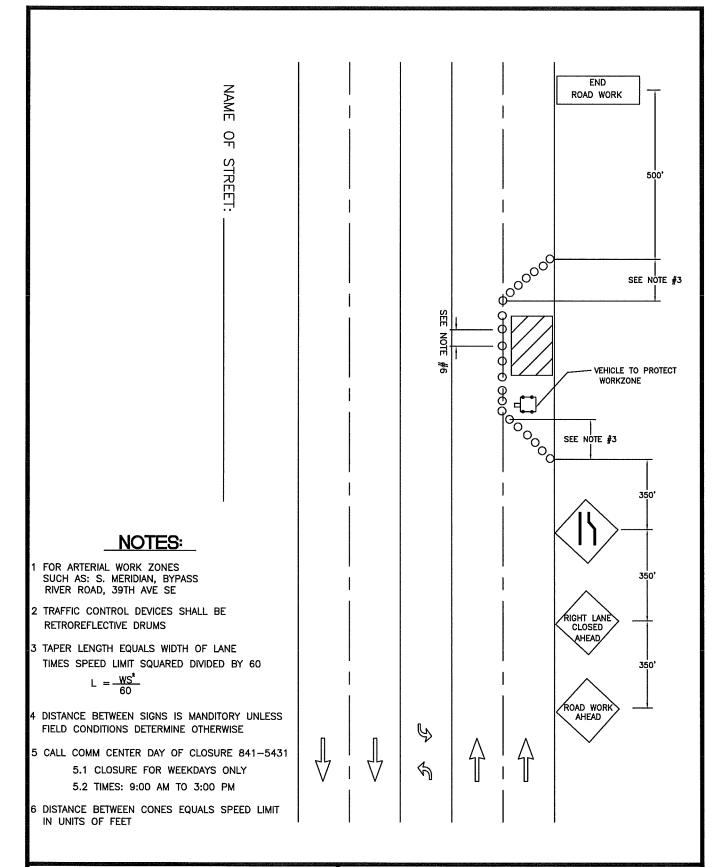
40

MINIMUM TAPER LENGTH = L (feet)										
Lane		Posted Speed (mph)								
Width (feet	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	-	-

SIGN SPACING = X	(FEET) (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 48" X 48" BLACK ON DESIGNATED.	ORANGE UNLESS OF	HERWISE

- (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
- (2) This spacing may be reduced in urban areas to fit roadway







OUTSIDE LANE CLOSURE ON MULTILANE STREET

DRAWN J. HUNTER NTS/ 1=1	DATE APPROVED 04-03	REVISED 09-30-09	TCP STANDARD	
FILE NAME 1:\DRAWINGS\PUBLIC WORKS\TRAFFIC\TCP	CHECKED BY M. FORD	REVISED BY S. TANDLE	NO. 5	