

October 20, 2025

CORRECTION RESPONSE LETTER

Re: PRROW20251151

Please see below for responses to corrections requested by the City of Puyallup on the Typical Shoulder, Ramp, and Lane Closure Traffic Control Plan Right of Way Permit.

COMMENT 1: The WSDOT Maintenance of Traffic (MoT), dated January 17, 2024, includes redlines, watermark, other markups that indicate it is not an official or final copy. Please submit a complete and final/most recently adopted version of the MoT for consideration and to verify the listed closure hours. Please submit the MoT as a separate document. Do not include it in the traffic control plan document. [WSDoT MoT SR 167 to SR (sic.)]

RESPONSE: The full text of WSDOT MOT (RFP Chapter 2.22) has been uploaded. This version is the “Conformed” version, which is dated 1/17/24 in the footer but was updated in August 2024 after the job was awarded, and is the version uploaded to WSDOT’s official Project Page for the SR 167 2A Project.

COMMENT 2: Add a note on all TCP pages (or revise the first note on TCD00) stating that all TCPs and work shall comply with the final or most recently adopted Washington State Department of Transportation Maintenance of Traffic agreement for the SR 167/SR 161 to SR 410 - Rebuild Interchange Project. Furthermore, add a note that consecutive off-ramps or consecutive on-ramps shall not be closed concurrently unless approved by the WSDOT Engineer. [TCP; 2025\PRROW20251189\TCP1.pdf; pg. 1]

RESPONSE: TDC00 has been updated as noted and added to the updated Traffic Control Plan document.

COMMENT 3: Provide a list of locations where this particular traffic control plan will be utilized. A Puyallup uniformed police officer (UPO) is required for flagging signalized intersections which is most of the intersections listed in 2.22.4.3.8. Incomplete MoT was submitted so the other specifications and locations from Note #2 cannot be verified. [TCP ; 2025\PRROW20251151\TCP .pdf; pg. 6]

RESPONSE: See WSDOT MOT specifications (RFP Chapter 2.22) attached with this package. This section provides the locations and allowable hours for lane and shoulder closures. We plan to take all closures listed at various points throughout the course of the project. The plans included with this application are intended as standard details to be utilized for straightforward closures of single right and left lanes and shoulders. Sections of roadway or interchanges that require more complex closures beyond what shown in the standard details will be utilizing a Site Specific Traffic Control Plan, and that plan will be submitted to Puyallup for a ROW TCP permit should it affect City Right of Way.

A note has been added to flagging detail stating that a UPO shall be used at signals in Puyallup as requested.

COMMENT 4: Remove the veer left #3 sign on N MERIDIAN since the detour path is a hard left on E PIONEER. Alternatively, replace sign with a 512 West Left Lane Only sign. [TCP ; 2025\PRROW20251151\TCP .pdf; pg.25]

RESPONSE: Updated as noted.

COMMENT 5: Where N MERIDIAN is a one-way road, place detour signs on either side of the road for both lanes of southbound traffic. [TCP ; 2025\PRROW20251151\TCP .pdf; pg. 25]

RESPONSE: Updated as noted.

COMMENT 6: Where N MERIDIAN is a one-way road, place detour signs on either side of the road for both lanes of southbound traffic. [TCP ; 2025\PRROW20251151\TCP .pdf; pg. 27]

RESPONSE: Updated as noted.

COMMENT 6: Where 2ND ST NE is a one-way road, place detour signs on either side of the road for both lanes of northbound traffic. [TCP ; 2025\PRROW20251151\TCP .pdf; pg. 28]

RESPONSE: Updated as noted.

Sincerely,



Levi Linck
Assistant Project Engineer
167 2A Project

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