This **Transportation Management Plan**, under my direct supervision, has been prepared in accordance with appropriate Washington State Department of Transportation manuals and current design guidelines and procedures.

By: [Signature]

SWR Area Engineer

☑ Southwest Region Concurrence

By: [Signature]

SWR Traffic Engineer

Date: 9-21-16

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Southwest Region Construction Engineer: Chris Tams, P.E.
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Executive Summary

The I-5/SB Cowlitz River Bridge No. 5/203W was identified as a P2 Structure Preservation project by the Washington State Department of Transportation. This project is a result of third party vehicular damage to the bridge.

A Traffic Management Plan (TMP) documents a set of strategies for managing the corridor work zone impacts of a project. A TMP is required on all projects, and is the key element in addressing work zone safety and mobility impacts. The two major components of a TMP are the temporary traffic control and public information plans.

This Transportation Management Plan (TMP) was prepared using the guidance in Chapter 1010 of the Washington State Department of Transportation Design Manual M 22-01.12 November 2015.

Project Description

This P2 Structure Repair project will improve Interstate 5 from MP 59.04 to 59.22 by preserving the structural integrity of the Cowlitz River Bridge No. 5/203W, spanning the Cowlitz River. This structure preservation project will remove lead based paint from the damaged areas to allow for heat straightening of the damaged steel members. The exposed steel will be prepared and repainted after the steel members have been repaired.

The Cowlitz River Bridge No. 5/203W was damaged as a result of a known third party vehicle on July 16, 2015. Specifically, vertical truss member U4L4 of the West Truss in Span 5 received the damage. This project will require heat straightening and repainting of the vertical member. During inspection of the damaged structure damage at two other locations were identified as a result of unknown third party damage. Specifically, a vertical member of the west truss Span 4 and a sway brace on the east truss Span 5. WSDOT HQ Bridge Design Office has recommended the repair be completed as soon as possible. Project advertisement is currently scheduled for Advertisement Dec. 12, 2016.

Interstate 5 is classified with an NHS status. The terrain for location is classified as rolling and its functional classification is Rural Interstate. The posted speed limit is 70 mph and the design speed is 80 mph. There are two lanes in each direction. The Average Daily Traffic Volume, per the 2015 WSDOT Annual Traffic Report, is 43,000 units in the project limits with 36% truck traffic. This project is a P2 Structures Preservation project and does not require a Basis of Design. There are no design variances, evaluate upgrades, or design deviations to consider. Contract working days are estimated at 25 days.

TMP Roles and Responsibilities

Area Engineer
The Area Engineer (AE) will work with the Contractor to minimize traffic impacts during construction. All traffic control will be evaluated continuously; adjustments will be made
as needed, to minimize traffic impacts to the extent possible. The AE will ensure that the Communications Office is up to date and informed of current construction and traffic control operations. The AE will work to maintain a positive relationship with the public and will review traffic control measures to ensure that the messages are timely and clear.

Communications Office
The Communications Office will provide accurate, timely and consistent information to both the public and the media as necessary. The Communications Office will maintain the project web page, updating it on a regular basis.

TMP Monitoring
As construction proceeds, traffic control and its impact on traffic will be monitored and problems addressed. This process of monitoring and addressing traffic control issues will be ongoing throughout the project. The Contract will allow the AE to make the necessary adjustments to the lane closure and hours of work in order to reduce the impacts to the public.

Existing and Future Conditions

Traffic Counts

<table>
<thead>
<tr>
<th>Interstate 5 MP 59.04 to 59.22</th>
<th>Estimated Average Daily Traffic (ADT) and Design Hourly Volume (DHV)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
<td>2015</td>
</tr>
<tr>
<td>AADT</td>
<td>43,000</td>
</tr>
<tr>
<td>DHV</td>
<td>4,945</td>
</tr>
</tbody>
</table>

Daily Truck Percentage: 36%

Work Zone Impacts Assessment Report

The I-5/SB Cowlitz River Bridge – Repair Bridge project is expected to impact through traffic on Interstate 5. Work zone impacts will include single lane closures, ramp closures and other temporary traffic control impacts.
The repair of Bridge No. 5/203W requires a single lane closure southbound on Interstate 5. This section of the freeway currently only has two lanes through the project area. All lane closures will be restricted to night time hours to minimize traffic impacts.

The southbound on-ramp at Exit 59 will be closed at night to allow the Contractor to access the west side of the bridge. The ramp will be utilized to stage equipment and supplies for the necessary bridge repair. All southbound ramp traffic will be detoured one mile north to Exit 60 when the ramp closure is in place. Project activities include needed repairs on the east side of the structure. The southbound on-ramp at exit 59 will be closed during the single lane closure to eliminate merging conflicts with ramp traffic. The placement of Class A Signs on the ramp will be in place five days prior to the ramp closure to inform the public of dates and times that the ramp will not be accessible. Signage will be in place during the nightly ramp closures to help direct the public to an alternate freeway access at Exit 60. The ramp closure will be opened and usable for daytime access to the freeway when single lane freeway closures on I-5 have been removed.

**Work Zone Impact Management Strategies**

Large highway projects have an impact on businesses and the traveling public. The design team has worked to minimize and mitigate these impacts as much as possible. The mitigation strategies used on this project are described below:

**Temporary Traffic Control (TTC) Strategies**

Multiple traffic control strategies will be implemented based on the type of work being performed. Typical traffic control plans (TCP) will be used for most of the work. Project-specific TCPs will be used providing a higher level of detail where typical plans do not provide sufficient detail to safely perform work. All TCPs and devices will conform to MUTCD and WSDOT Standards. The traffic control methods planned for use during the project are located in Appendix A, B and C.

Lane closures will be performed during permitted times to allow for truck access and work activities to occur in the work zone. The closures can be found under Lane Closure Restrictions that are located in the Contract Special Provisions.

During necessary preparation work and painting, signs and temporary traffic control devices will be used to direct traffic through the work area on the existing I-5 alignment. A single lane closure will be implemented by Traffic Control Labor under the direction of a Traffic Control Supervisor (TCS). The TCS will remain onsite during the closure to ensure that the Traffic Control Plan is functioning as intended. The TCS will also be available in cases of emergency or heavy traffic volume events.

The work-zone will be delineated with traffic control devices that do not provide positive protection of the work force. The placement of concrete barrier is not a viable option due to this section of I-5 only having two lanes. All traffic control established during the nightly
closure will need to be removed by morning. Multiple traffic management strategies will be implemented to help protect the laborers and the traveling public. Traffic management strategies include a posted reduction from 70 mph to 60 mph during the night time closure. Traffic will be evaluated during the closure on the effectiveness of the variable regulatory speed reduction. If necessary, WSDOT will notify Washington State Patrol (WSP) and request for trooper presence during working hours to help slow speeding drivers and improve safety within the work-zone area.

Lane Closures
Single Lane Closures will be used on Interstate 5 to provide a suitable work-zone.

Short Duration or Mobile Operation on a Shoulder
This method will be used for installing and maintaining Class A Signs.

Lane Closure on a Two-Lane Road Using Flaggers
This method will be used for various work activities on the adjacent side and frontage roads for installing and maintaining Class A Signs.

Rolling Slow-downs
This method will be utilized for specific operations requiring a gap is traffic flows necessary for deliveries and/or operations that require no traffic for a short duration.

Transportation Operations

Work Hour Restrictions:
To minimize the impact to traffic, the Contract imposes restrictions on closures. Closures are subject to restrictions and are outlined in Appendix D.

Enforcement:
WSP will be contacted if drivers do not adhere to the temporary speed reduction posted speed limit.

Liquidated Damages:
Liquidated Damages will be applied to working days and lane closure durations.

Public Information:
No public involvement planned at this time.
Lane Restrictions

Lane closures are subject to the following restrictions:
MP 59.20 to MP 69.44 - One lane each direction shall remain open at all times.

Single Lane Closure
The closure of one lane each direction will be allowed during the following times:

From 8:00 PM to 6:00 AM daily, Monday night through Thursday morning
From 9:00 PM Thursday night to 6:00 AM Friday morning

The closure of one lane on weekends will be allowed during the following time periods:

From 10:00 PM Friday night to 7:00 AM Saturday morning
From 10:00 PM Saturday night to 8:00 AM Sunday morning
From 10:00 PM Sunday night to 6:00 AM Monday morning

TMP Implementation Costs

<table>
<thead>
<tr>
<th>Bid Item</th>
<th>Unit</th>
<th>Cost</th>
<th>Quantity</th>
<th>Total Cost</th>
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</thead>
<tbody>
<tr>
<td>Class A Signs</td>
<td>S.F.</td>
<td>10</td>
<td>124</td>
<td>1,240.00</td>
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<tr>
<td>PCMS</td>
<td>HR</td>
<td>20</td>
<td>225</td>
<td>4,500.00</td>
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<td>TCS</td>
<td>L.S.</td>
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<tr>
<td>OTTC</td>
<td>L.S.</td>
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<td>OTCL</td>
<td>HR</td>
<td>54</td>
<td>675</td>
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<tr>
<td>Transportable Attenuator</td>
<td>Each</td>
<td>8000</td>
<td>1</td>
<td>8,000.00</td>
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<tr>
<td>Operation of Transportable Attenuator</td>
<td>HR</td>
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<tr>
<td>Repair Transportable Attenuator</td>
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<td>Sequential Arrow Sign</td>
<td>HR</td>
<td>10</td>
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<td>Sub Total</td>
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<td></td>
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<td>98,490.00</td>
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<tr>
<td>Mob 9%</td>
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<td>Sales Tax 7.00%</td>
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<td>6,894.30</td>
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<td>Engineering 15%</td>
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<td>14,773.50</td>
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<td>Contingencies 4%</td>
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<td>3,939.60</td>
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<td>Final Costs</td>
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<td>$132,961.50</td>
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</table>
NOフラッピングオーランダーケープ
2. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。
3. デバイススペースは、ターパーを除いてご指定の通り。
4. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。
5. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。
6. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。
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9. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。
10. デバイススペースは、ダウンストリームのターパーを除いてご指定の通り。

SINGLE LANE CLOSURE FOR MULTI-LANE ROADWAYS

NOT TO SCALE

NOTES:
1. NO FLAPPERS OR SPOTTERS.
2. EXTEND DEVICES TAPED AT L/3 (240') ACROSS SHOULDER.
3. DEVICES SHALL NOT ENTRAP INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 300 FT.
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20 FT. TAPER IS OPTIONAL.
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
8. MIRROR PLAN FOR EAST LANE CLOSURE.
9. SPEED REDUCTION CLASS A SIGNS SHALL BE COVERED DURING NON-WORKING HOURS.
10. SIGN SPACING LESS THAN STANDARD DUE TO EXIT 60 ON-RAMP CONSTRAINTS.
NOTICE RAMP USE EXIT 60 RAMP WILL BE CLOSED INSTALL 5 DAYS MIN. PRIOR TO CLOSURE

NOTES:
1. NO FLAGGERS OR SPOTTERS.
2. EXTEND DEVICE TAPER AT L/3 (240') ACROSS SHOULDER.
3. DEVICES SHALL NOT ENTRAP INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE ONLY (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20'-TAPER IS OPTIONAL.
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
8. MIRROR PLAN FOR EASTERN LANE CLOSURE.
9. SPEED REDUCTION CLASS A SIGNS SHALL BE COVERED DURING NON-WORKING HOURS.
10. SIGN SPACING LESS THAN STANDARD DUE TO EXIT ON-RAMP CONSTRAINTS.

SINGLE LANE CLOSURE FOR MULTI-LANE ROADWAYS

NOT TO SCALE
SINGLE LANE CLOSURE FOR MULTI-LANE ROADWAYS

NOT TO SCALE

NOTES:

1. NO FLAGGERS OR SPOTTERS.
2. EXTEND DEVICE TAPER AT L/3 (240') ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (TAPER IS OPTIONAL).
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
8. MIRROR PLAN FOR EASTWARD LANE CLOSURE.
9. SPEED REDUCTION CLASS A SIGNS SHALL BE COVERED DURING NON-WORKING HOURS.
10. SIGN SPACING LESS THAN STANDARD DUE TO EXIT 60 ON-RAMP CONSTRAINTS.

LEGEND

- CLASS A SIGN
- CLASS B SIGN
- TRAFFIC SAFETY DRUM
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN
- EXISTING GUARDRAIL
- TYPE III BARRICADE

CHANNELIZATION DEVICE

SPACING (feet)

MPH TAPER TANGENT

3000 60 30
2000 60 20
1000 80 30
500 80 60

NOTES:

1. NO FLAGGERS OR SPOTTERS.
2. EXTEND DEVICE TAPER AT L/3 (240') ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (TAPER IS OPTIONAL).
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
8. MIRROR PLAN FOR EASTWARD LANE CLOSURE.
9. SPEED REDUCTION CLASS A SIGNS SHALL BE COVERED DURING NON-WORKING HOURS.
10. SIGN SPACING LESS THAN STANDARD DUE TO EXIT 60 ON-RAMP CONSTRAINTS.
NOT TO SCALE

BUFFERS DATA

LONGITUDINAL BUFFER SPACE = B

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
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<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
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<tbody>
<tr>
<td>LENGTH (ft)</td>
<td>155</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
<td>400</td>
<td>450</td>
<td>500</td>
<td>550</td>
<td>600</td>
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</table>

BUFFERS ROLL AHEAD DISTANCE = R

TRANSPORTABLE ATTENUATOR

MINIMUM HOST VEHICLE WEIGHT (lbs) USE THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER’S RECOMMENDATION

PROTECTIVE VEHICLE

MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA

NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)

RURAL HIGHWAYS 60 / 65 MPH 600 x
RURAL ROADS 45 / 50 MPH 500 x
RURAL ROADS & URBAN ARTERS. 35 / 40 MPH 350 x
RURAL ROADS, URBAN ARTERS & RESIDENTIAL BUS. DISTRICTS 25 / 30 MPH 250 x (2)
URBAN STREETS 25 MPH OR LESS 100 x (2)

NOTES:

1. ALL SIGNS ARE BLACK ON ORANGE
2. EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS THE WORK AREA IS RECOMMENDED.
3. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
4. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS

NOT TO SCALE

CHANNELIZATION DEVICE SPACING (ft)

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
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<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
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<th>60</th>
<th>65</th>
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<td>10 to 20</td>
<td>10 to 20</td>
<td>10 to 20</td>
<td>10 to 20</td>
</tr>
<tr>
<td>SLOWED TO MAX</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
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FILE NAME: 464037035_Design договораУ467 SB Cowlitz River Bridge Known Project 70 COW-1153 Rolled CAD Work - Scope of Combined CAD Work - Any CAD Problems, PS@sheet1001_5_Fig.dgn

DATE: 9/22/2016

Washington State Department of Transportation

TRAFFIC CONTROL PLAN

SB COWLITZ RIVER BRIDGE

REPAIR BRIDGE

TCP2

REGIONAL ADM. K. STROCKLER

REVISION DATE BY

G:\464037035_Design договораУ467 SB Cowlitz River Bridge Known Project 70 COW-1153 Rolled CAD Work - Scope of Combined CAD Work - Any CAD Problems, PS@sheet1001_5_Fig.dgn
NOT TO SCALE

INTERSTATE 5

SHOULDER CLOSURE - HIGH SPEED

NOTICE:

1. NO ENCROACHMENT IN TRAVELLED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
2. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20 LF CLOSER.
3. ALL SIGNS ARE BLACK ON ORANGE.
4. NO FLAGGERS OR SPOTTERS.
### SIGHT DISTANCE DATE

<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTANCE (FEET)</td>
<td>155</td>
<td>200</td>
<td>250</td>
<td>305</td>
<td>360</td>
<td>425</td>
<td>495</td>
<td>570</td>
<td>645</td>
<td>730</td>
</tr>
</tbody>
</table>

Distances shown are minimums; use additional distance when possible.

### LEGEND
- WARNING BEACON
- WORK VEHICLE
- TRUCK-MOUNTED ATTENUATOR (OPTIONAL)

### SHORT DURATION OR MOBILE OPERATION ON SHOULDER

**NOT TO SCALE**

1. No encroachment in travelled lane. If encroachment is necessary, lane shall be closed.
2. Device spacing for the downstream taper shall be 20' O.C.
3. All signs are black on orange.
4. No flaggers or spotters.

### NOTES:
- See sight distance chart
- Minimum stopping sight distance = S

#### SPEED LIMIT (MPH)

<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
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<tr>
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<td>200</td>
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<td>360</td>
<td>425</td>
<td>495</td>
<td>570</td>
<td>645</td>
<td>730</td>
</tr>
</tbody>
</table>

Distances shown are minimums; use additional distance when possible.
NOT TO SCALE

NOTES:
1. ROLLING SLOWDOWN VEHICLES WILL SLOW TRAFFIC DOWN TO 40 MPH.
2. TRAFFIC SWITCH SHOULD LAST NO MORE THAN 5 MINUTES.
3. 4 MILES DISTANCE AHEAD OF WORK TO START THE ROLLING SLOWDOWN.
4. ALL WORK ACTIVITIES THAT REQUIRE 10,000 GVW OR GREATER TO ENTER OR EXIT THE WORK AREA WILL USE WARNING BEACONS.
5. THE GROSS VEHICLE WEIGHT REQUIREMENTS.
6. UNDER TRAFFIC, FOR WORK HOURS.
7. THIS PLAN SHALL OPERATE WITHOUT THE USE OF FLAGGERS OR SPOTTERS.
8. ALL WORK VEHICLES SHALL USE WARNING BEACONS.

CONTRACTOR SHALL NOTIFY ENGINEER IN ADVANCE OF ALL ROLLING SLOWDOWNS.
ROLLING SLOWDOWN PER STD SPEC 1-10.3(2)B ROLLING SLOWDOWN.

LEGEND
WARNING BEACON - REQUIRED

PCMS
1
2
CAUTION SLOWING TRAFFIC
OB-STOPPED VEHICLES

2.0 SEC
2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.

NOTIFICATION REQUIREMENTS:
CONTRACTOR SHALL NOTIFY ENGINEER IN ADVANCE OF ALL ROLLING SLOWDOWNS.
ROLLING SLOWDOWN PER STD SPEC 1-10.3(2)B ROLLING SLOWDOWN.
VARIABLE REGULATORY SPEED REDUCTION - MAINLINE

ALL SPEED LIMIT SIGNS WITHIN SPEED REDUCTION ZONE WILL BE COVERED WHILE REDUCED SPEED IS IN EFFECT.

NOTES:
1. SPEED REDUCTION SIGNS SHALL NOT BE VISIBLE TO TRAFFIC DURING NON-WORKING HOURS.
2. EXISTING SPEED SIGNS SHALL BE COMPLETELY COVERED WHILE SPEED REDUCTION IS IN EFFECT.
3. SPEED REDUCTION TO BE UTILIZED SOUTHBOUND MP 58.50 TO MP 60.10 ONLY IN THE ACTIVE WORK ZONES.
4. ALL SIGNS ARE BLACK ON WHITE UNLESS DENOTED OTHERWISE.

* BARRIER MOUNTED SIGN BASE.

LEGEND

- SIGN LOCATION
- CHANNELIZATION DEVICE
- PORTABLE CHANGEABLE MESSAGE SIGN

SPEED LIMIT 70

1 MILE CLOSURE AHEAD

2.0 SEC

FIELD LOCATE 1 MILE IN ADVANCE OF LANE CLOSURE SIGNING.

SPEED LIMIT 60

RIGHT LANE CLOSURE

2.0 SEC

TRUCKS 60

MOUNT UNDER R2-2

1 MILE

720' 3'120'

10 MIN

SPEED REDUCTION SIGNS SHALL BE 7' MIN FROM EDGE OF PAVEMENT ELEVATION TO BOTTOM OF SIGN.

APPROVED BY WSDOT.

CONTRACTOR AND DETERMINED BY THE SIGN MOUNT SHALL BE TO BOTTOM OF SIGN FROM EDGE OF PAVEMENT ELEVATION.

SPEED REDUCTION TO BE UTILIZED SOUTHBOUND MP 58.50 TO MP 60.10 ONLY IN THE ACTIVE WORK ZONES.

ALL SIGNS ARE BLACK ON WHITE UNLESS DENOTED OTHERWISE.

NOTES:
1. SPEED REDUCTION SIGNS SHALL NOT BE VISIBLE TO TRAFFIC DURING NON-WORKING HOURS.
2. EXISTING SPEED SIGNS SHALL BE COMPLETELY COVERED WHILE SPEED REDUCTION IS IN EFFECT.
3. SPEED REDUCTION TO BE UTILIZED SOUTHBOUND MP 58.50 TO MP 60.10 ONLY IN THE ACTIVE WORK ZONES.
4. ALL SIGNS ARE BLACK ON WHITE UNLESS DENOTED OTHERWISE.

* BARRIER MOUNTED SIGN BASE.

LEGEND

- SIGN LOCATION
- CHANNELIZATION DEVICE
- PORTABLE CHANGEABLE MESSAGE SIGN

SPEED LIMIT 70

1 MILE CLOSURE AHEAD

2.0 SEC

FIELD LOCATE 1 MILE IN ADVANCE OF LANE CLOSURE SIGNING.

SPEED LIMIT 60

RIGHT LANE CLOSURE

2.0 SEC

TRUCKS 60

MOUNT UNDER R2-2

1 MILE

720' 3'120'

10 MIN

SPEED REDUCTION SIGNS SHALL BE 7' MIN FROM EDGE OF PAVEMENT ELEVATION TO BOTTOM OF SIGN.

APPROVED BY WSDOT.

CONTRACTOR AND DETERMINED BY THE SIGN MOUNT SHALL BE TO BOTTOM OF SIGN FROM EDGE OF PAVEMENT ELEVATION.

SPEED REDUCTION TO BE UTILIZED SOUTHBOUND MP 58.50 TO MP 60.10 ONLY IN THE ACTIVE WORK ZONES.

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LEGEND

- SIGN LOCATION
- CHANNELIZATION DEVICE
- PORTABLE CHANGEABLE MESSAGE SIGN

SPEED LIMIT 70

1 MILE CLOSURE AHEAD

2.0 SEC

FIELD LOCATE 1 MILE IN ADVANCE OF LANE CLOSURE SIGNING.

SPEED LIMIT 60

RIGHT LANE CLOSURE

2.0 SEC

TRUCKS 60

MOUNT UNDER R2-2

1 MILE

720' 3'120'

10 MIN

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