

NE KRESKY AVENUE PROJECT

CHEHALIS, WASHINGTON

CITY PROJECT NUMBER T009

FHWA PROJECT NUMBER STPUS-5659(003)

TA#6739

OCTOBER 2019

MAYOR

DENNIS DAWES

CITY COUNCIL

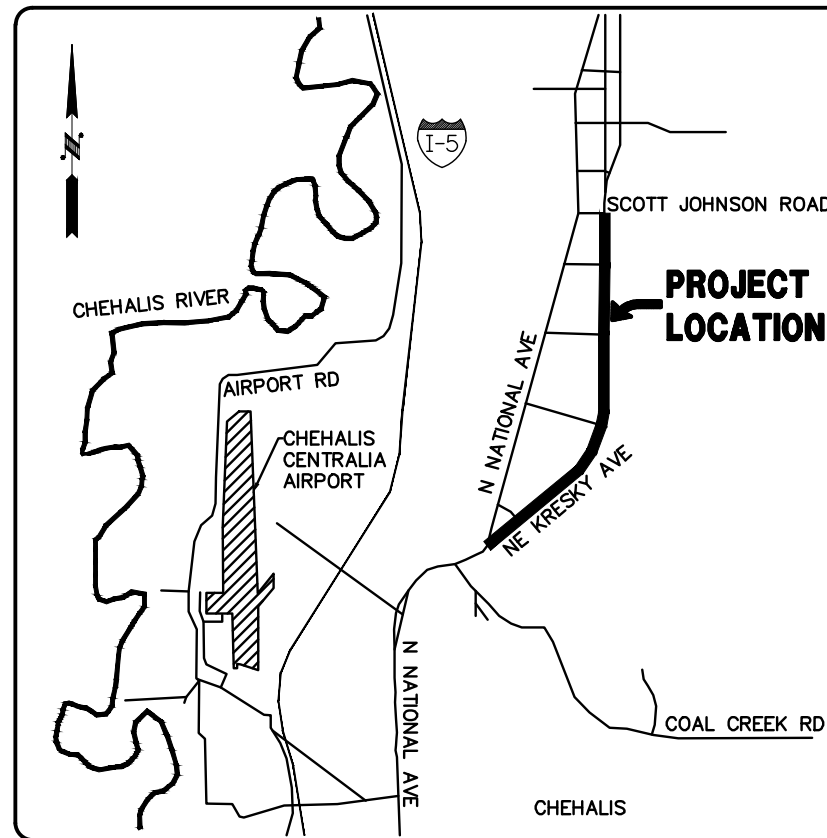
TERRY HARRIS
 TONY KETCHUM
 DARYL LUND
 DR. ISAAC POPE
 ROBERT SPAHR
 CHAD TAYLOR

PUBLIC WORKS DIRECTOR / PROJECT MANAGER

TRENT LOUGHEED, PE

STREET/STORMWATER SUPERINTENDENT

DON SCHMITT



VICINITY MAP

NOT TO SCALE

CIVIL DRAWING INDEX	
SHEET NO.	SHEET TITLE
1	COVER
2	NOTES AND DETAILS
3	DETAILS
4	PLANING & OVERLAY 1
5	PLANING & OVERLAY 2
6	PLANING & OVERLAY 3
7	PLANING & OVERLAY 4
8	PLANING & OVERLAY 5
9	PLANING & OVERLAY 6
10	PLANING & OVERLAY 7
11	TRAFFIC CONTROL PLAN 1
12	TRAFFIC CONTROL PLAN 2
13	TRAFFIC CONTROL PLAN 3
14	TRAFFIC CONTROL PLAN 4
15	TRAFFIC CONTROL PLAN 5

APPROVED FOR CONSTRUCTION

BY: [Signature] DATE: 11/8/19
 DIRECTOR OF PUBLIC WORKS

APPROVAL EXPIRES: 11/8/20



10/07/19



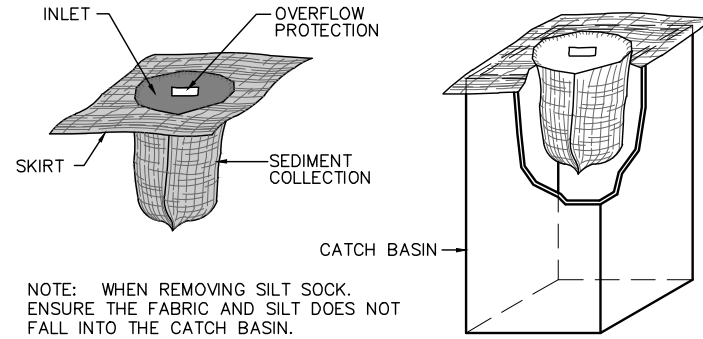
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THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT PHONE NUMBER: 811. A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION, THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR MAINTAINING ALL LOCATE MARKS ONCE THE UTILITIES HAVE BEEN LOCATED.

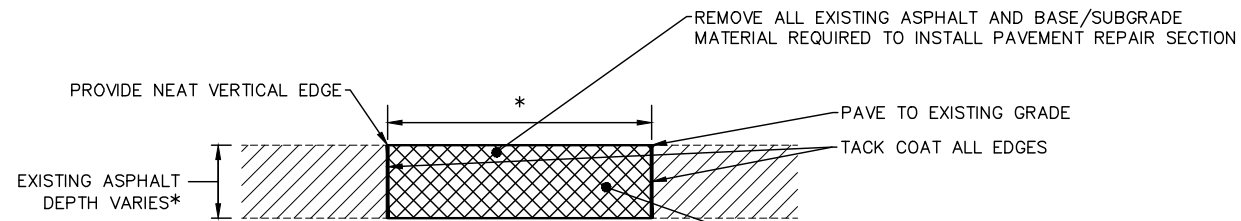


CALL AT LEAST TWO WORKING DAYS BEFORE YOU DIG

UTILITY NOTIFICATION CENTER
 DIAL TOLL FREE
 1-800-424-5555



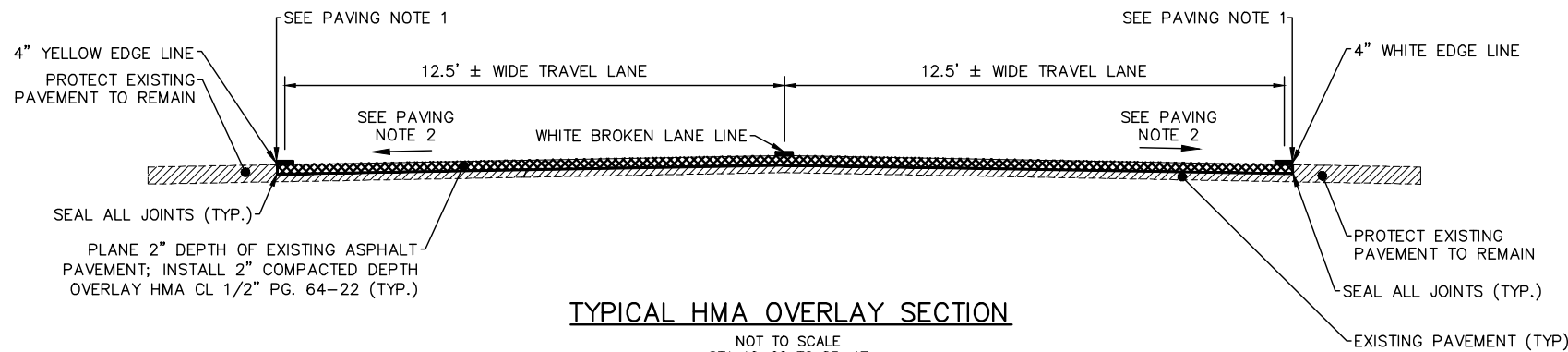
INLET PROTECTION DETAIL
NOT TO SCALE



* NOTE: PAVEMENT REPAIR AREAS WILL BE MARKED IN THE FIELD BY THE ENGINEER. CONTRACTOR SHALL PROVIDE A MINIMUM OF 48 HOUR NOTICE TO ENGINEER FOR FIELD VISIT. A MINIMUM DEPTH OF 6" AND A MAXIMUM DEPTH OF 12" WILL BE REMOVED. THE ENGINEER SHALL DETERMINE ACTUAL DEPTH.

INSTALL A MINIMUM OF 6" COMPACTED DEPTH HMA CL 1/2" PG. 64-22. IF SUBGRADE IS ENCOUNTERED DURING EXCAVATION, ENGINEER TO DETERMINE IF CSBC OR HMA IS TO BE USED BEYOND 6" DEPTH.

PAVEMENT REPAIR DETAIL
NOT TO SCALE



TYPICAL HMA OVERLAY SECTION

NOT TO SCALE
STA 10+00 TO 85+47
THE SECTION SHOWN IS TYPICAL OF THE IMPROVEMENT AREA. THERE ARE AREAS WITHIN THE PROJECT LIMITS WHERE CURB AND GUTTER, BARRIERS, AND GUARDRAIL ARE ADJACENT TO THE ROADWAY. CONTRACTOR SHALL PROTECT AND PRESERVE THESE ITEMS DURING CONSTRUCTION.

PAVING NOTES:

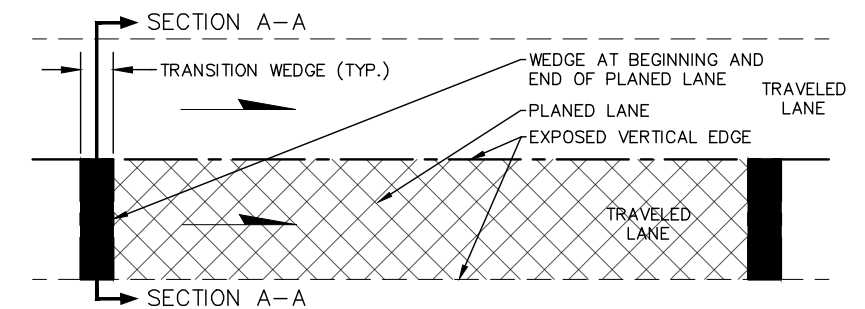
1. IN ALL LOCATIONS, IMPROVEMENTS SHALL EXTEND TO OUTSIDE OF EXISTING EDGE LINE.
2. PROVIDE CONSISTANT PAVEMENT CROSS SLOPE FOR HMA OVERLAY. FINISHED GRADE SHALL SHEET FLOW STORMWATER TO SHOULDERS.

TEMPORARY EROSION AND SEDIMENT CONTROL NOTES:

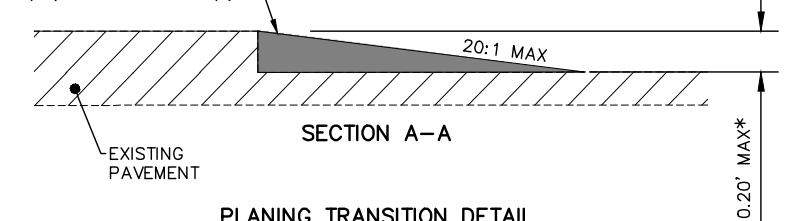
1. IN ADDITION TO THE DETAILS AND NOTES SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PERFORM ALL WORK IN COMPLIANCE WITH THE PERMIT AND OTHER APPLICABLE CITY OF CHEHALIS REQUIREMENTS. THE CONTRACTOR SHALL USE ADAPTIVE MANAGEMENT TO MEET ALL WATER QUALITY STANDARDS. THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION STORMWATER DISCHARGES FROM THE SITE DO NOT EXCEED 25 NTU (NEPHELOMETRIC TURBIDITY UNIT).
2. THE EROSION AND SEDIMENT CONTROL (ESC) BEST MANAGEMENT PRACTICES (BMP) SHOWN ON THESE PLANS MUST BE INSTALLED IN CONJUNCTION WITH ALL CONSTRUCTION ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN RUNOFF WILL NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
3. THE BMPs SHOWN ON THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT, SEDIMENT-LADEN RUNOFF, AND OTHER CONSTRUCTION MATERIAL OR DEBRIS DO NOT LEAVE THE SITE.
4. THE BMPs SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AND REVISED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
5. THE CONTRACTOR SHALL USE A STREET SWEEPER THAT DOES NOT GENERATE ANY DUST TO REMOVE ALL TRACKED SEDIMENT FROM KRESKY AVE AND ADJACENT ROADS.
6. THE CONTRACTOR SHALL PREVENT THE GENERATION OF DUST BY APPLYING WATER WITHOUT GENERATING ANY RUNOFF.
7. THE CONTRACTOR SHALL INSTALL AND MAINTAIN AS NEEDED INLET PROTECTION IN CATCH BASINS WITHIN THE CONSTRUCTION LIMITS AND TWO CATCH BASINS DOWNGRADE FROM THE CONSTRUCTION LIMITS.
8. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL UPON PROJECT COMPLETION AND WHEN THE ENTIRE SITE IS PERMANENTLY STABILIZED.

CONSTRUCTION NOTES:

1. WHEN TRAFFIC IS ALLOWED IN LANES WHICH TRANSITION BETWEEN THE EXISTING ROADWAY SURFACE AND AREAS WHICH HAVE BEEN PLANED THE CONTRACTOR SHALL PROVIDE A PLANING TRANSITION. SEE PLANING TRANSITION DETAIL THIS SHEET.



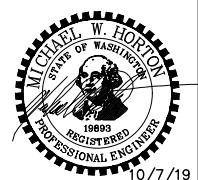
PROVIDE COLD MIX ASPHALT WEDGE OR PLANE EXISTING ASPHALT TO PROVIDE A PLANING TRANSITION SECTION PER WSDOT STANDARD SPECIFICATION 5-04.3(12)A1 AND 1-07.23(1)



PLANING TRANSITION DETAIL

NOT TO SCALE
PLANING TRANSITION DETAIL FOR TRANSVERSE JOINTS OF THE TOP WEARING COURSE ONLY REQUIRED IF TRANSVERSE JOINT IS EXPOSED TO TRAFFIC DURING NONWORKING HOURS.
*TRANSITION SHALL MEET WSDOT STANDARD SPECIFICATION 1-07.23(1).

DESIGNED BY:	DATE	NO.	DATE	REVISIONS
D. HALL, PE	10/7/19			
ENTERED BY: D. HALL, PE	10/7/19			
CHECKED BY: B. LINDAUER, PE	10/7/19			
PROJ. ENGR.: M. HORTON, PE	10/7/19			



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**NE KRESKY AVENUE
RESURFACING PROJECT**

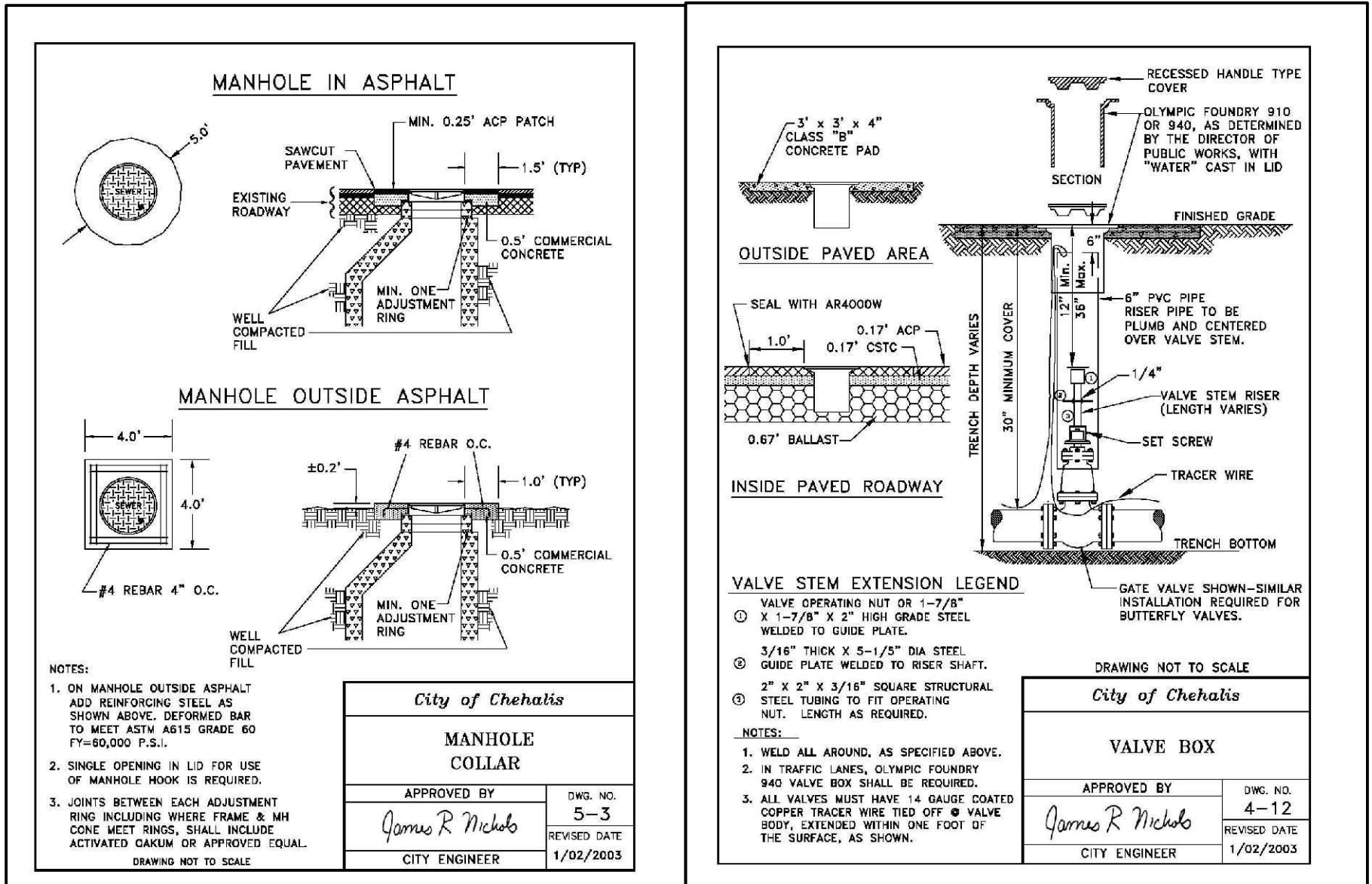
CHEHALIS

WA

NOTES AND DETAILS

JOB NUMBER
19102

SHEET
2
OF
15
SHEETS



DETAILS AS APPLICABLE FOR ADJUSTMENT OF UTILITIES TO FINISHED GRADE

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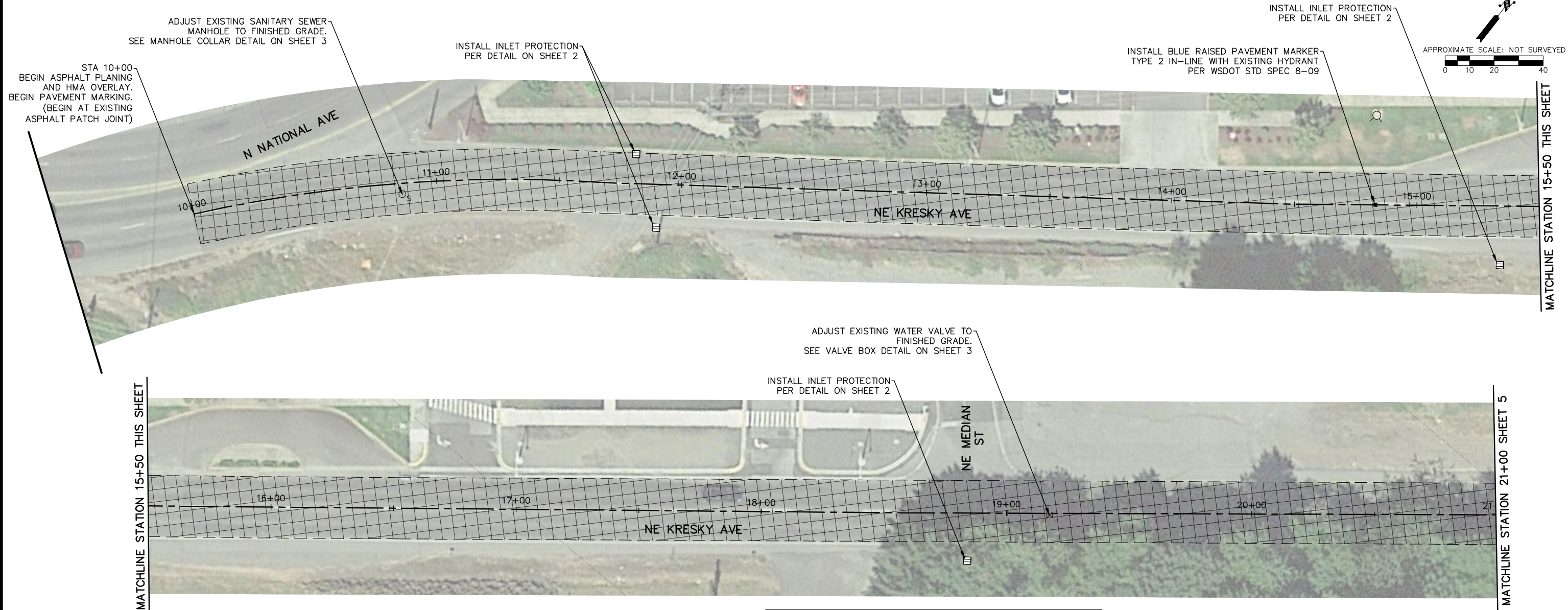
NE KRESKY AVENUE RESURFACING PROJECT

CHEHALIS WA

DETAILS

JOB NUMBER	19102
SHEET	3
OF	15
SHEETS	

SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



MATCHLINE STATION 15+50 THIS SHEET

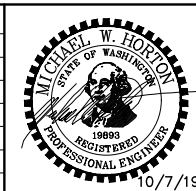
MATCHLINE STATION 21+00 SHEET 5

LEGEND

CONSTRUCTION CENTERLINE	
ASPHALT PLANING AND HMA OVERLAY LIMITS. SEE TYPICAL HMA OVERLAY SECTION ON SHEET 2.	
PLANING LIMIT	

- NOTES:**
1. STATIONING IS APPROXIMATE ONLY.
 2. EXISTING UTILITY AND RPM LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY LOCATIONS PRIOR TO WORK.
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 4. THE CONSTRUCTION CENTERLINE SHOWN IS NOT CENTERLINE OF RIGHT-OF-WAY.
 5. RE-STRIPE ROADWAY TO MATCH EXISTING MARKINGS. ALL ROADWAY MARKINGS SHALL BE SURVEYED BY CONTRACTOR FOR REPLACEMENT AFTER OVERLAY. BREAK STRIPING AT INTERSECTIONS. MATCH EXISTING CONDITION.

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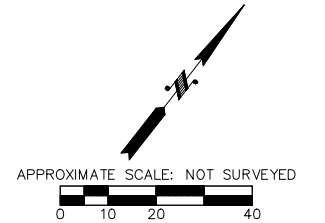
**NE KRESKY AVENUE
RESURFACING PROJECT**

CHEHALIS WA

PLANING & OVERLAY 1

JOB NUMBER 19102
SHEET 4 OF 15 SHEETS

SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



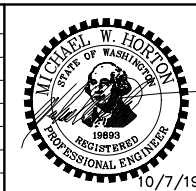
INSTALL BLUE RAISED PAVEMENT MARKER
 TYPE 2 IN-LINE WITH EXISTING HYDRANT
 PER WSDOT STD SPEC 8-09

RAISE EXISTING WATER VALVE TO
 FINISHED GRADE.
 SEE VALVE BOX DETAIL ON SHEET 3

LEGEND	
CONSTRUCTION CENTERLINE	
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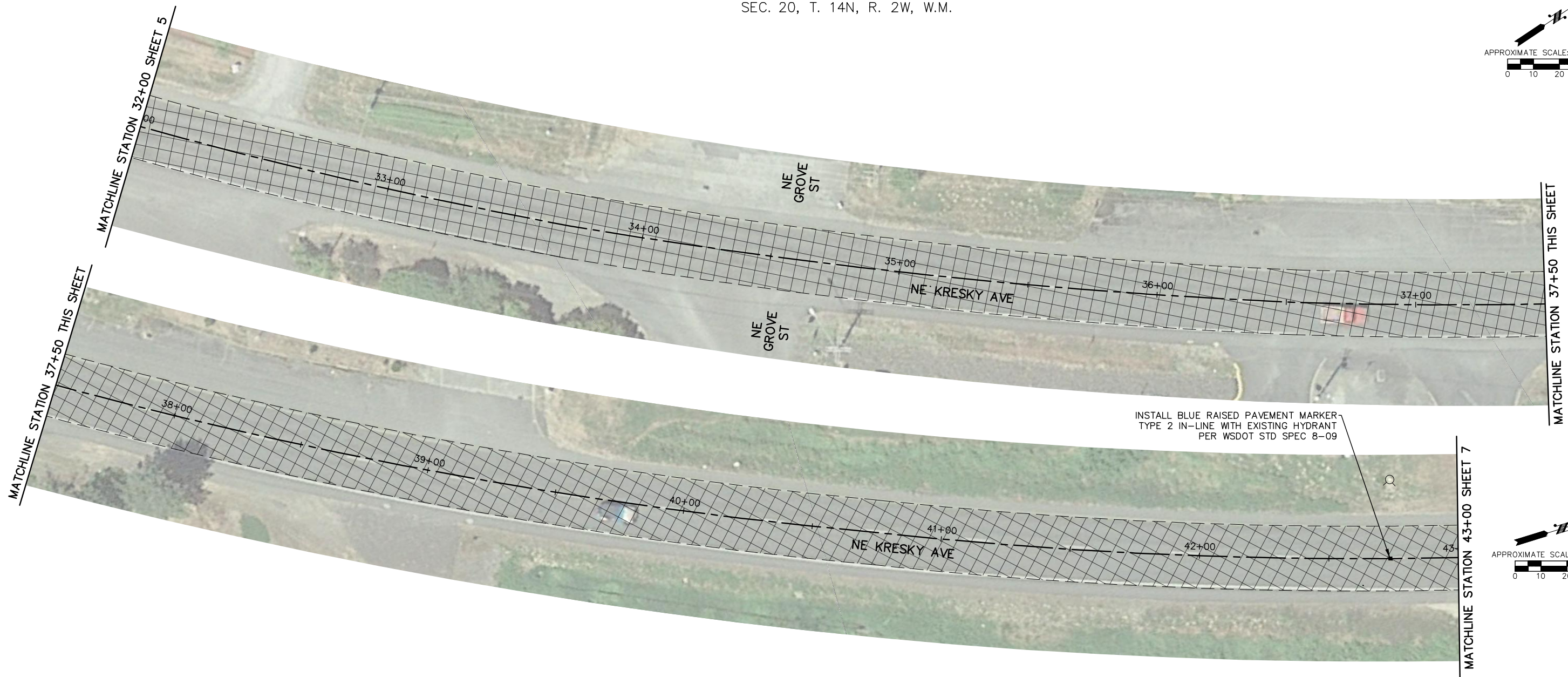
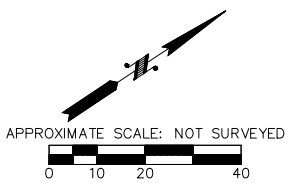
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CHEHALIS WA

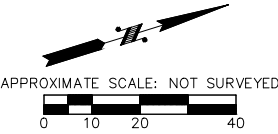
PLANING & OVERLAY 2

JOB NUMBER	19102
SHEET	5
OF	15
SHEETS	

SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



INSTALL BLUE RAISED PAVEMENT MARKER
 TYPE 2 IN-LINE WITH EXISTING HYDRANT
 PER WSDOT STD SPEC 8-09



LEGEND	
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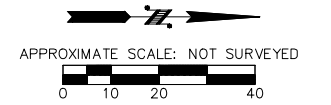
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**NE KRESKY AVENUE
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 CHEHALIS WA

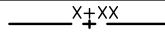


PLANING & OVERLAY 3

JOB NUMBER	19102
SHEET	6
OF	15
SHEETS	

SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



LEGEND

- CONSTRUCTION CENTERLINE 
- ASPHALT PLANING AND HMA OVERLAY LIMITS. SEE TYPICAL HMA OVERLAY SECTION ON SHEET 2. 
- PLANING LIMIT 

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**NE KRESKY AVENUE
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CHEHALIS

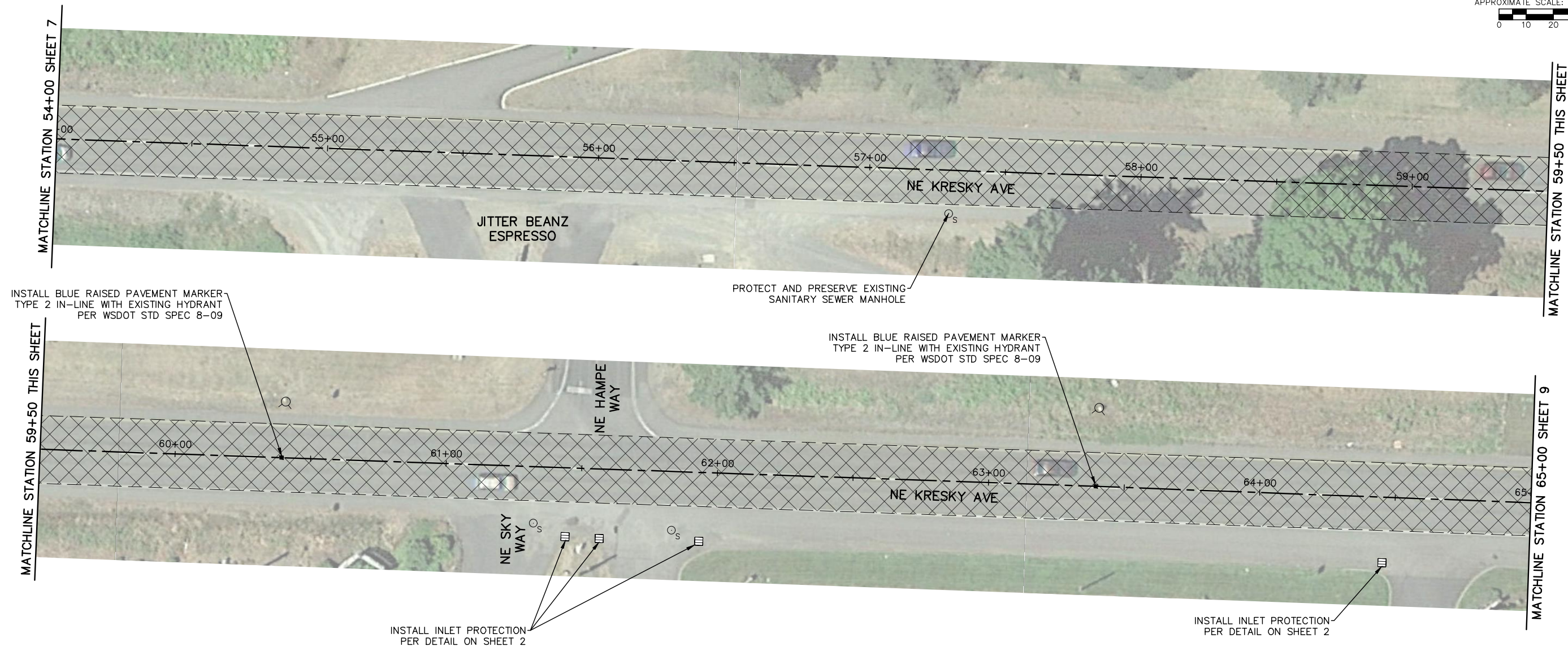
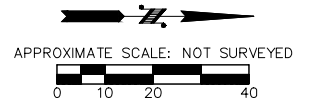
WA

PLANING & OVERLAY 4

JOB NUMBER
 19102

SHEET
 7
 OF
 15
 SHEETS

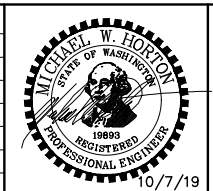
SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



LEGEND	
CONSTRUCTION CENTERLINE	
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PLANING LIMIT	

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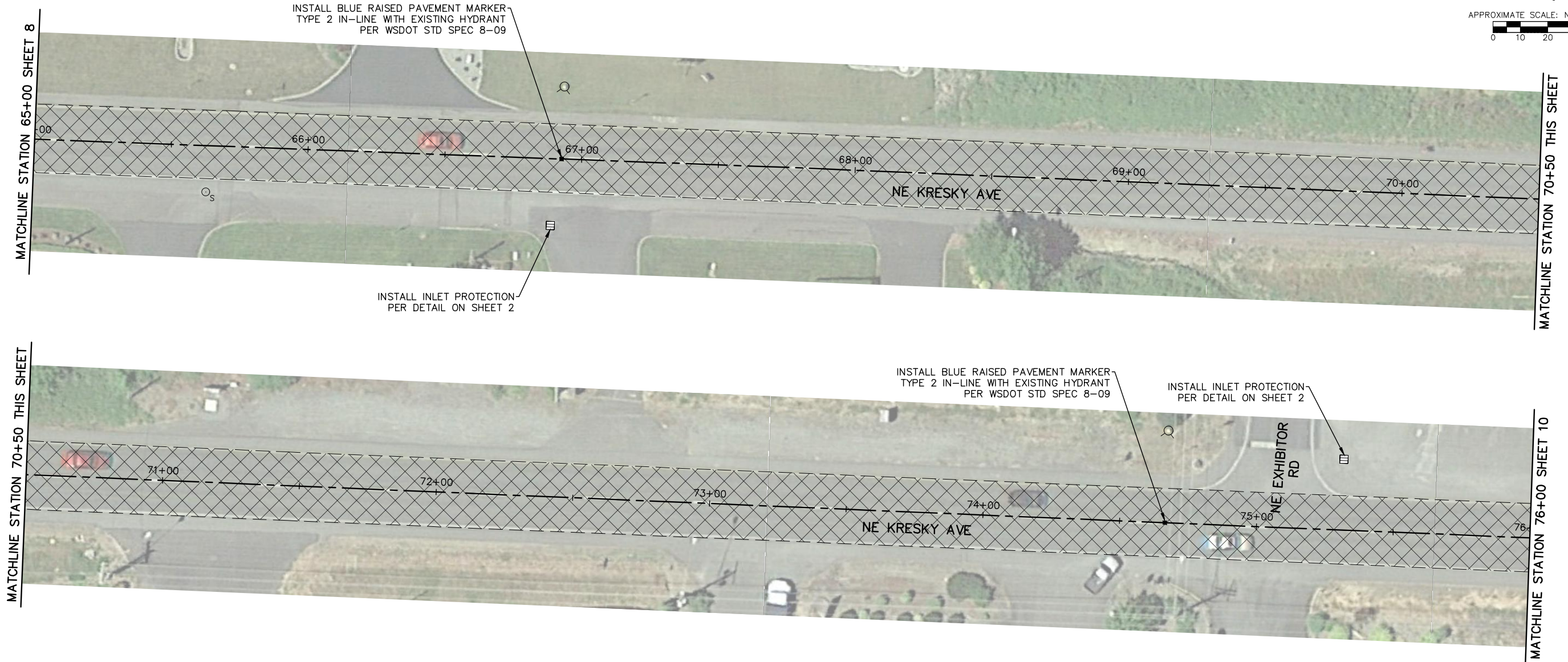
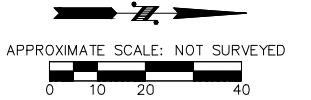
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**NE KRESKY AVENUE
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 CHEHALIS WA

PLANING & OVERLAY 5

JOB NUMBER 19102
SHEET 8 OF 15 SHEETS

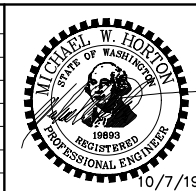
SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



LEGEND	
CONSTRUCTION CENTERLINE	
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PLANING LIMIT	

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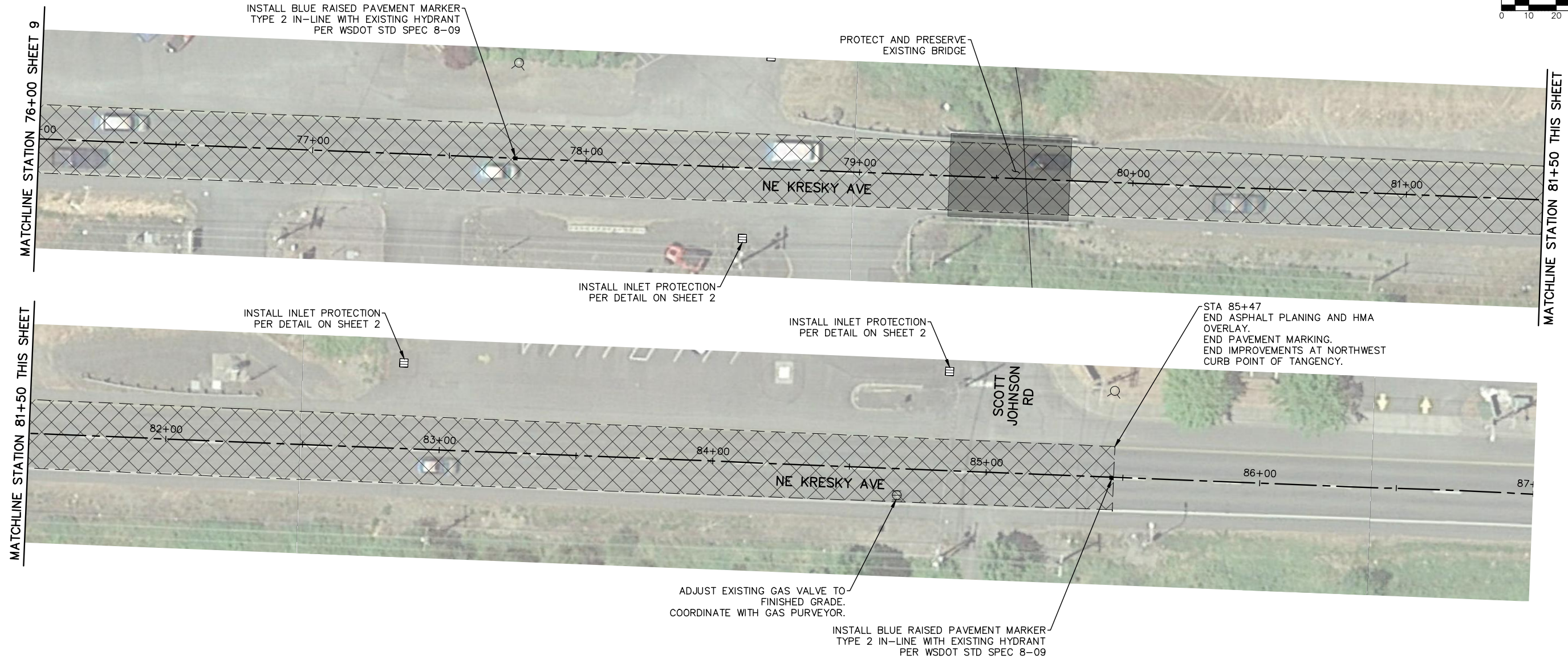
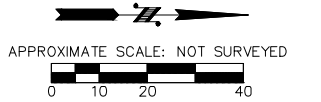
**NE KRESKY AVENUE
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CHEHALIS WA

PLANING & OVERLAY 6

JOB NUMBER	19102
SHEET	9
OF	15
SHEETS	

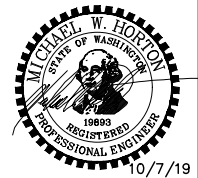
SEC. 17, T. 14N, R. 2W, W.M.
 SEC. 20, T. 14N, R. 2W, W.M.



LEGEND	
CONSTRUCTION CENTERLINE	
ASPHALT PLANING AND HMA OVERLAY LIMITS. SEE TYPICAL HMA OVERLAY SECTION ON SHEET 2.	
PLANING LIMIT	

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**NE KRESKY AVENUE
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PLANING & OVERLAY 7

JOB NUMBER	19102
SHEET	10
OF	15
SHEETS	

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	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.					HOST VEHICLE WEIGHT > 22,000 LBS.					
< 45 MPH	45-55 MPH	> 55 MPH			< 45 MPH	45-55 MPH	> 55 MPH			
100'	123'	172'	74'			100'	150'			

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	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	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

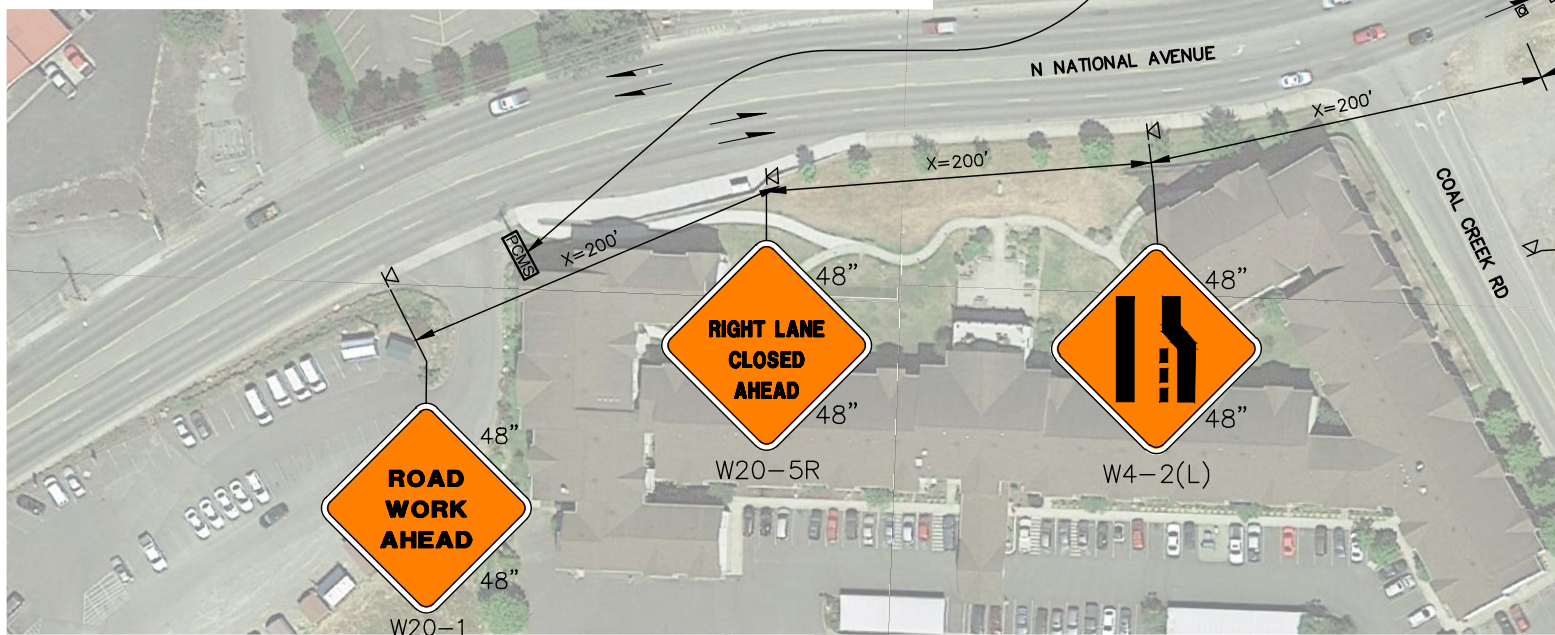
- LEGEND**
- SIGN LOCATION
 - CHANNELIZING DEVICES
 - WORK ZONE
 - TRAFFIC DIRECTION
 - SEQUENTIAL ARROW SIGN
 - PORTABLE CHANGEABLE MESSAGE SIGN

SIGN SPACING = X (1)		
FREeways & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

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

- NOTE:
- THE CONTRACTOR SHALL INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING WASHINGTON STATE MODIFICATIONS. SAFELY ACCOMMODATE PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONE.
 - CONTRACTOR SHALL PROVIDE APPROPRIATE WARNING SIGNS FOR MOTORCYCLES PER DETAIL SHEET 15.

PCMS				
DISPLAY 1 WEEK PRIOR TO CONSTRUCTION			DISPLAY DURING CONSTRUCTION	
1	2	3	1	2
ROAD WORK KRESKY	X TO X	EXPECT DELAYS	ROAD WORK KRESKY	ONE LANE ROAD
1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC



DESIGNED BY: D. HALL, PE	DATE: 10/7/19	NO.	DATE
ENTERED BY: D. HALL, PE	10/7/19		
CHECKED BY: B. LINDAUER, PE	10/7/19		
PROJ. ENGR.: M. HORTON, PE	10/7/19		

REVISIONS			
NO.	DATE	DESCRIPTION	BY



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NE KRESKY AVENUE RESURFACING PROJECT
CHEHALIS WA

TRAFFIC CONTROL PLAN 1

JOB NUMBER	19102
SHEET	11
OF	15
SHEETS	

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	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.					HOST VEHICLE WEIGHT > 22,000 LBS.					
< 45 MPH	45-55 MPH	> 55 MPH			< 45 MPH	45-55 MPH	> 55 MPH			
100'	123'	172'	74'			100'	150'			

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

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

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	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	780	840

NOTE:
 1. THE CONTRACTOR SHALL INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING WASHINGTON STATE MODIFICATIONS. SAFELY ACCOMMODATE PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONE.
 2. CONTRACTOR SHALL PROVIDE APPROPRIATE WARNING SIGNS FOR MOTORCYCLES PER DETAIL SHEET 15.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

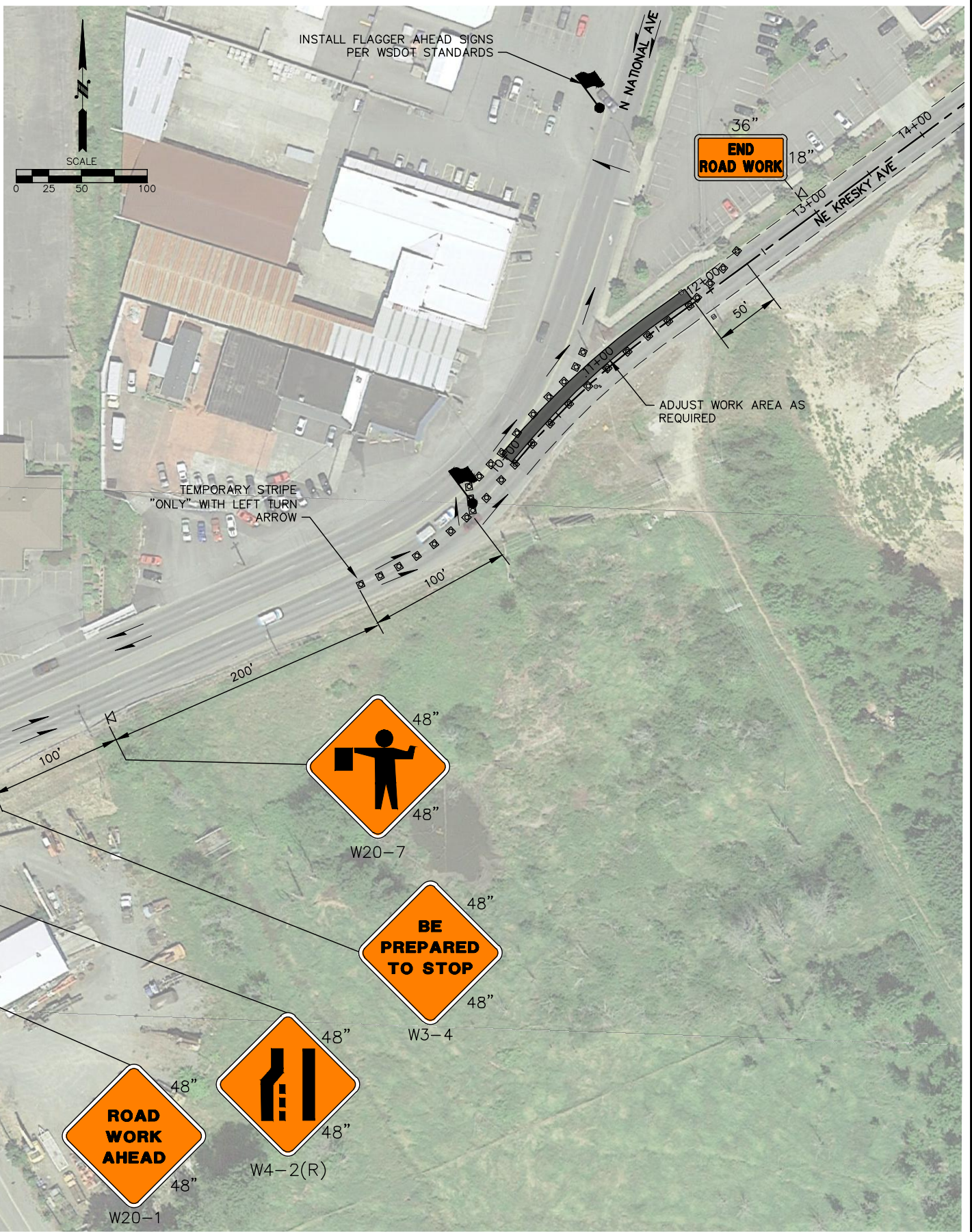
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

PCMS				
DISPLAY 1 WEEK PRIOR TO CONSTRUCTION			DISPLAY DURING CONSTRUCTION	
1	2	3	1	2
ROAD WORK KRESKY	X TO X	EXPECT DELAYS	ROAD WORK KRESKY	ONE LANE ROAD
1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC

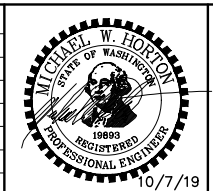
CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

LEGEND

- ⊓ SIGN LOCATION
- ⊓ CHANNELIZING DEVICE
- ▬ WORK ZONE
- ↔ SEQUENTIAL ARROW SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- 🚧 FLAGGING STATION



DESIGNED BY:	DATE	NO.	DATE	REVISIONS
D. HALL, PE	10/7/19			
ENTERED BY: D. HALL, PE	10/7/19			
CHECKED BY: B. LINDAUER, PE	10/7/19			
PROJ. ENGR.: M. HORTON, PE	10/7/19			



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NE KRESKY AVENUE RESURFACING PROJECT
 CHEHALIS WA

TRAFFIC CONTROL PLAN 2

JOB NUMBER: 19102
 SHEET 12 OF 15 SHEETS

NOTES:

1. ALL SIGNS ARE BLACK ON ORANGE.
2. EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER 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.
5. THE CONTRACTOR SHALL INSTALL "MOTORCYCLES USE EXTREME CAUTION" SIGNS WITH WARNING LIGHTS BETWEEN "ROAD WORK AHEAD" AND "ONE LANE ROAD AHEAD" SIGNS WHENEVER STEEL PLATES ARE USED TO COVER TRENCHES.
6. THE CONTRACTOR SHALL INSTALL "MOTORCYCLES USE EXTREME CAUTION" SIGNS WITH WARNING LIGHTS WHENEVER THE PUBLIC HAS TO TRAVEL ON PLANNED PAVEMENT.
7. CHANNELIZATION DEVICES SHALL BE CONES OR CHANNELIZING DRUMS.
8. SAFELY ACCOMMODATE PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONE.
9. INSTALL "NO LEFT TURN" SIGNS AS APPLICABLE AT INTERSECTIONS WHEN THE WORK ZONE EXTENDS THROUGH THE INTERSECTION.
10. ACCOMMODATE LOCAL BUSINESS ACCESS AT ALL TIMES.

SEC. 17, T. 14N, R. 2W, W.M.
SEC. 20, T. 14N, R. 2W, W.M.

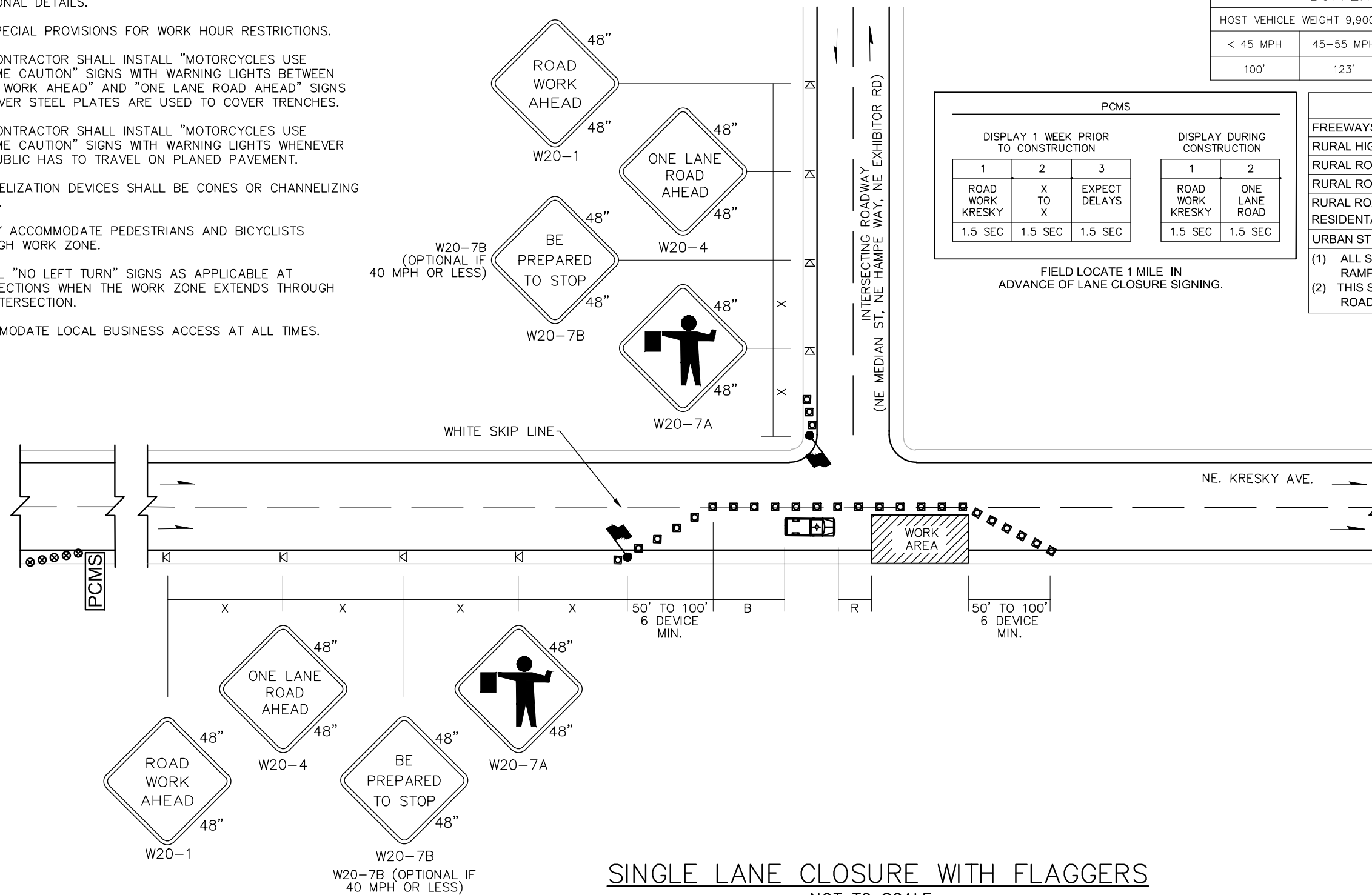
BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.					HOST VEHICLE WEIGHT > 22,000 LBS.					
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH					
100'	123'	172'	74'	100'	150'					

PCMS					
DISPLAY 1 WEEK PRIOR TO CONSTRUCTION			DISPLAY DURING CONSTRUCTION		
1	2	3	1	2	
ROAD WORK KRESKY	X TO X	EXPECT DELAYS	ROAD WORK KRESKY	ONE LANE ROAD	
1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

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

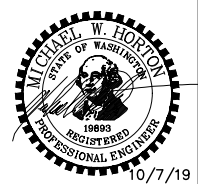
CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/65	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40



- LEGEND**
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE

SINGLE LANE CLOSURE WITH FLAGGERS
NOT TO SCALE

DESIGNED BY:	DATE	NO.	DATE	REVISIONS
D. HALL, PE	10/7/19			
ENTERED BY: D. HALL, PE	10/7/19			
CHECKED BY: B. LINDAUER, PE	10/7/19			
PROJ. ENGR.: M. HORTON, PE	10/7/19			



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NE KRESKY AVENUE RESURFACING PROJECT
CHEHALIS WA

TRAFFIC CONTROL PLAN 3

JOB NUMBER	19102
SHEET	13
OF	15
SHEETS	

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	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.					HOST VEHICLE WEIGHT > 22,000 LBS.					
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH					
100'	123'	172'	74'	100'	150'					

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	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	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

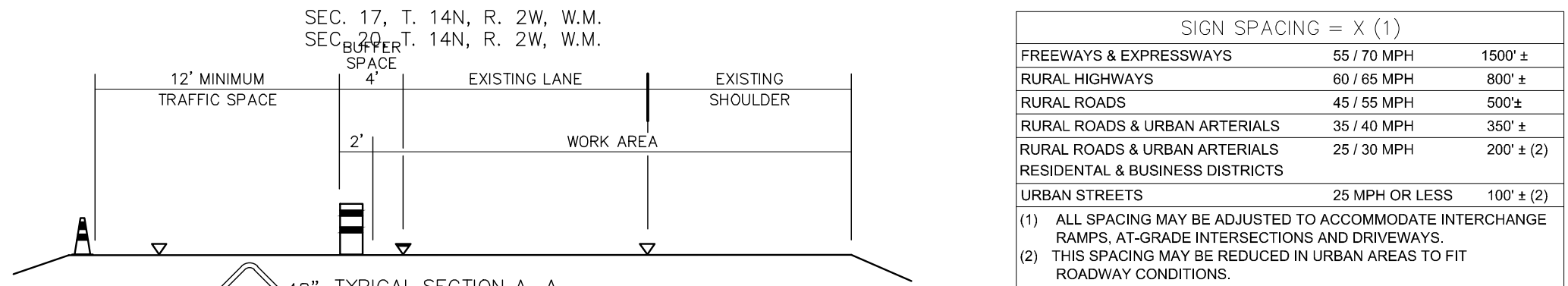
CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

PCMS					
DISPLAY 1 WEEK PRIOR TO CONSTRUCTION			DISPLAY DURING CONSTRUCTION		
1	2	3	1	2	
ROAD WORK KRESKY	X TO X	EXPECT DELAYS	ROAD WORK KRESKY	ONE LANE ROAD	
1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	1.5 SEC	

FIELD LOCATE 1 MILE IN ADVANCE OF LANE CLOSURE SIGNING.

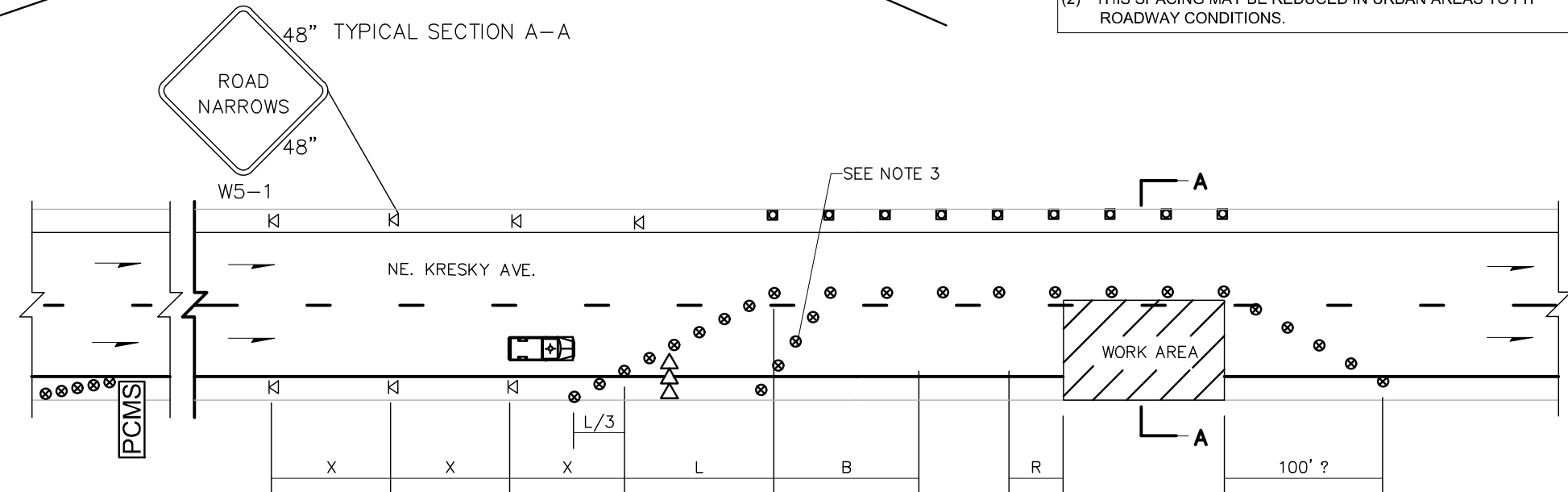
LEGEND

- KI TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- ⊗ TRAFFIC SAFETY DRUM
- ⇨⇨ SEQUENTIAL ARROW SIGN
- ☑ TRANSPORTABLE ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN



SIGN SPACING = X (1)		
FREeways & EXPRESSWAYS	55 / 70 MPH	1500' ±
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)

(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 CONDITIONS.

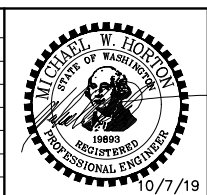


NOTES:

- ALL SIGNS ARE BLACK ON ORANGE.
- EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
- NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- THE CONTRACTOR SHALL INSTALL "MOTORCYCLES USE EXTREME CAUTION" SIGNS WITH WARNING LIGHTS BETWEEN "ROAD WORK AHEAD" AND "ONE LANE ROAD AHEAD" SIGNS WHENEVER STEEL PLATES ARE USED TO COVER TRENCHES.
- THE CONTRACTOR SHALL INSTALL "MOTORCYCLES USE EXTREME CAUTION" SIGNS WITH WARNING LIGHTS WHENEVER THE PUBLIC HAS TO TRAVEL ON PLANED PAVEMENT.
- CHANNELIZATION DEVICES SHALL BE CONES OR CHANNELIZING DRUMS.
- SAFELY ACCOMMODATE PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONE.
- INSTALL "NO LEFT TURN" SIGNS AS APPLICABLE AT INTERSECTIONS WHEN THE WORK ZONE EXTENDS THROUGH THE INTERSECTION.
- ACCOMMODATE LOCAL BUSINESS ACCESS AT ALL TIMES.
- PLAN SHOWS RIGHT LANE CLOSURE. USE APPROPRIATE SIGN AND MESSAGE FOR LEFT LANE CLOSURE.

SINGLE LANE CLOSURE WITH SHIFT
NOT TO SCALE

DESIGNED BY:	DATE	NO.	DATE	REVISIONS
DESIGNED BY: D. HALL, PE	10/7/19			
ENTERED BY: D. HALL, PE	10/7/19			
CHECKED BY: B. LINDAUER, PE	10/7/19			
PROJ. ENGR.: M. HORTON, PE	10/7/19			



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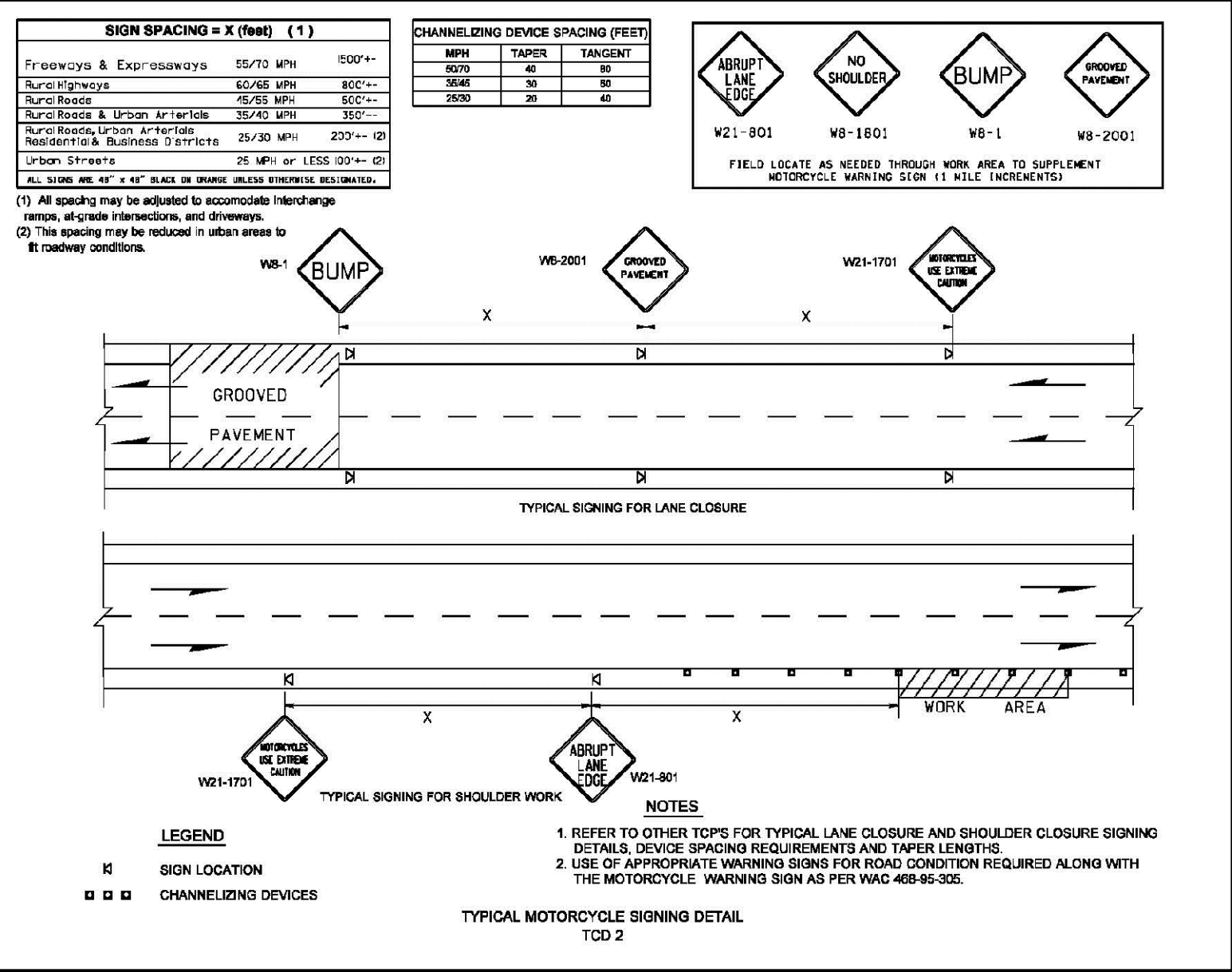
NE KRESKY AVENUE
RESURFACING PROJECT

CHEHALIS

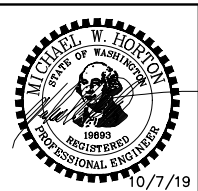
WA

TRAFFIC CONTROL PLAN 4

JOB NUMBER
19102
SHEET
14
OF
15
SHEETS



DESIGNED BY:	DATE	NO.	DATE	REVISIONS
DESIGNED BY: D. HALL, PE	10/7/19			
ENTERED BY: D. HALL, PE	10/7/19			
CHECKED BY: B. LINDAUER, PE	10/7/19			
PROJ. ENGR.: M. HORTON, PE	10/7/19			



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NE KRESKY AVENUE
RESURFACING PROJECT

CHEHALIS WA

TRAFFIC CONTROL PLAN 5

JOB NUMBER 19102
SHEET 15 OF 15 SHEETS