



1-11-2024

City of Shelton – Well 1 Pressurization

Attn: Dominic Miller

RE: **Traffic Control**

Mr. Miller,

Rognlin's Inc has put together the following Traffic Control Plan for the City of Shelton – Well 1 Pressurization Project. There will be three areas that traffic control will be provided during construction. The areas will be at the Springs Site, corner of N. 10th St and Connection St, and corner of N. 12th St and East E Street.

Spring Site

A new precast valve vault will be installed at the Springs site. This vault is large, and will require an excavation of about 12'. This work will require a large excavator. Due to very limited access to this area, Rognlin's will have to take the inside lane of the corner. Our plan would be to install the traffic revision every morning at 7am, and we would remove the traffic revision at the end of the day. Depending on how the excavation and installation goes, we feel this work would only impact the traffic for no longer than a week. We will plan on having a TCS onsite during this period so they can monitor traffic, and make any changes they feel are necessary to keep traffic flowing.

N. 10th St and Connection St

This corner will require one of our push/pull pits for the sliplining portion. We are proposing a simple road closure for this work. There is a single residence that accesses their property right on the corner. We will contact the owners before work starts to let them aware of the construction, and make sure to always keep access in and out at all times.

N. 12th St, and East E Street

This corner will require one of our push/pull pits for the sliplining portion. We are proposing a simple road closure for this work as well.

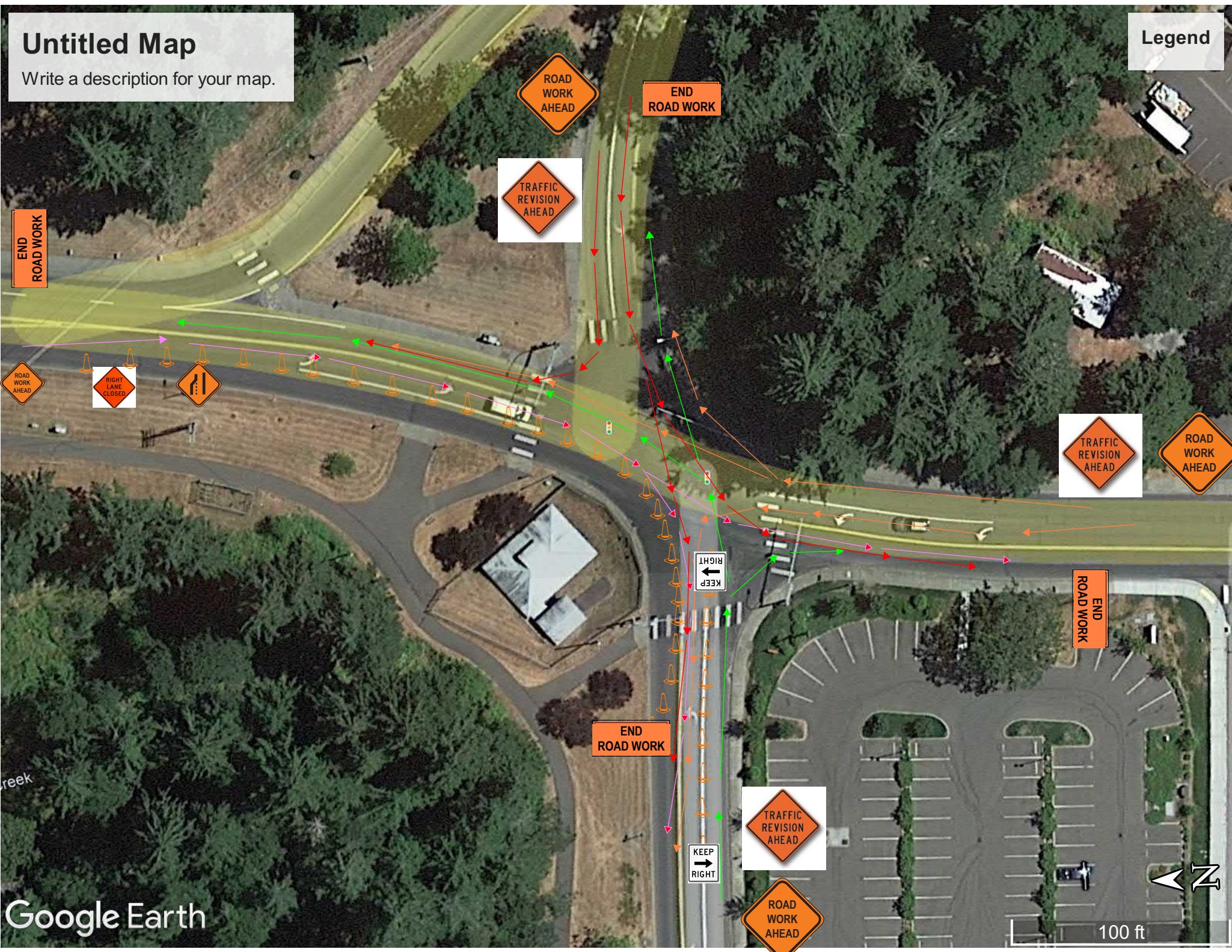
Sincerely,

Craig Espedal
Project Manager

Untitled Map

Write a description for your map.

Legend



END ROAD WORK

ROAD WORK AHEAD

END ROAD WORK

TRAFFIC REVISION AHEAD

ROAD WORK AHEAD

RIGHT LANE CLOSED

ROAD WORK AHEAD

TRAFFIC REVISION AHEAD

ROAD WORK AHEAD

END ROAD WORK

END ROAD WORK

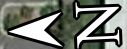
TRAFFIC REVISION AHEAD

KEEP RIGHT

ROAD WORK AHEAD

Google Earth

100 ft



Follow this WSDOT Standard Plan for the Springs Site

DRAWN BY: ELENA BRUNSTEIN

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

MINIMUM TAPER LENGTH = L (FEET)								
LANE WIDTH (FEET)	POSTED SPEED (MPH)							
	25	30	35	40	45	50	55	60
10	105	150	205	270	450	500	550	-
11	115	165	225	294	495	550	605	660
12	125	180	245	320	540	600	660	720

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)

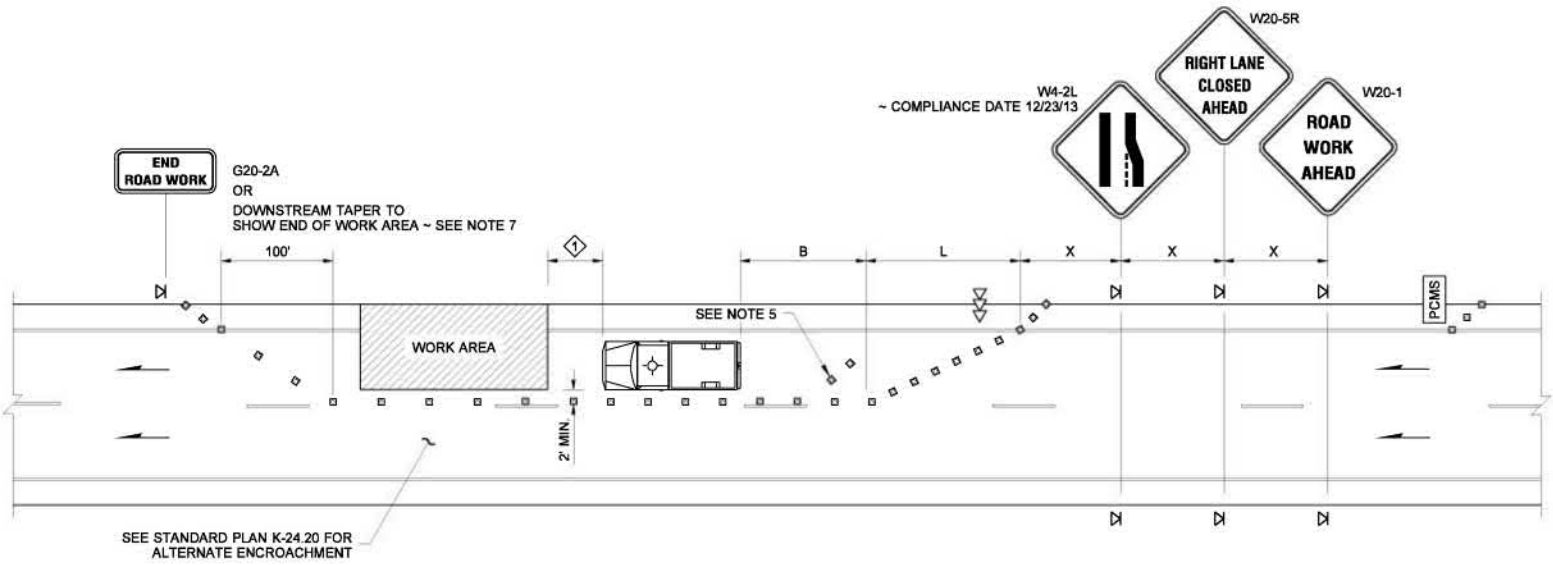
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE

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)
ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED)	

CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40

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

- 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. Devices shall not encroach into adjacent lanes.
 3. Extend device taper (L/3) across shoulder ~ recommended.
 4. Portable Changeable Message Sign (PCMS) ~ recommended.
 5. Use Transverse Devices in closed lane every 1000' ± ~ recommended.
 6. Traffic Safety Drums for all tapers on high speed roadway ~ recommended.
 7. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
 8. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.



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



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL IT IS REGISTERED AND THE ORIGINAL, SIGNED BY THE ENGINEER, IS FILED AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

**SINGLE LANE CLOSURE
ON MULTILANE ROADWAY
STANDARD PLAN K-24.60-00**

SHEET 1 OF 1 SHEET

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

- LEGEND**
- SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE - RECOMMENDED
 - PORTABLE CHANGEABLE MESSAGE SIGN
 - ARROW PANEL

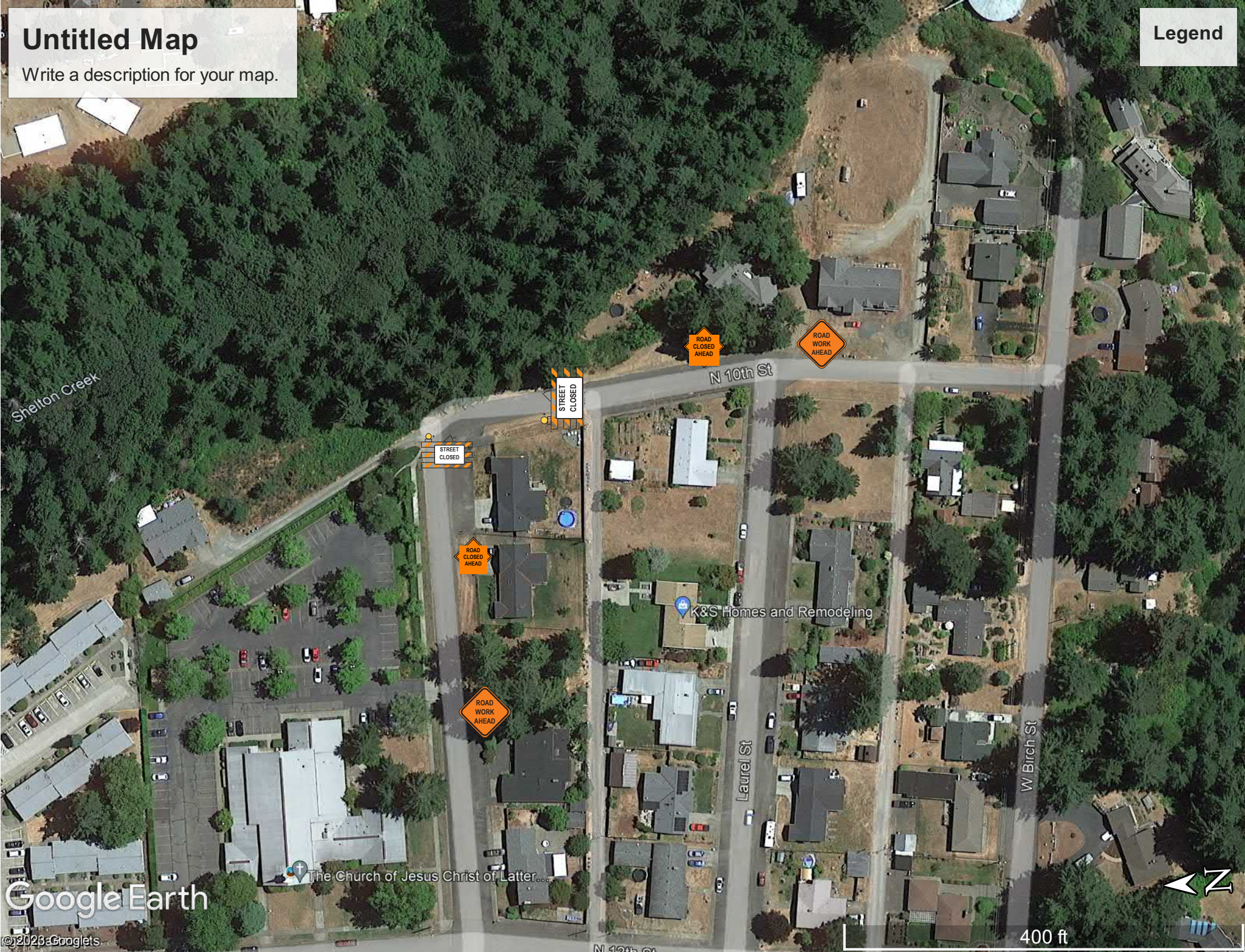
PCMS SAMPLE MESSAGE	
1	2
LANE CLOSED	ONE MILE AHEAD
1.5 SEC	1.5 SEC

FIELD LOCATE 1 MILE ±, IN ADVANCE OF LANE CLOSURE

Untitled Map

Write a description for your map.

Legend



Google Earth

The Church of Jesus Christ of Latter...

Untitled Map

Write a description for your map.

Legend

