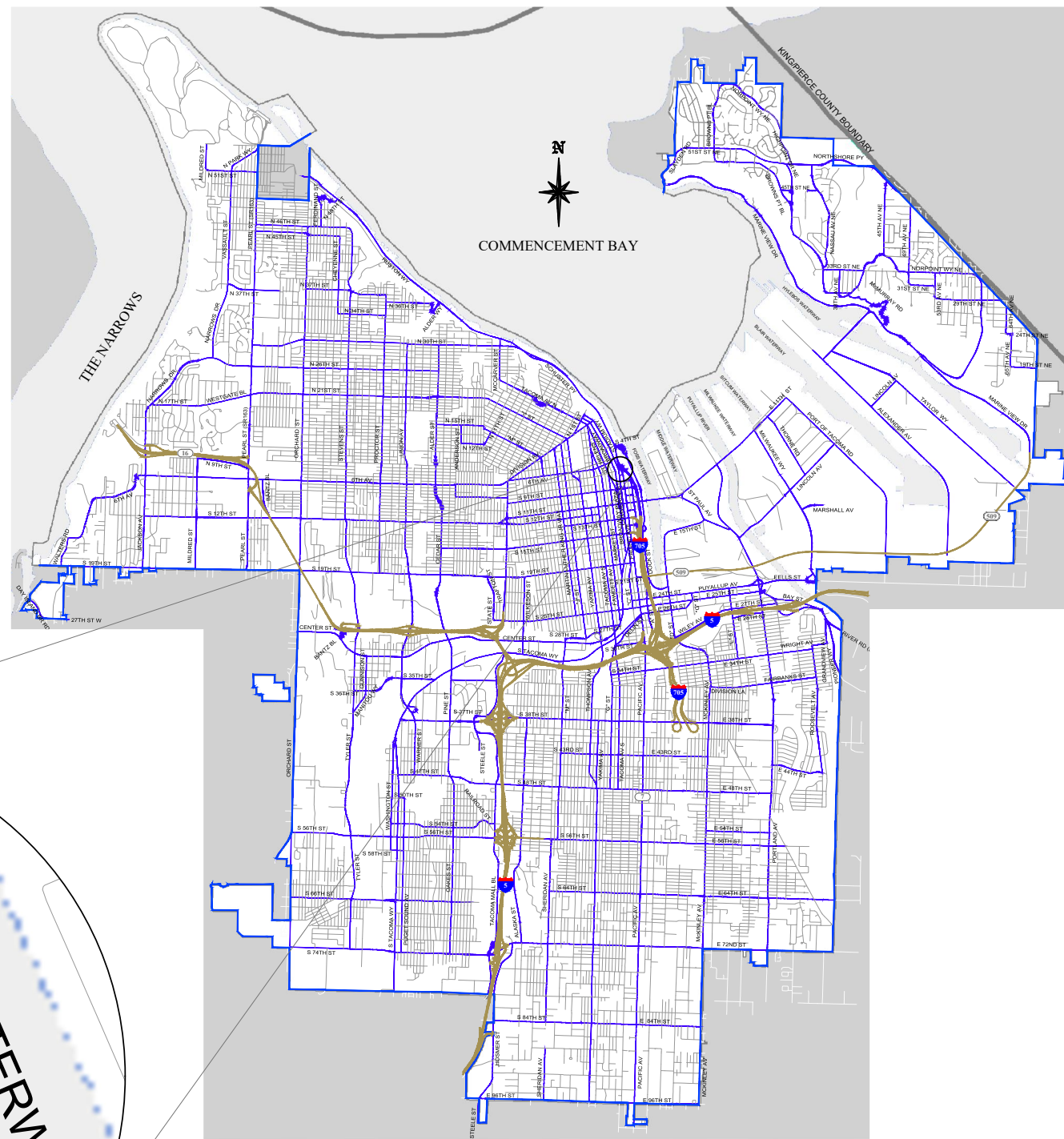


THE CITY OF TACOMA
 PUBLIC WORKS DEPARTMENT
 SPECIFICATION NO. PW24-0148F
 JULY 2024

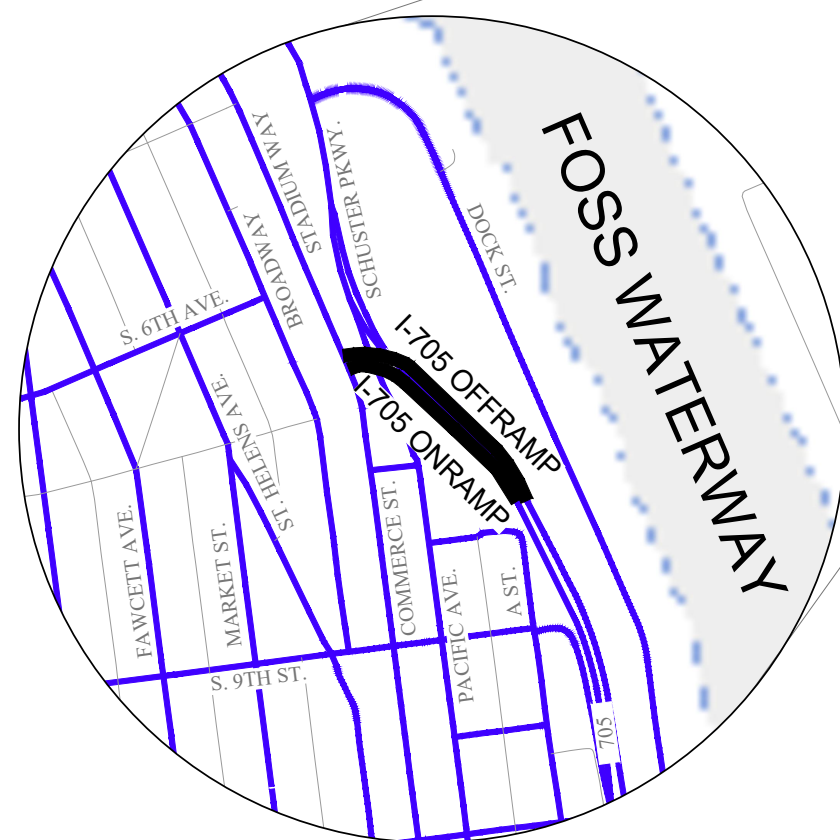
BRIDGE DECK OVERLAY

TACOMA SPUR STADIUM NB/ SB RAMPS


FROM INTERSECTION OF COMMERCE STREET & STADIUM WAY TO I-705
 PWK-G0048
 BHM-3298(004)



VICINITY MAP
 NOT TO SCALE

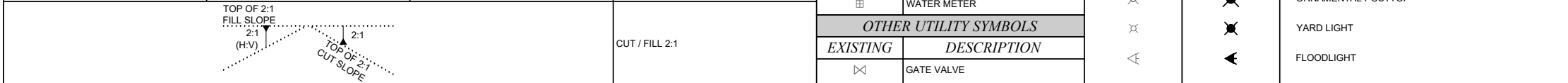


INDEX OF DRAWINGS		
SHEET	SHEET NO.	TITLE OF DRAWINGS
CV-1	1	COVER SHEET
SY-1	2	SYMBOL SHEET
HC-1	3	HORIZONTAL CONTROL PLAN
D-1 - D-2	4 - 5	DEMOLITION PLAN
BD-1 - BD-3	6 - 8	BRIDGE DECK REPAIR DETAILS
C-1 - C-2	9 - 10	CONSTRUCTION PLAN
BR-1 - BR-4	11 - 14	BRIDGE RAIL & IMPACT ATTENUATOR DETAILS
CH-1 - CH-3	15 - 17	CHANNELIZATION PLAN
TC-1 - TC-4	18 - 21	TRAFFIC CONTROL PLAN

SURVEY SYMBOLS		REFERENCE LINETYPES		MISCELLANEOUS SYMBOLS				TRAFFIC SIGNAL INTERCONNECT AND POWER SYMBOLS			ABBREVIATIONS			
CITY OF TACOMA DATUM:  HORIZ. DATUM: N.A.D. 83/91 VERT. DATUM: N.G.V.D. 29 BENCH MARK: SBM/M.I.C. INTERSECTION OF STREETNAME & STREETNAME ELEV. = XXX.XX		LINETYPE	DESCRIPTION	EXISTING	REMOVE	NEW	DESCRIPTION	EXIST.	PROP.	DESCRIPTION	FL	FT	PC	POINT OF CURVATURE
CITY OF TACOMA NORTH ARROW		---	CENTER LINE				BOLLARD			CONSTRUCTION NOTE	FL	FLOWLINE	PC	POINT OF CURVATURE
		---	EASEMENT LINE				MAIL BOX			SIGNAL POLE CONSTRUCTION NOTE	FT	FOOT OR FEET	PED	PEDESTRIAN
		---	VACATE LINE				MAIL BOX USPS DROP BOX			WIRE NOTE	GAL	GALLON	PG	PERFORMANCE GRADE
		---	EX MON LINE				MONITORING WELL			SIGNAGE NOTE	GALV	GALVANIZED	POB	POINT OF BEGINNING
		---	NEW MON LINE				ROCKS			TYPE 1 SIGNAL POLE	GB	GRADE BREAK	PPB	PEDESTRIAN PUSHBUTTON
		---	PROPERTY LINE				STREET SIGN			PULL BOX	GG	GUTTER GRADE	PT	POINT OF TANGENCY
		---	RIGHT OF WAY				STREET NAME SIGN			CONTROLLER CABINET	HMA	HOT MIX ASPHALT	PVC	POINT OF VERTICAL CURVE
		---	TEMPORARY CONSTRUCTION PERMIT LINE				SOIL BORING			VEHICLE SIGNAL HEAD	HT	HORIZONTAL	PVI	POINT OF VERTICAL INTERSECTION
		---					PILING			VEHICLE SIGNAL HEAD (WITH BACKPLATE)	HP	HIGH POINT	PVT	POINT OF VERTICAL TANGENCY
		---								PEDESTRIAN SIGNAL HEAD	HT	HEIGHT	PVC PIPE	POLYVINYL CHLORIDE PIPE
		---								EMERGENCY PREEMPTION DETECTOR	HWY	HIGHWAY	R	RADIUS
		---								SIGNAL POLE WITH MAST ARM	INT	INVERT ELEVATION	RIM	RIM ELEVATION
		---								VIDEO DETECTION CAMERA	INT	INTERSECTION	ROW	RIGHT OF WAY
		---								MAST ARM MOUNTED SIGN	JT	JOINT	RT	RIGHT
		---								STREET LIGHT	S	SOUTH	S	SOUTH
		---								UTILITY POLE WITH LIGHT	SAN	SANITARY SEWER	SF	SQUARE FEET
		---								UTILITY POLE/ POWER POLE	SF	SQUARE FEET	SPEC	SPECIFICATIONS
		---								STLIGHT ON WOOD POLE	SQ	SQUARE	SQ	SQUARE
		---								ORNAMENTAL POSTTOP	SST	STAINLESS STEEL	STA	STATION
		---								YARD LIGHT	STD	STANDARD	STD	STANDARD
		---								FLOODLIGHT	STM	STORM SEWER	STM	STORM SEWER
		---								EV INDICATOR LIGHTS	TBC	TOP BACK OF CURB	TBC	TOP BACK OF CURB
		---								CIRCLE DETECTOR 6"	TEMP	TEMPORARY	TEMP	TEMPORARY
		---								SQUARE DETECTOR 6X6	TFC	TOP FACE OF CURB	TFC	TOP FACE OF CURB
		---								GUY, ANCHOR	TS	TOP OF SLOPE	TS	TOP OF SLOPE
		---								GUY, POLE	TW	TOP OF WALL	TW	TOP OF WALL
		---								VAULT, CORNERS SURVEYED	TYP	TYPICAL	TYP	TYPICAL
		---								VAULT, POWER, UNDERGROUND	V	VERTICAL	V	VERTICAL
		---								JUNCTION BOX, TELEPHONE	W	WEST	W	WEST
		---								PEDESTAL, CABLE	W/O	WITHOUT	W/O	WITHOUT
		---								PEDESTAL, TELEPHONE	WSDOT	WASHINGTON STATE DEPT. OF TRANSPORTATION	WSDOT	WASHINGTON STATE DEPT. OF TRANSPORTATION
		---								VAULT, TELEPHONE	OFF	OFFSET	OFF	OFFSET
		---									OVL	OVERLAY	OVL	OVERLAY

STORM & SANITARY SEWER UTILITY LINETYPES				
EXISTING	ABANDON	REMOVE	NEW	DESCRIPTION
12"S			21 LF 10"Ø PVC SANITARY	SANITARY SEWER
8"D			9 LF 8"Ø PVC STORM	STORM CULVERT
12"D			21 LF 10"Ø PVC STORM	STORM SEWER CATCH BASIN LEAD
				STORM SEWER MAIN

FEATURE LINETYPES				WATER SYMBOLS	
EXISTING	REMOVE	NEW	DESCRIPTION	EXISTING	DESCRIPTION
	REFER TO APPLICABLE PLAN	REFER TO APPLICABLE PLAN	BUILDING		BLOW OFF
			CURB & GUTTER		FIRE HYDRANT
			ASPHALT WEDGE CURB		MANHOLE, WATER
			CLEARING & GRUBBING		WATER METER



OTHER UTILITY SYMBOLS		
EXISTING	DESCRIPTION	
	GATE VALVE	
	MANHOLE, OTHER	
	IRRIGATION CONTROL VALVE BOX	
	SPRINKLER HEAD	
	PUMP STATION	
NOTE BUBBLES		
	DEMOLITION NOTE	
	CONSTRUCTION NOTE	
	CHANNELIZATION NOTE	
	SIGNAGE NOTE	
	SIGNAL POLE CONSTRUCTION NOTE	
	WIRE NOTE	
	REVISION NOTE	


FEATURE LINETYPES			
EXISTING	REMOVE	NEW	DESCRIPTION
			DAYLIGHT LINE, NEW SLOPE LINE
			DRAINAGE DITCH
			FENCE, CHAIN LINK
			FENCE, SILT
			FENCE, WOOD
			FENCE, IRON
			GUARD RAIL, LEFT
			GUARD RAIL, CENTER
			GUARD RAIL, RIGHT
			HEDGE LINE, BRUSH LINE, VEGETATION
			RAILROAD
			WALL
			WALL, CONCRETE MASONRY UNIT
			WALL, ROCK

PAVEMENT AND ROAD SURFACE TYPES			
EXISTING	REMOVE	NEW	DESCRIPTION
			* ASPHALT RDWAY
			** PERVIOUS, POROUS ASPHALT RDWAY
			ASPHALT OVER CONCRETE
			ASPHALT GRIND & OVERLAY
			2" HMA OVER 2" CSTC
			ADA ACCESS RAMP/ DRIVEWAY
			CEMENT CONC. SIDEWALK
			* CEMENT CONC. RDWAY
			** PERVIOUS, POROUS CEMENT CONC. RDWAY
			2" CSTC

SHRUBS & TREES			
EXIST.	REMOVE	DESCRIPTION	
		SHRUB	
		CLASS 0 - TREE UNDER 4" DIAMETER	
		CLASS 1 - 4" TO 12" DIAMETER TREE	
		CLASS 2 - 12" TO 24" DIAMETER TREE	
		CLASS 3 - 24" TO 42" DIAMETER TREE	
		CLASS 4 - OVER 42" DIAMETER TREE	
		CLASS 5 - OVER 42" DIAMETER TREE, UNDER 30' TALL	

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLING AND AVOIDING ALL EXISTING UTILITIES.

CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO _____ REVISION _____ DATE _____ APPD _____


FINAL CONSTRUCTION CHECKED _____ DATE JUL 2024 SCALE 1" = 20'

DESIGNED SC CHECKED SC

DRAWN REE PROJECT NAME _____

DRAWING NAME TACSPURSTDM-NSB-SY.DWG

09/05/2024

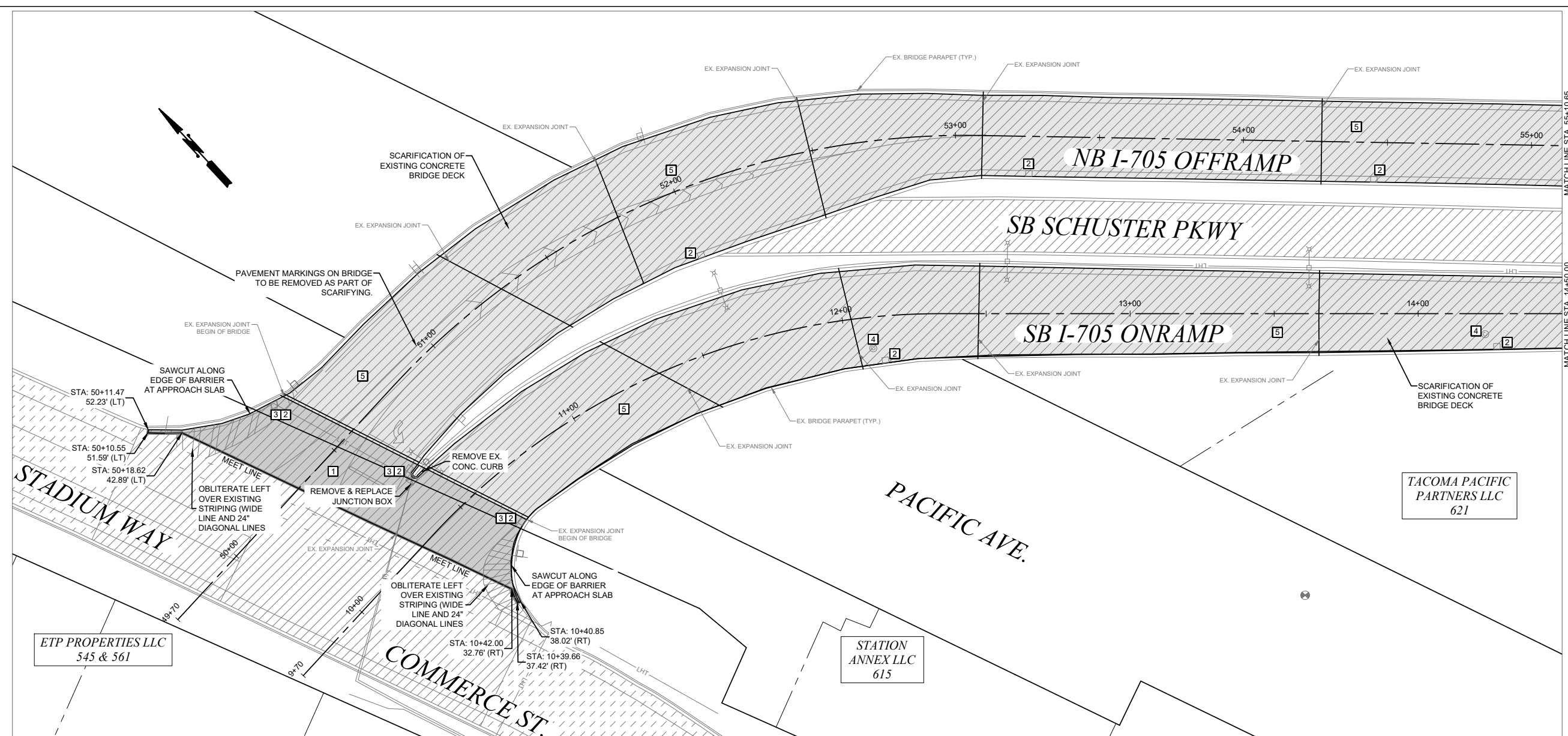


DocuSigned by: Jack Melusar
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
SYMBOL SHEET
TACOMA SPUR STADIUM NB/ SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP


PW-G0048
SHEET NO. 2
PAGE SY-1 OF SY-1

P:\Design\Projects\CIVIL_3D\DWG-G0048_Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-SY.dwg, 7/10/2024 12:17:00 PM, respasa




- DEMOLITION NOTES**
- 1 REMOVE CLASS "C12" PAVEMENT PER COT SPEC. 2-14
 - 2 PROVIDE INLET PROTECTION TO EXISTING CATCH BASIN PER SPECIFICATION 8-01 UNTIL REMOVAL OR END OF CONSTRUCTION ACTIVITIES
 - 3 ADJUST EXISTING CB & FURNISH NEW FRAME & GRATE PER COT 7-05
 - 4 ADJUST TO GRADE PER SPECIFICATION 7-05
 - 5 SCARIFY EXISTING CONCRETE SURFACE

- NOTES:**
1. CONTRACTOR SHALL PERFORM A SURVEY AT THE BEGINNING OF CONSTRUCTION TO ESTABLISH THE ROADWAY PROFILE GRADE ALONG ENTIRE PROJECT LIMITS (SEE PLAN). FINAL GRADE OF NEW OVERLAY SHALL MATCH THE ESTABLISHED EXISTING GRADE. PLUS 1" ADJUSTMENTS IF NECESSARY SHALL OCCUR IN THE ASPHALT APPROACHES.
 2. BRIDGE DECK GRADE ELEVATION COULD INCREASE BY 1.5" FOLLOWING SCARIFICATION AND APPLICATION OF NEW OVERLAY. TOP OF NEW ASPHALT SHALL BE FLUSH WITH TOP OF NEW MODIFIED CONCRETE OVERLAY ON BRIDGE.
 3. CONTRACTOR SHALL PROTECT ALL ADJACENT AREAS AROUND AND UNDER THE BRIDGE FROM DEBRIS, CONCRETE LADEN WATER, DUST, AND NEW MATERIALS DURING CONSTRUCTION.
 4. DIMENSIONS SHOWN IN THESE PLANS ARE BASED ON ORIGINAL CONSTRUCTION RECORDS. ALL RELEVANT DIMENSIONS SHALL BE MEASURED IN THE FIELD AND VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR STARTING AND PROCEEDING WITH CONSTRUCTION.
 5. SURFACING REMOVAL EQUIPMENT AND HAULING EQUIPMENT SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD SPECIFICATION, SECTION 1-07.7 UNLESS OTHERWISE ALLOWED BY THE ENGINEER.


 HORIZ. DATUM: N.A.D. 83/91
 VERT. DATUM: N.G.V.D. 29
 BENCH MARK: COPPER IN CASE
 INTERSECTION OF 'A' ST.
 AND S. 9TH ST.
 ELEVATION = 109.46'

CITY OF TACOMA

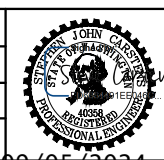

 SCALE IN FEET

CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG
 (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
	JUL 2024	1" = 20'
DESIGNED	CHECKED	
SC	SC	
DRAWN	PROJECT NAME	
REE		
DRAWING NAME		
TACSPURSTDM-NSB-D.DWG		



DocuSigned by:
 Jack Meluser
 97F1241855B98A8
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
DEMOLITION PLAN
 TACOMA SPUR STADIUM NB/ NB RAMP
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
 SHEET NO. 4
 SHEET D-1 OF D-2

09/05/2024

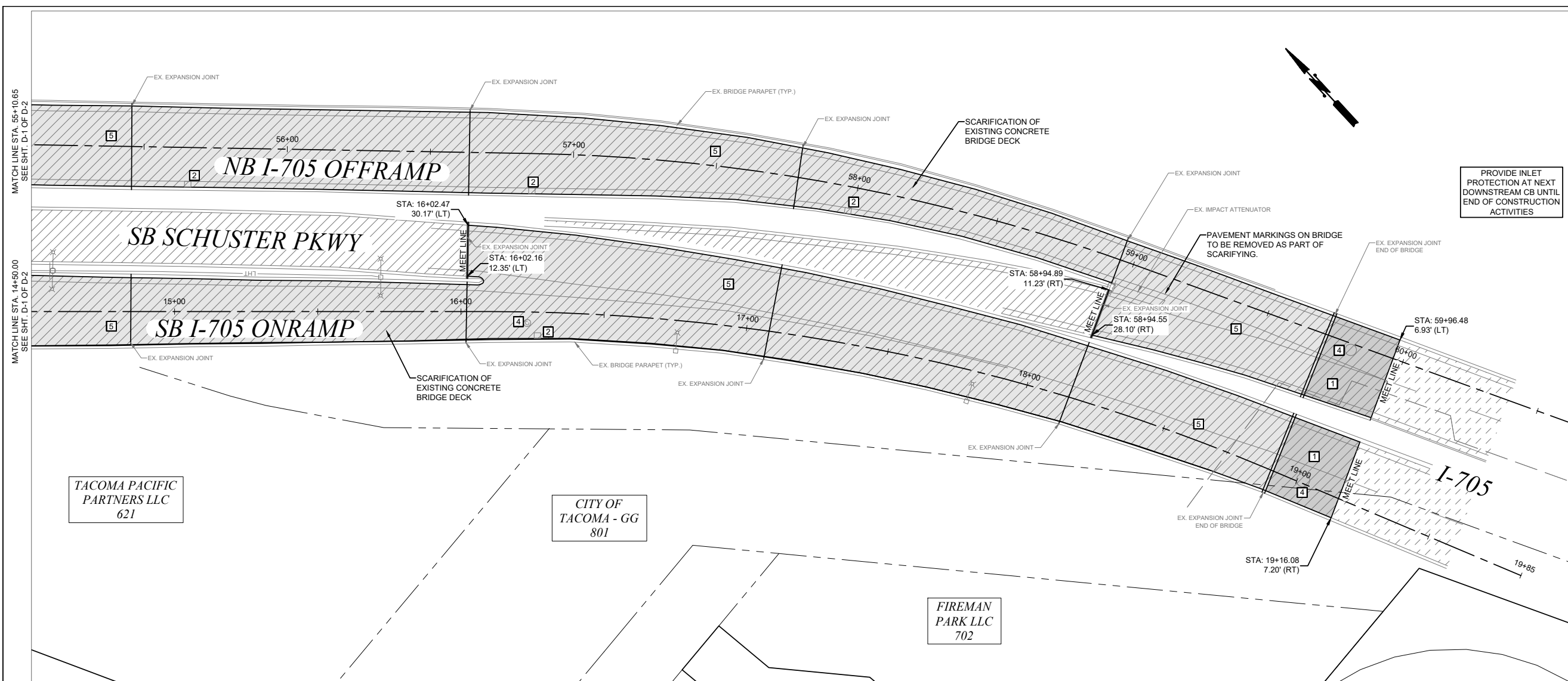
P:\Design\Projects\CIVIL_3D\WKC-G0048_Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-D.dwg 7/10/2024 12:17:41 PM resparza

DEMOLITION NOTES

- 1 REMOVE CLASS "C12" PAVEMENT PER COT SPEC. 2-14
- 2 PROVIDE INLET PROTECTION TO EXISTING CATCH BASIN PER SPECIFICATION 8-01 UNTIL REMOVAL OR END OF CONSTRUCTION ACTIVITIES
- 3 ADJUST EXISTING CB & FURNISH NEW FRAME & GRATE PER COT 7-05
- 4 ADJUST TO GRADE PER SPECIFICATION 7-05
- 5 SCARIFY EXISTING CONCRETE SURFACE

NOTES:

- 1. CONTRACTOR SHALL PERFORM A SURVEY AT THE BEGINNING OF CONSTRUCTION TO ESTABLISH THE ROADWAY PROFILE GRADE ALONG ENTIRE PROJECT LIMITS (SEE PLAN). FINAL GRADE OF NEW OVERLAY SHALL MATCH THE ESTABLISHED EXISTING GRADE. PLUS 1" ADJUSTMENTS IF NECESSARY SHALL OCCUR IN THE ASPHALT APPROACHES.
- 2. BRIDGE DECK GRADE ELEVATION COULD INCREASE BY 1.5" FOLLOWING SCARIFICATION AND APPLICATION OF NEW OVERLAY. TOP OF NEW ASPHALT SHALL BE FLUSH WITH TOP OF NEW MODIFIED CONCRETE OVERLAY ON BRIDGE.
- 3. CONTRACTOR SHALL PROTECT ALL ADJACENT AREAS AROUND AND UNDER THE BRIDGE FROM DEBRIS, CONCRETE LADEN WATER, DUST, AND NEW MATERIALS DURING CONSTRUCTION.
- 4. DIMENSIONS SHOWN IN THESE PLANS ARE BASED ON ORIGINAL CONSTRUCTION RECORDS. ALL RELEVANT DIMENSIONS SHALL BE MEASURED IN THE FIELD AND VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR STARTING AND PROCEEDING WITH CONSTRUCTION.
- 5. SURFACING REMOVAL EQUIPMENT AND HAULING EQUIPMENT SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD SPECIFICATION, SECTION 1-07.7 UNLESS OTHERWISE ALLOWED BY THE ENGINEER.



TACOMA PACIFIC PARTNERS LLC
621

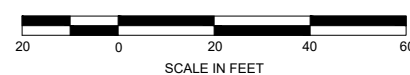
CITY OF TACOMA - GG
801

FIREMAN PARK LLC
702



HORIZ. DATUM: N.A.D. 83/91
VERT. DATUM: N.G.V.D. 29
BENCH MARK: COPPER IN CASE
INTERSECTION OF 'A' ST.
AND S. 9TH ST.
ELEVATION = 109.46'

CITY OF TACOMA

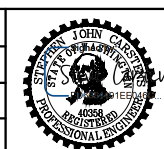


CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
	JUL 2024	1" = 20'
DESIGNED	CHECKED	
SC	SC	
DRAWN	PROJECT NAME	
REE		
FIELD BOOKS	DRAWING NAME	
	TACSPURSTDM-NSB-D.DWG	



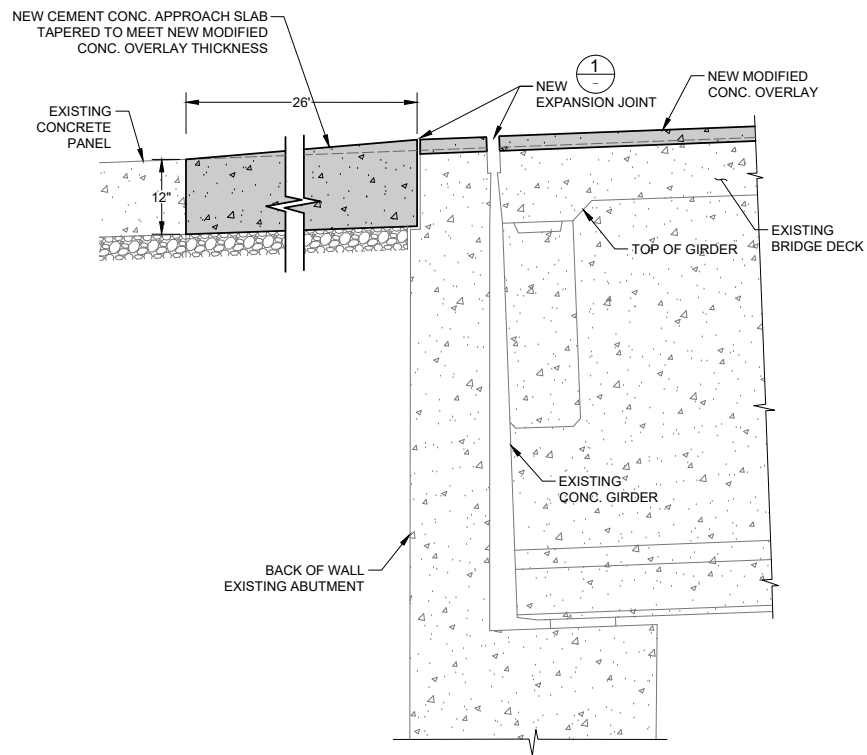
DocuSigned by:
Jack Melauer
57F12418F5848A
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
DEMOLITION PLAN
TACOMA SPUR STADIUM NB/ SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

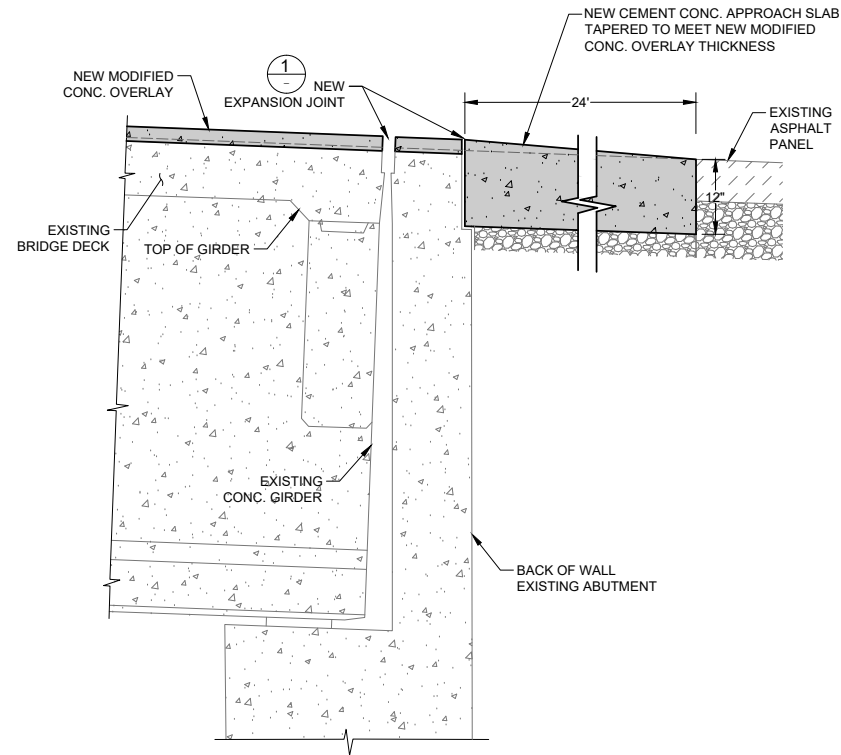
PWK-G0048
SHEET NO. 5
SHEET D-2 OF D-2

09/05/2024

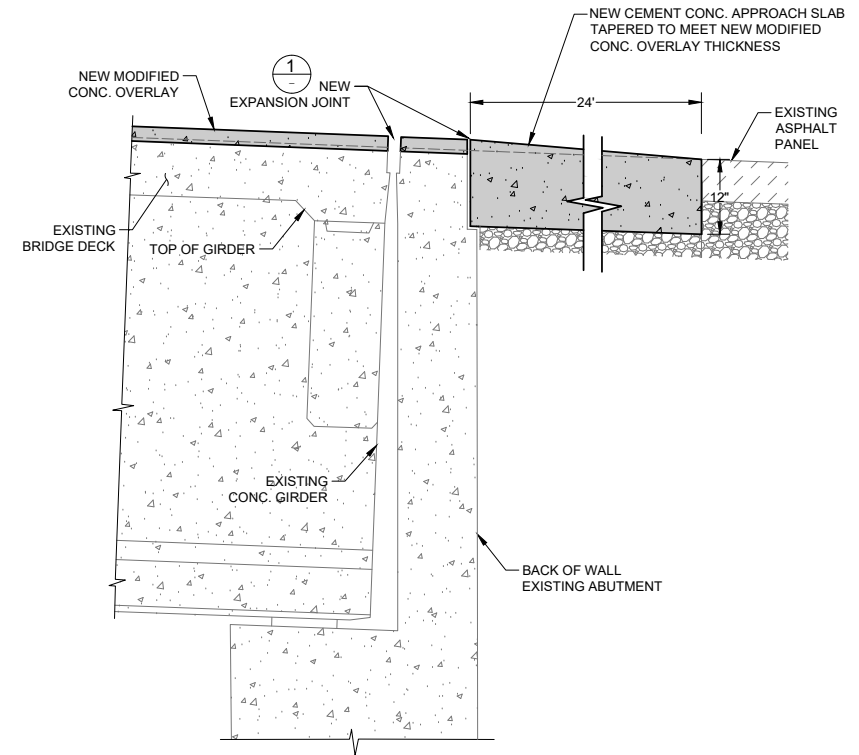
P:\Design\Projects\CIVIL_3D\WKC-G0048_Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-D.dwg, 7/10/2024 12:17:48 PM, resparza



AT INTERSECTION OF I-705 & S. STADIUM WAY ABUTMENT **A**
8

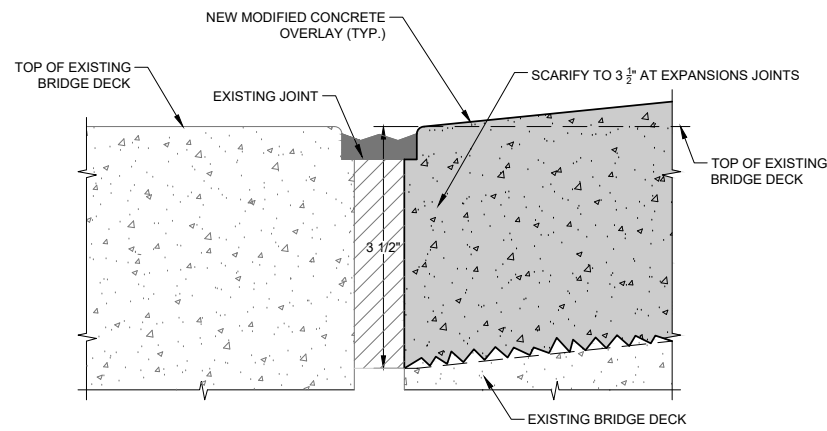


AT SB I-705 ABUTMENT **B**
9

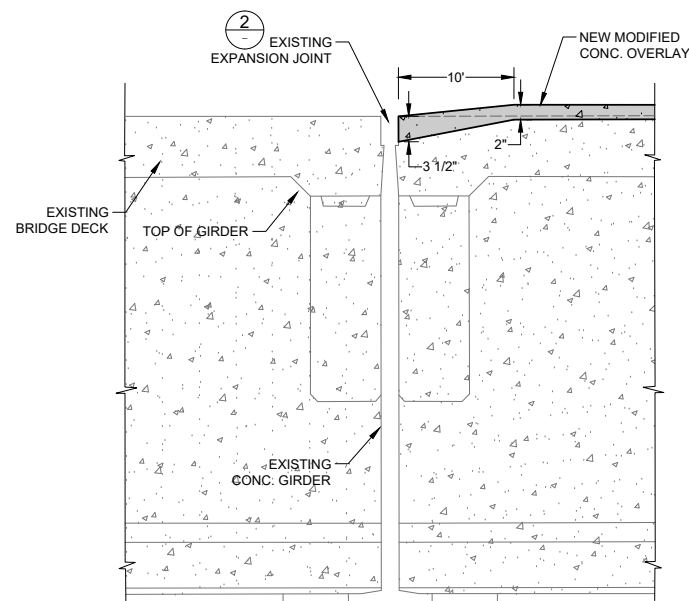


AT NB I-705 ABUTMENT **C**
9

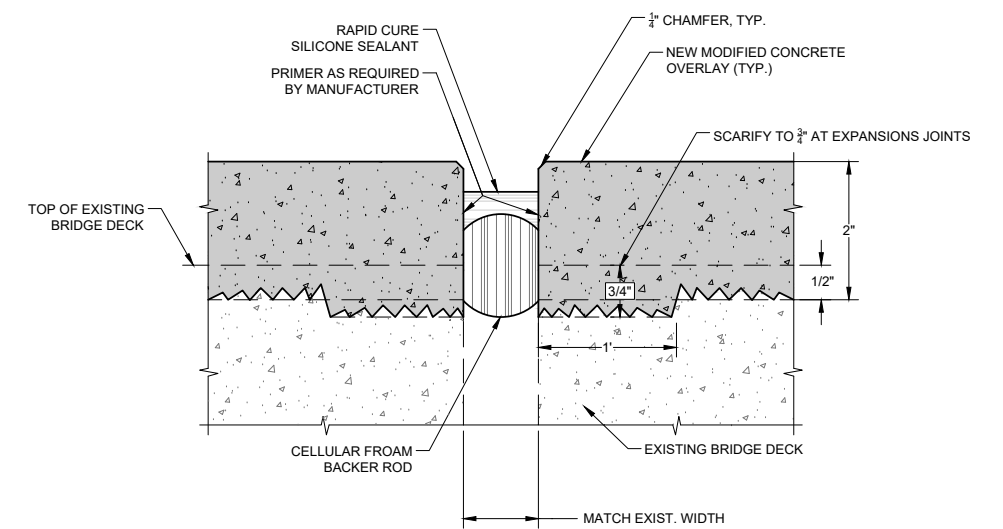
ROADWAY EXPANSION JOINTS AT ABUTMENTS



2 EXISTING EXPANSION JOINT SECTION



AT NB/ SB I-705 BRIDGE DECK EXPANSION JOINT TRANSITION **D**
9



1 NEW EXPANSION JOINT SECTION
SEE SHEET BD-2 FOR JOINT REPLACEMENT CONSTRUCTION STEPS

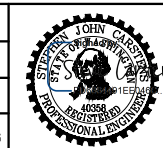
- CONSTRUCTION STEPS FOR NEW EXPANSION JOINT SECTION:**
1. REMOVE EXISTING POURED RUBBER OR ASPHALTIC JOINT FILLER MATERIAL FROM EXPANSION JOINT.
 2. PROTECT JOINT DURING OVERLAY OPERATION.
 3. INSTALL BACKER ROD
 4. PROVIDE RAPID CURE SILICONE SEALANT IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	JUL 2024	N.T.S.
BY	SC	CHECKED
DATE	REE	PROJECT NAME
FIELD BOOKS	DRAWING NAME	TACSPURSTDM-NSB-BD.DWG



DocuSigned by:
Jack Meluser
97F1241855B98A8
ENGINEERING DIVISION MANAGER

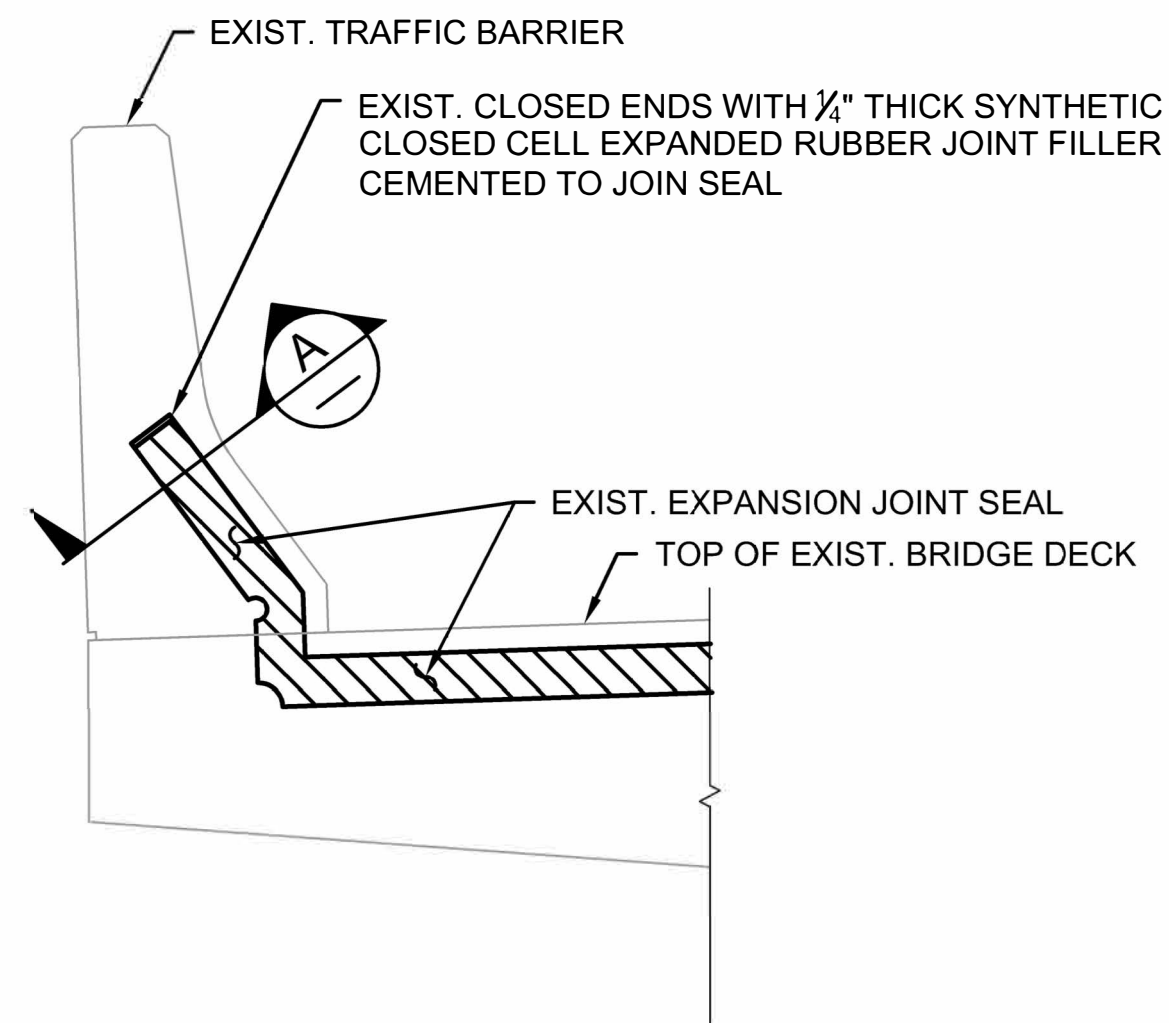
CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
BRIDGE DECK REPAIR DETAILS
TACOMA SPUR STADIUM NB/ SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 6
SHEET BD-1 OF BD-3

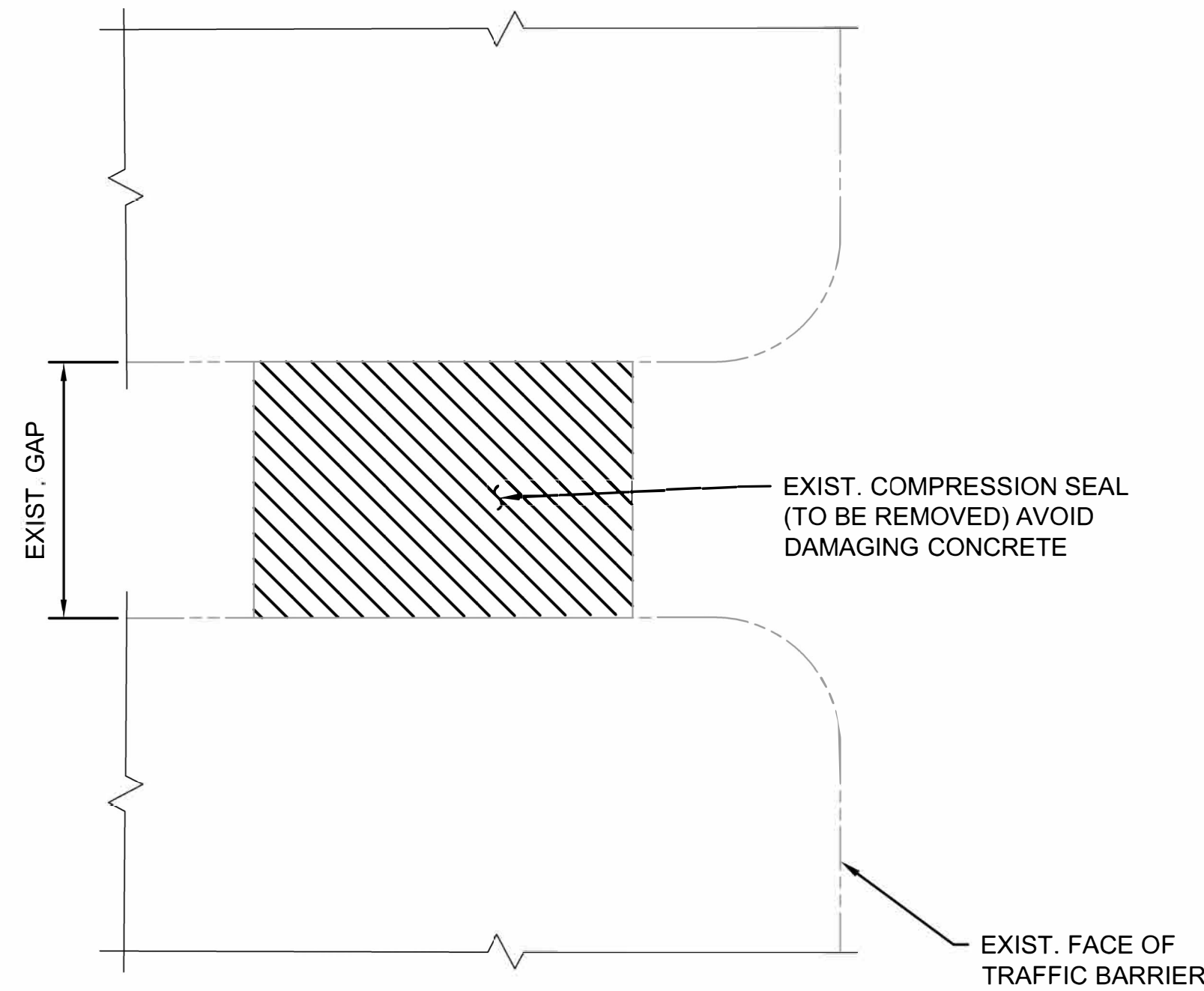
09/05/2024

JOINT REPLACEMENT CONSTRUCTION STEPS:

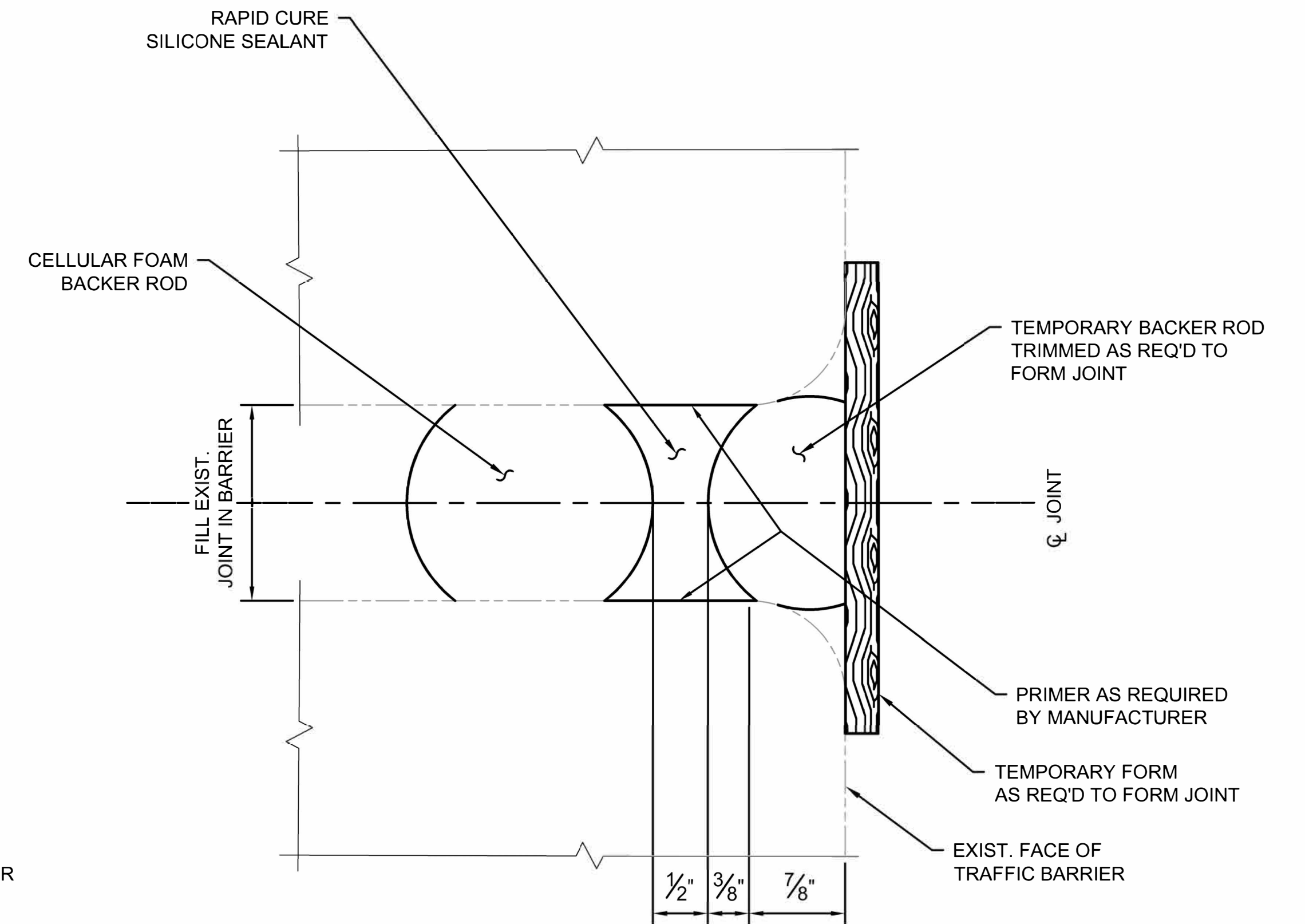
1. REMOVE EXISTING COMPRESSION JOINT AND FILLER MATERIAL FROM EXPANSION JOINT.
2. CLEAN SIDES AND BOTTOM OF JOINT OPENING TO CLEAN AND SOUND CONCRETE.
3. BLOW JOINT OPENING WITH OIL-FREE COMPRESSED AIR TO REMOVE LAITANCE AND DEBRIS FROM REMOVAL OPERATIONS.
4. PLACE FORM IN EXISTING JOINT OPENING TO A HEIGHT LEVEL WITH THE FINAL ROADWAY ELEVATION.
5. PLACE MODIFIED CONCRETE OVERLAY TO FINAL ROADWAY ELEVATION.
6. REMOVE FORM FROM JOINT OPENING AND LIGHTLY SANDBLAST TO REMOVE ALL RESIDUE.
7. PLACE AN APPROPRIATELY SIZED BACKER ROD TO THE CORRECT DEPTH IN JOINT OPENING IN ACCORDANCE WITH SEALANT MANUFACTURER'S DIRECTIONS.
8. PLACE RAPID CURE SILICON SEALANT IN ACCORDANCE WITH MANUFACTURER'S DIRECTION.



**TYPICAL SECTION
 AT EXISTING TRAFFIC BARRIER**



SECTION A
 EXISTING CONDITION

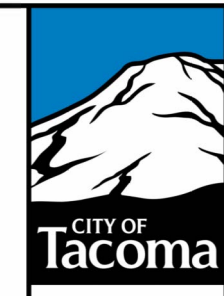


SECTION A
 MODIFIED CONDITION

NOTE:
 EXISTING JOINT WIDTHS MAY VARY, SIZE BACKER ROD ACCORDINGLY.

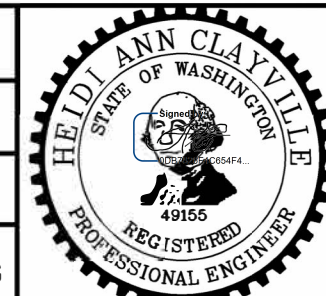
HATCHING DENOTES REMOVAL AREA

CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG
 (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
	OCT 2023	NTS
DESIGNED	CHECKED	
AR	HC	
DRAWN	PROJECT NAME	
PO		
FIELD BOOKS	DRAWING NAME	
	TACSPURSTDMSB-BD.DWG	



DocuSigned by:

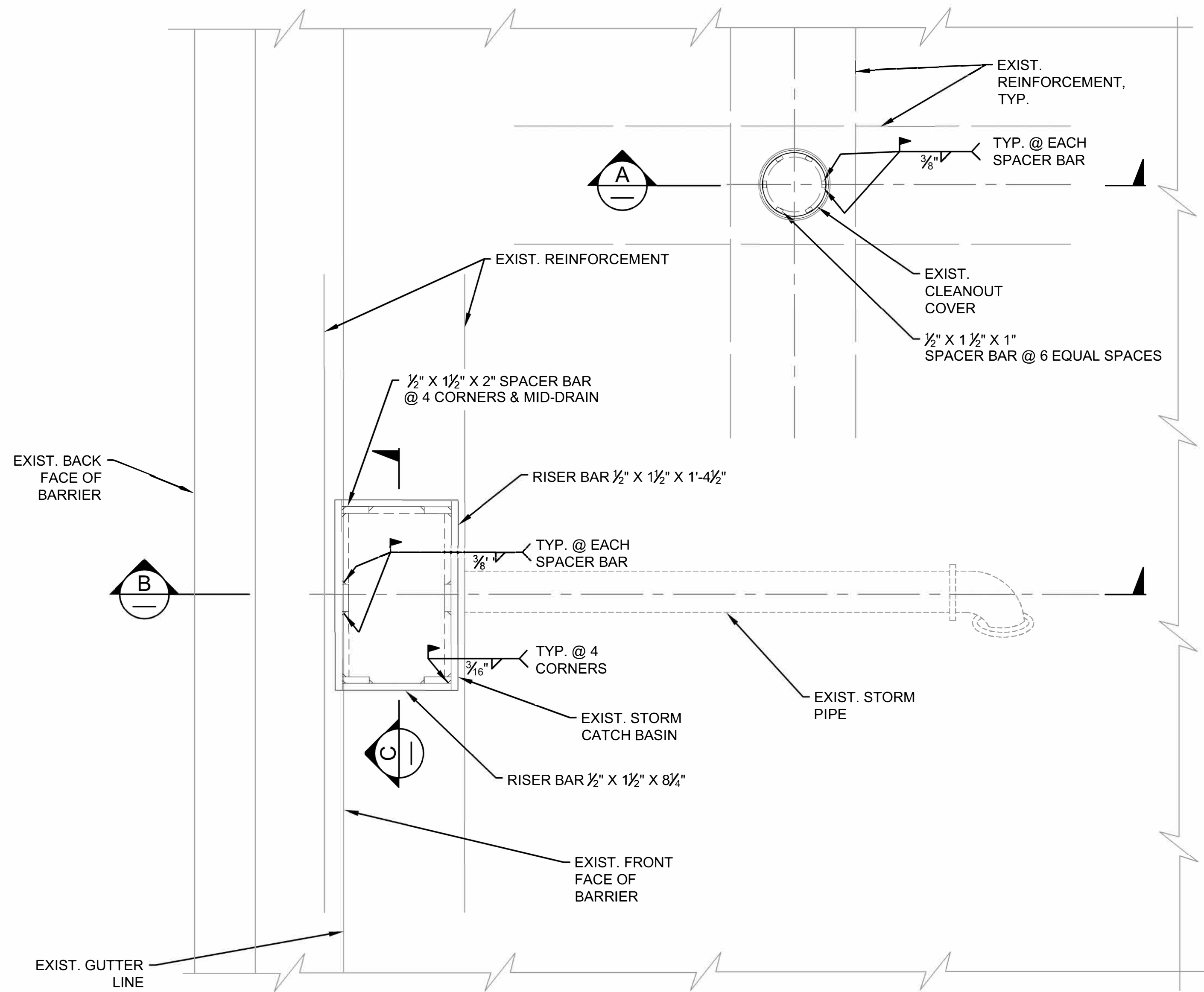
 51F124185F694A8...
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

EXPANSION JOINT MODIFICATION DETAILS
 TACOMA SPUR STADIUM NB/SB RAMPS
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

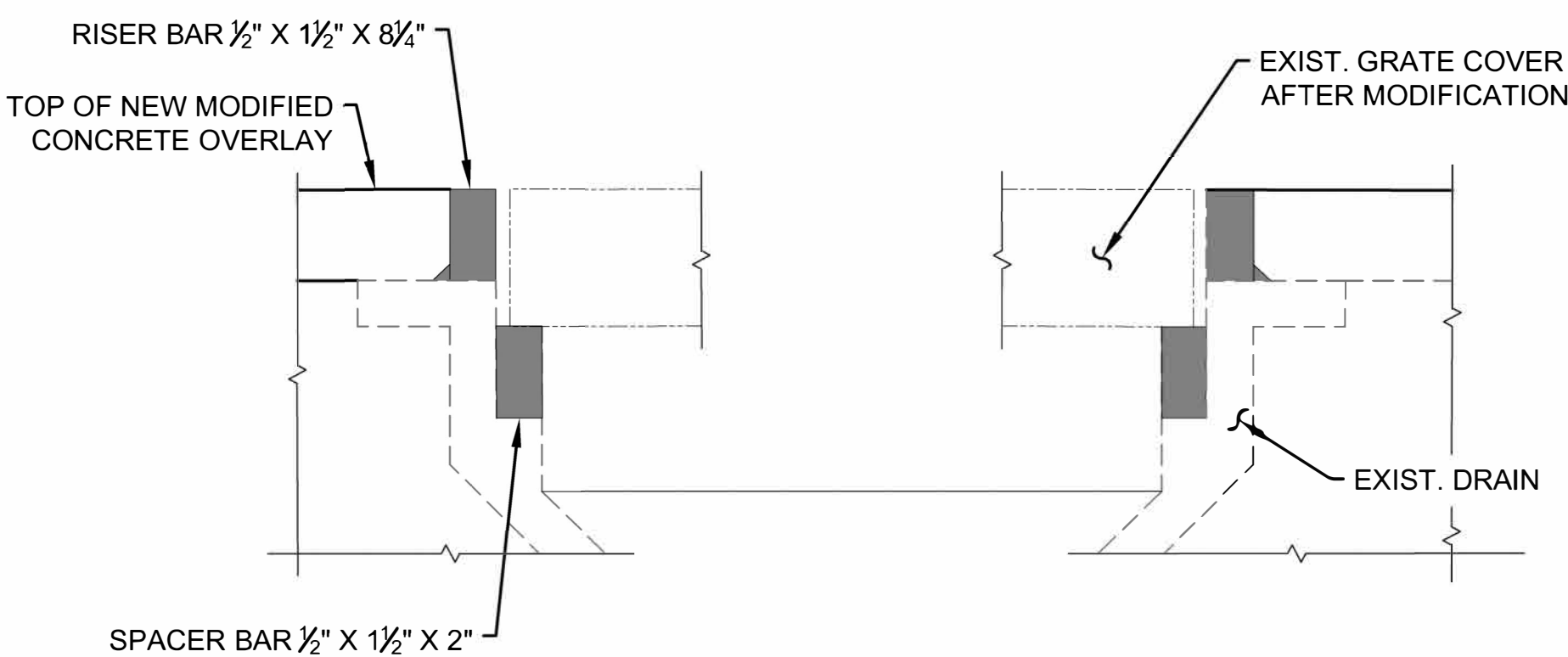
PWK-G0048
 SHEET NO. 7
 SHEET BD-2 OF BD-3

09/03/2024

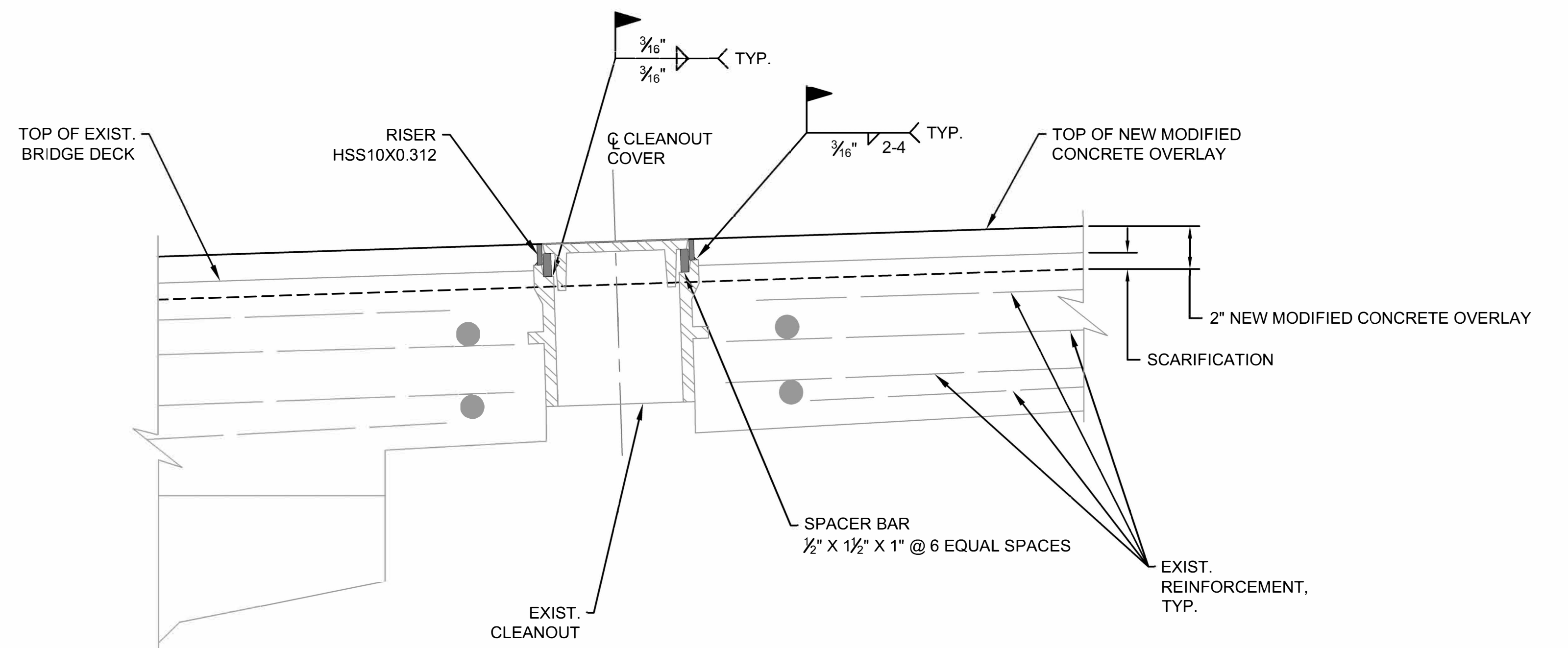


PLAN

EXISTING DRAIN GRATE NOT SHOWN, REUSE DRAIN GRATE AFTER MODIFICATION

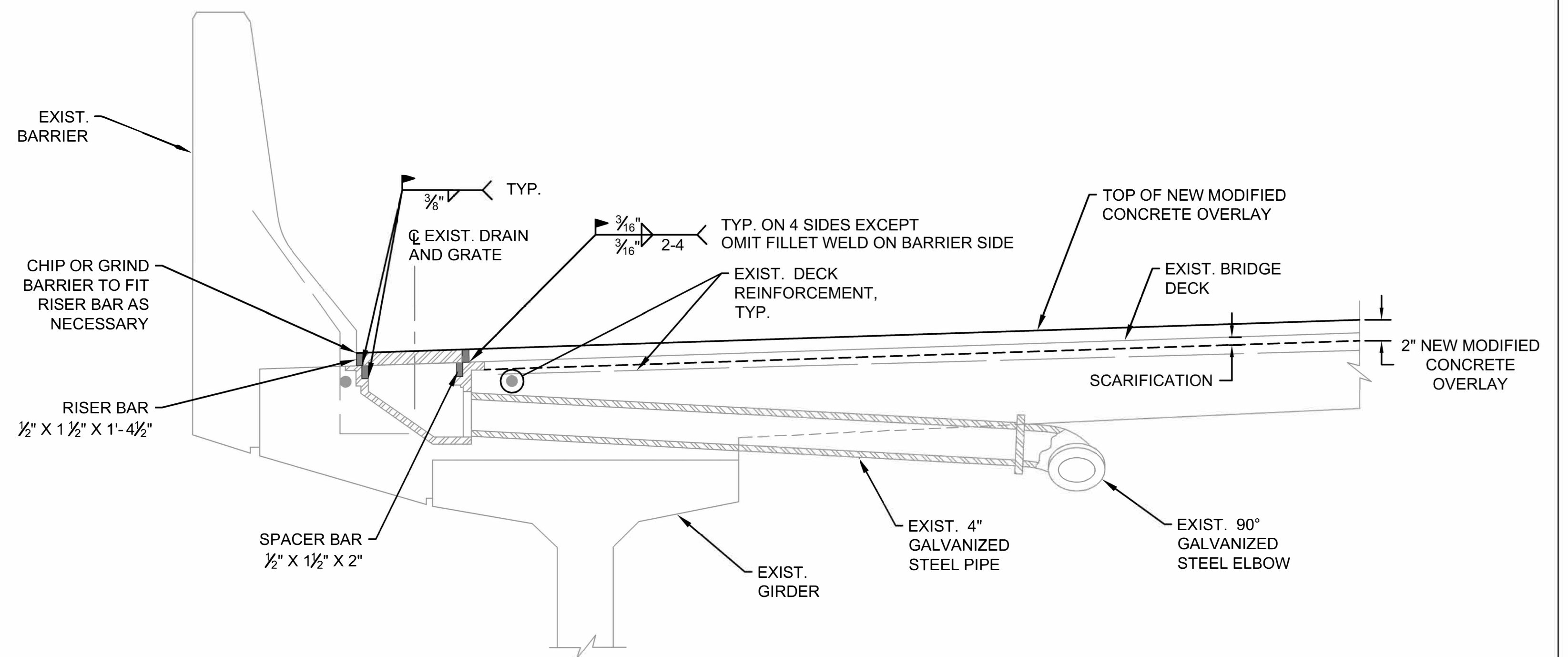


SECTION C



SECTION A

EXISTING CLEANOUT COVER NOT SHOWN USE CLEANOUT COVER AFTER MODIFICATION



SECTION B

EXISTING GRATE NOT SHOWN REUSE GRATE AFTER MODIFICATION

- NOTES:
1. DIMENSIONS SHOWN ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS BEFORE FABRICATION OF ANY MATERIAL.
 2. FOR LOCATION OF CLEANOUTS AND STORM INLET/DRAIN, SEE SHEET C-2

CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.

CALL TWO BUSINESS DAYS BEFORE YOU DIG
 (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO.	REVISION	DATE	APPD.

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	OCT 2023	NTS
BY	AR	CHECKED
DATE	PO	HC
FIELD BOOKS	DRAWN	PROJECT NAME
	PO	
	DRAWING NAME	
	TACSPURSTDM-NSB-BD.DWG	



DocuSigned by:
 Jack Melusker
 577124185F98448
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
 DEPARTMENT OF PUBLIC WORKS

BRIDGE DRAIN MODIFICATION DETAILS
 TACOMA SPUR STADIUM NB/SB RAMPS
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
 SHEET NO. 8
 SHEET BD-3 OF BD-3

CONSTRUCTION NOTES

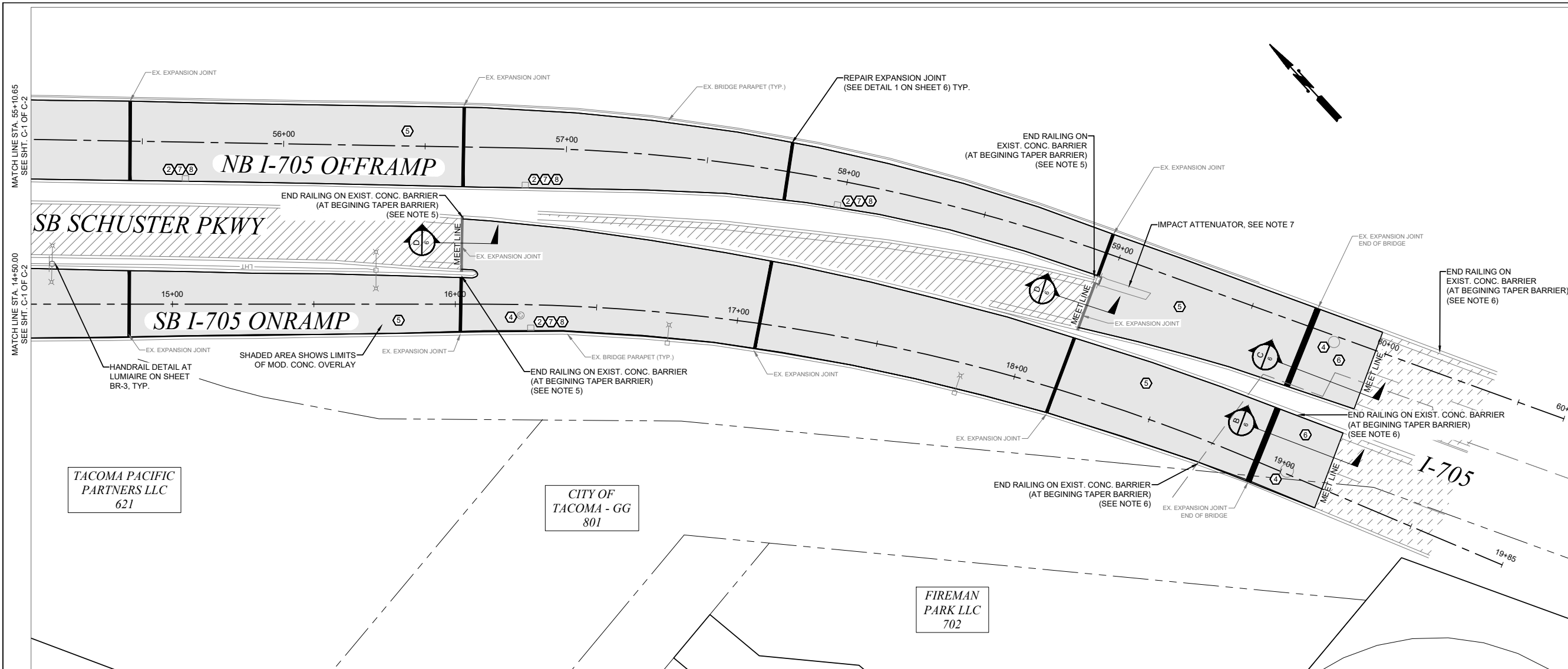
- ① NOT USED
- ② PROVIDE INLET PROTECTION TO PROPOSED CATCH BASIN PER SPECIFICATION 8-01 UNTIL END OF CONSTRUCTION ACTIVITIES
- ③ ADJUST EXISTING CB & FURNISH NEW FRAME & GRATE PER COT 7-05
- ④ ADJUST TO GRADE PER SPECIFICATION 7-05
- ⑤ INSTALL NEW 2" MODIFIED CONCRETE OVERLAY
- ⑥ PROVIDE NEW CEMENT CONCRETE 4000 PAVEMENT APPROACH SLAB
- ⑦ RAISE DECK DRAINS 6-28 & 6-29, SEE SHEET BD-3
- ⑧ CLEAN EXISTING DRAINAGE STRUCTURE
- ⑨ LAYOUT ISOLATION JOINTS PER WSDOT STANDRAD SPECIFICATION A-40.15-00
- ⑩ REMOVE AND REPLACE EXISTING JUNCTION BOX WITH THE SAME SIZE AS EXISTING. ADJUST TO NEW ELEVATION OF ROADWAY SURFACE. PROTECT EXISTING CONDUIT.

WORK SEQUENCE FOR DECK REPAIRS:

1. PERFORM SCARIFICATION. SCARIFICATION NOMINAL DEPTH IS 1/2" ON ROADWAY DECK.
2. INSPECT. AREA OF EXPOSED CONCRETE DECK FOR LOOSE CONCRETE, SPALLS, DELAMINATION, EXPOSED REINFORCING BARS AND CRACKS.
3. PREPARE SURFACE AS REQUIRED PER MANUFACTURES RECOMMENDATION OR PROJECT SPECIFICATIONS, FOR PLACEMENT OF NEW OVERLAY
4. PLACE NEW OVERLAY.
5. INSTALL NEW JOINT MATERIALS.

NOTES:

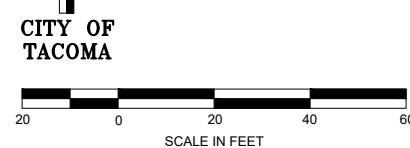
1. AFTER SCARIFICATION, CLEAN DECK TO REMOVE DUST AND OTHER SCARIFICATION DEBRIS. AFTER CLEANING, THE DECK SHALL BE INSPECTED BY THE ENGINEER FOR AREAS OF DELAMINATION, UNSOUND CONCRETE AND CRACKS. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER WHEN THE DECK IS READY FOR INSPECTION.
2. CRACK SEALANT SHALL BE PREVENTED FROM SEEPING OUT OF CRACK ON DECK SOFFIT.
3. CONTRACTOR SHALL PROTECT ALL ADJACENT AREAS AROUND AND UNDER THE BRIDGE FROM DEBRIS, CONCRETE LADEN WATER, DUST, AND NEW MATERIALS DURING CONSTRUCTION.
4. CONTRACTOR SHALL PROTECT ALL BRIDGE RAILINGS, SIGN AND LIGHTING STRUCTURES DURING CONSTRUCTION.
5. TAPER END. SEE HANDRAIL ELEVATION ON SHEET BR-1.
6. FLAT END. SEE FLAT 90 DEGREE END DETAIL ON SHEET BR-3.
7. REMOVE AND REPLACE EXISTING IMPACT ATTENUATOR WITH SC170GM, SEE SHEET BR-4 FOR DETAILS.



STADIUM TO 705 SB *		
CLEAN OUT	STORM INLET/DRAIN	MANHOLE
12+09.69	12+13.64	19+01.93
14+23.26	14+27.36	
16+23.17	16+26.88	
NB 705 TO STADIUM *		
NONE	52+00.33	59+81.48
	53+25.71	
	54+45.49	
	55+65.45	
	56+85.65	
	57+98.12	

* STATIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY THE LOCATIONS OF CLEANOUT, STORM INLET/DRAIN AND MANHOLE

HORIZ. DATUM: N.A.D. 83/91
 VERT. DATUM: N.G.V.D. 29
 BENCH MARK: COPPER IN CASE
 INTERSECTION OF 'A' ST.
 AND S. 9TH ST.
 ELEVATION = 109.46'



CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org

CITY OF TACOMA

NO. _____ DATE _____ APPD _____

REVISION _____

FINAL CONSTRUCTION CHECKED _____ DATE JUL 2024 SCALE 1" = 20'

DESIGNED SC CHECKED SC

DRAWN REE PROJECT NAME _____

FIELD BOOKS _____ DRAWING NAME TACSPURSTDM-NSB-C.DWG

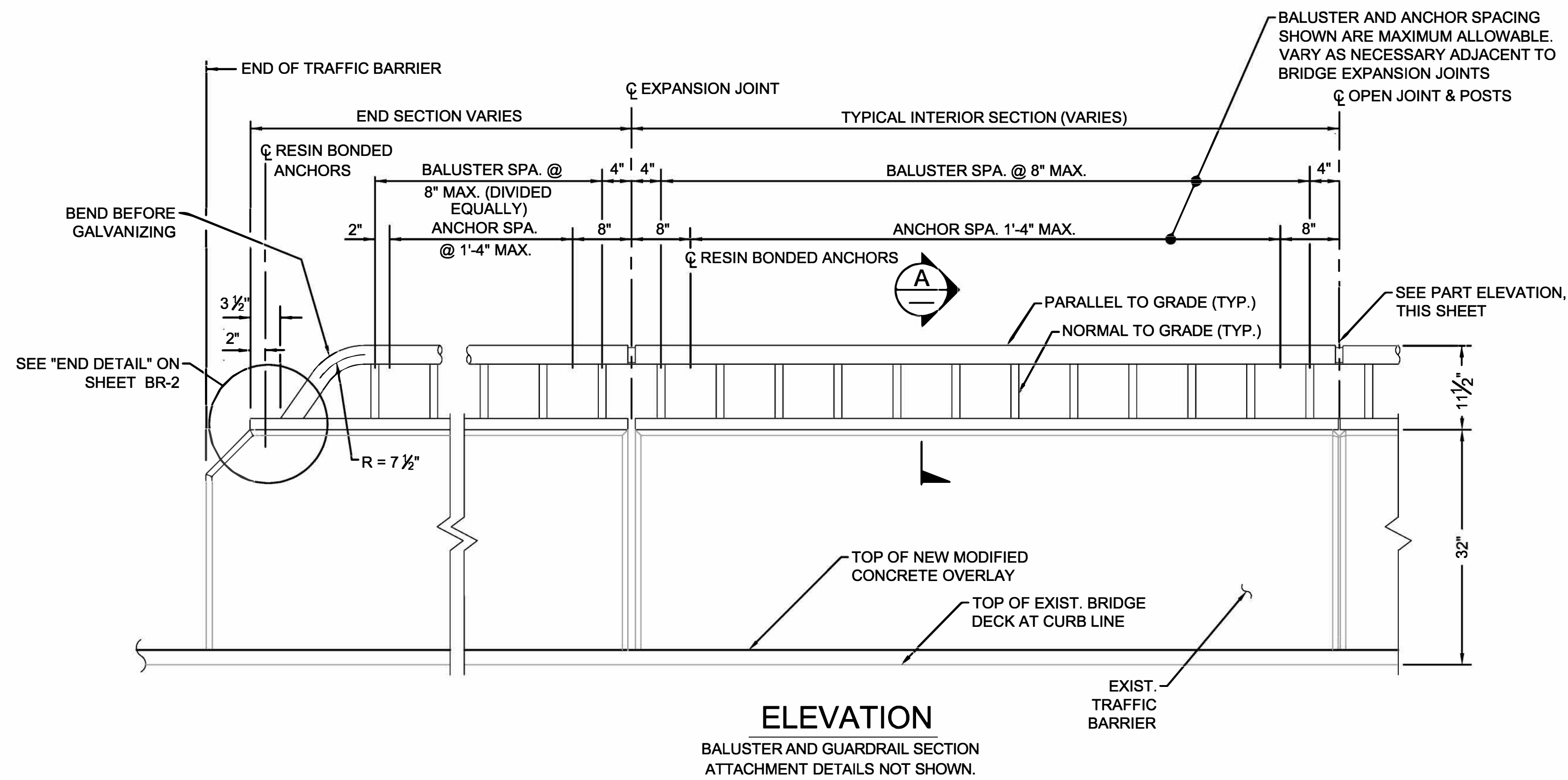
DocuSigned by: *Jack Melauer*
 5712418558488
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
 DEPARTMENT OF PUBLIC WORKS
CONSTRUCTION PLAN
 TACOMA SPUR STADIUM NB/ SB RAMPS
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

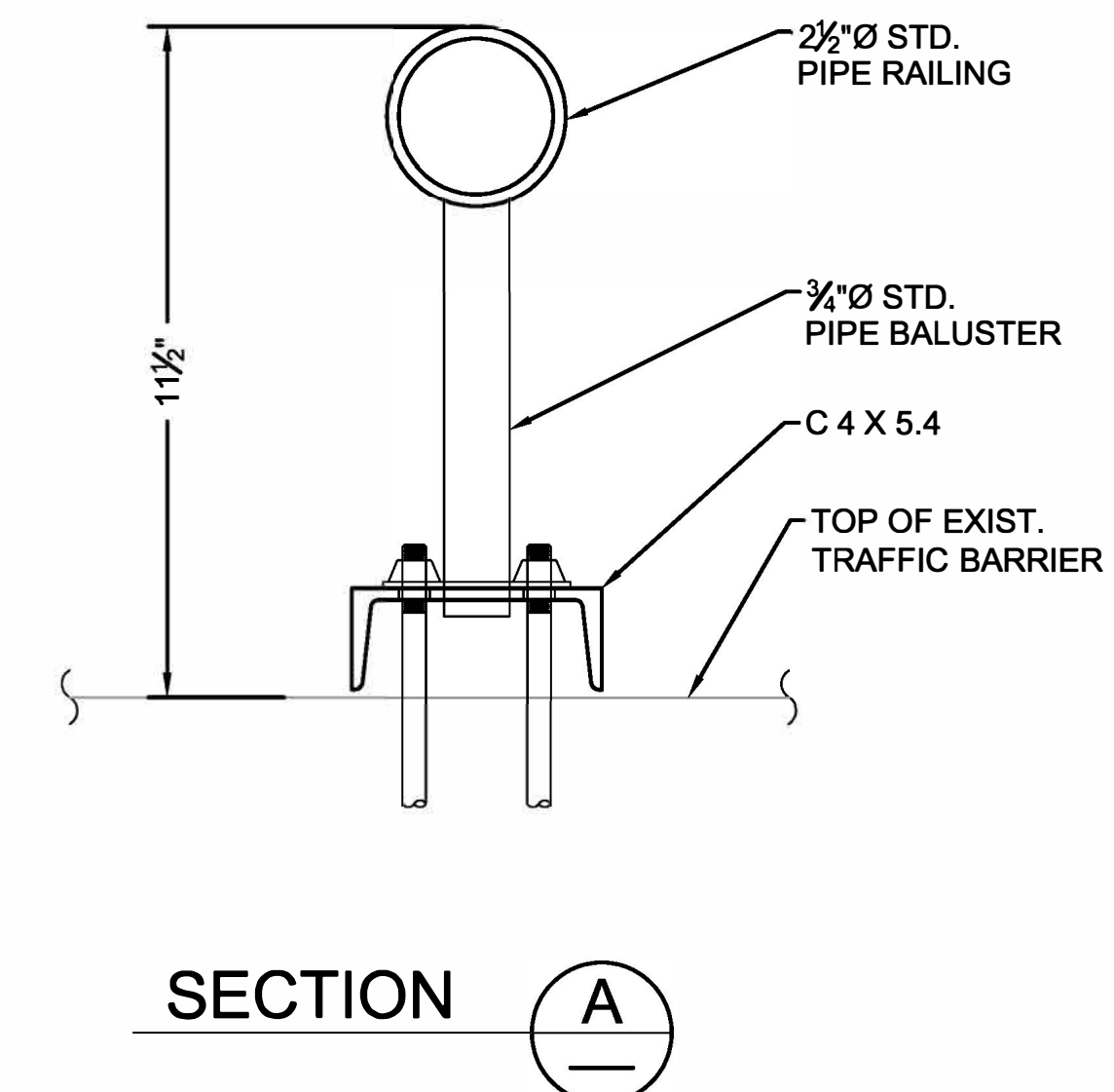
PWK-G0048
 SHEET NO. 10
 SHEET C-2 OF C-2

09/05/2024

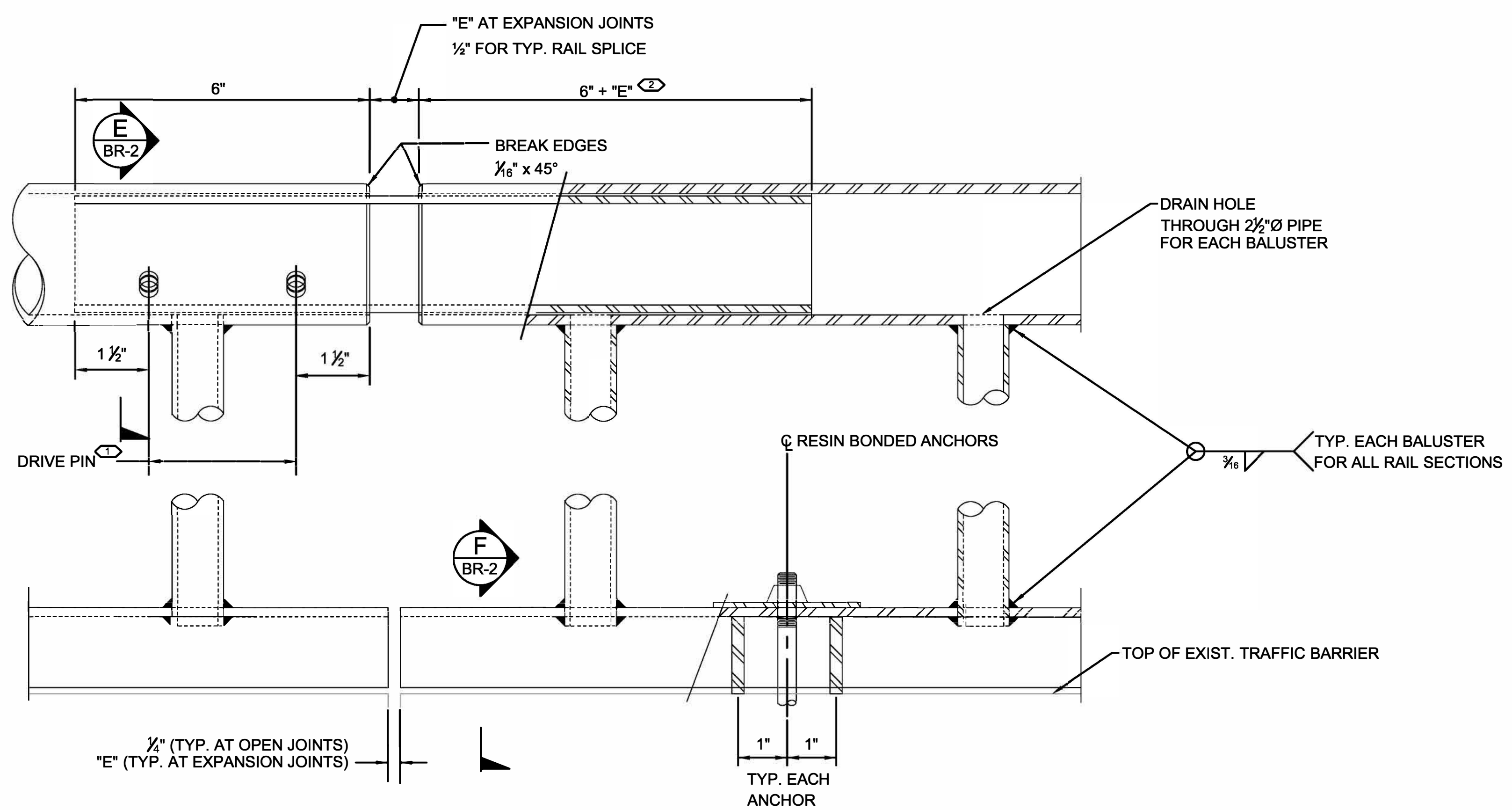
P:\Design\Projects\CIVIL_3D\WKC-G0048_Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-C.dwg, 7/10/2024 12:18:24 PM, respazra



ELEVATION
BALUSTER AND GUARDRAIL SECTION
ATTACHMENT DETAILS NOT SHOWN.



SECTION A

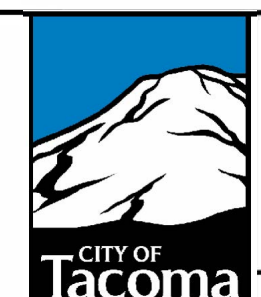


PART ELEVATION

- ① LOCATE ON OPPOSITE SIDE OF TRAFFIC. DRIVE PINS SHALL BE DRIVEN FLUSH WITH THE OUTSIDE FACE OF THE RAILING.
- ② "E" DIMENSION EQUALS MAX. OPENING OR CLOSING OF CONC. RAIL BASE AT EXPANSION JOINTS.

- NOTES**
1. PIPE RAILING, PIPE RAILING SPLICES AND BOTTOM CHANNELS SHALL BE BENT TO THE HORIZONTAL CURVE WHERE THE RADIUS OF CURVATURE IS LESS THAN 200'.
 2. SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED AS A TYPE 2 WORKING DRAWING SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIAL SPECIFICATIONS SHALL BE PROVIDED IN THE SHOP DRAWINGS FOR ALL COMPONENTS.
 3. CUTTING SHALL BE DONE BY SAWING OR MILLING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.
 4. WELDING OF STEEL SHALL CONFORM TO LATEST EDITION OF AWS D1.1.
 5. PIPE RAILING, PIPE BALUSTERS AND PIPE RAILING SPLICES SHALL BE ADEQUATELY WRAPPED TO INSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO.	REVISION	DATE	APPD.

FINAL CONSTRUCTION CHECKED	DATE	SCALE
	OCT 2023	NTS
BY	DESIGNED	CHECKED
	DM	AR
DATE	DRAWN	PROJECT NAME
	PAO	
FIELD BOOKS	DRAWING NAME	
	TACSPURSTDMSB-BR.DWG	

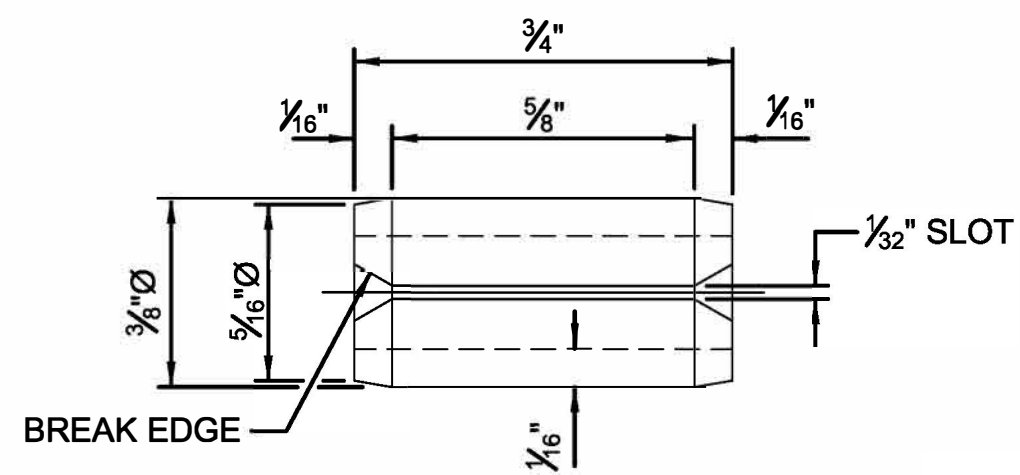


DocuSigned by:
Jack Meluser
57F124195F694A8
ENGINEERING DIVISION MANAGER

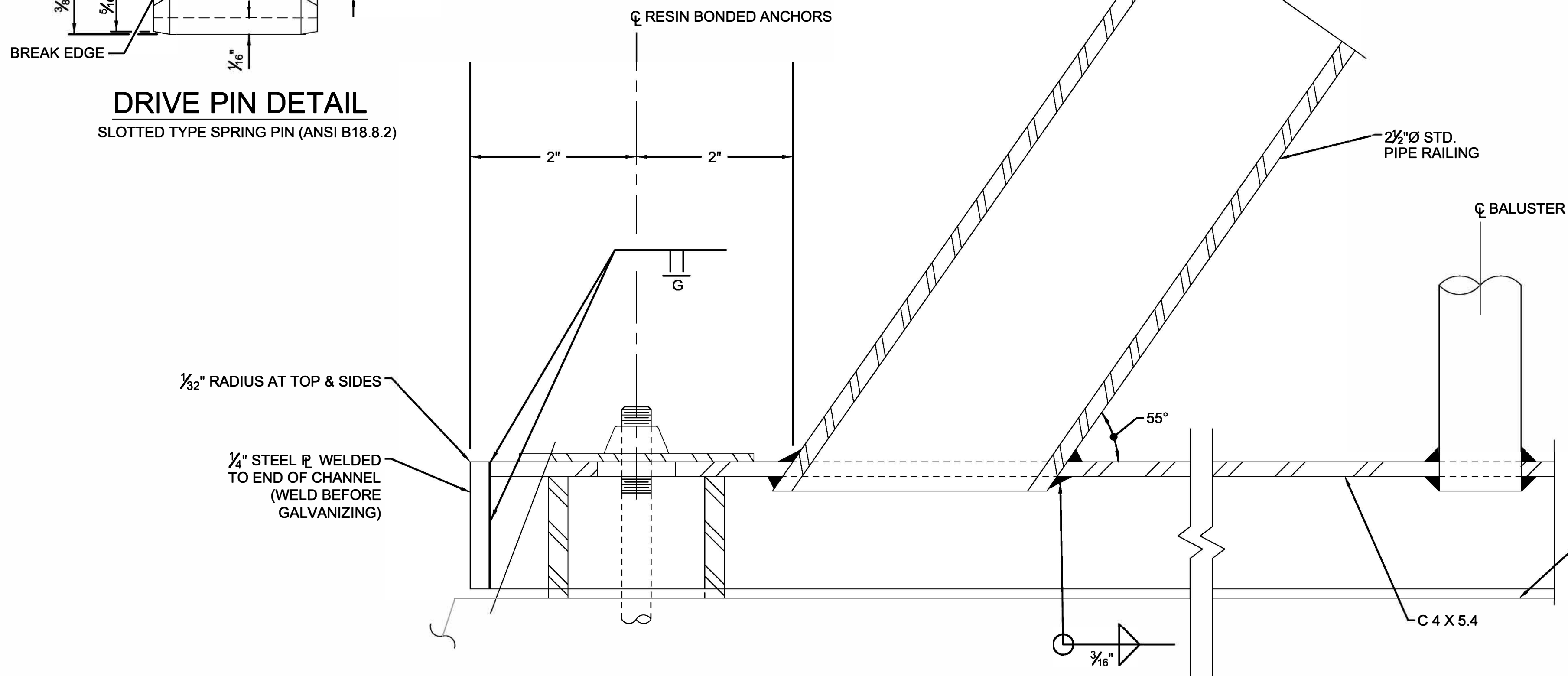
CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
RAILING DETAILS 1 OF 3
TACOMA SPUR STADIUM NB/SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 11
SHEET BR-1 OF BR-4

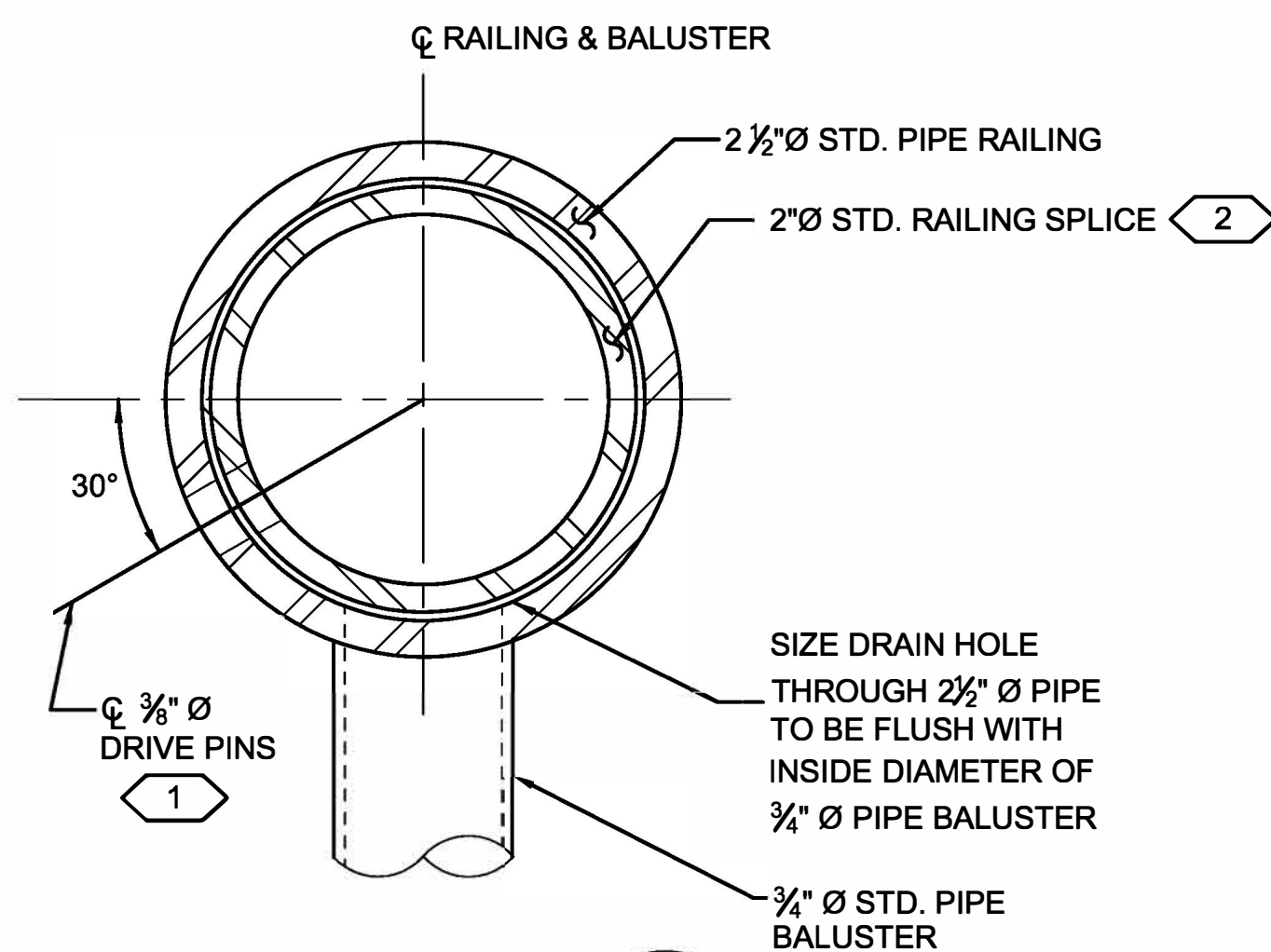
09/09/2024



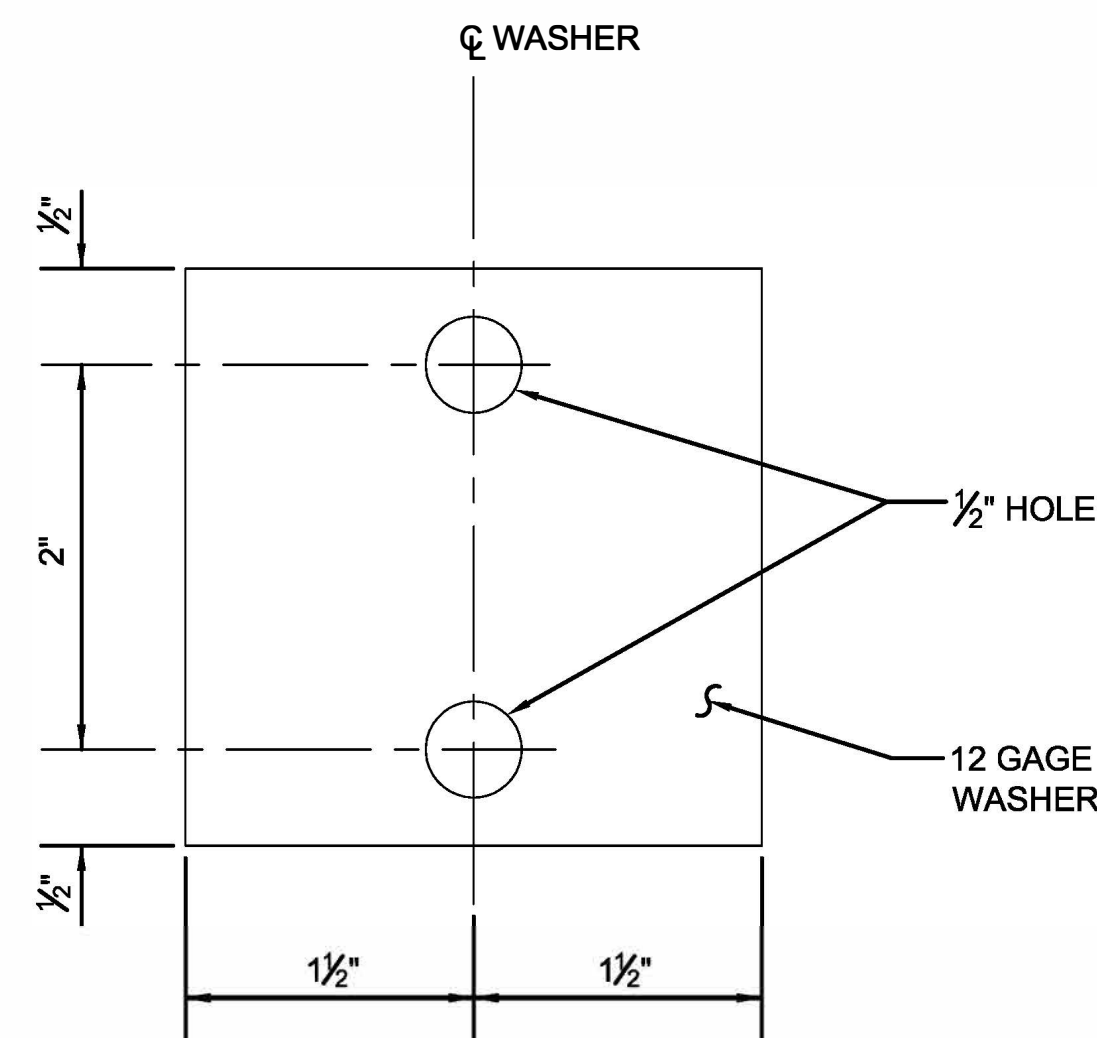
DRIVE PIN DETAIL
SLOTTED TYPE SPRING PIN (ANSI B18.8.2)



END DETAIL

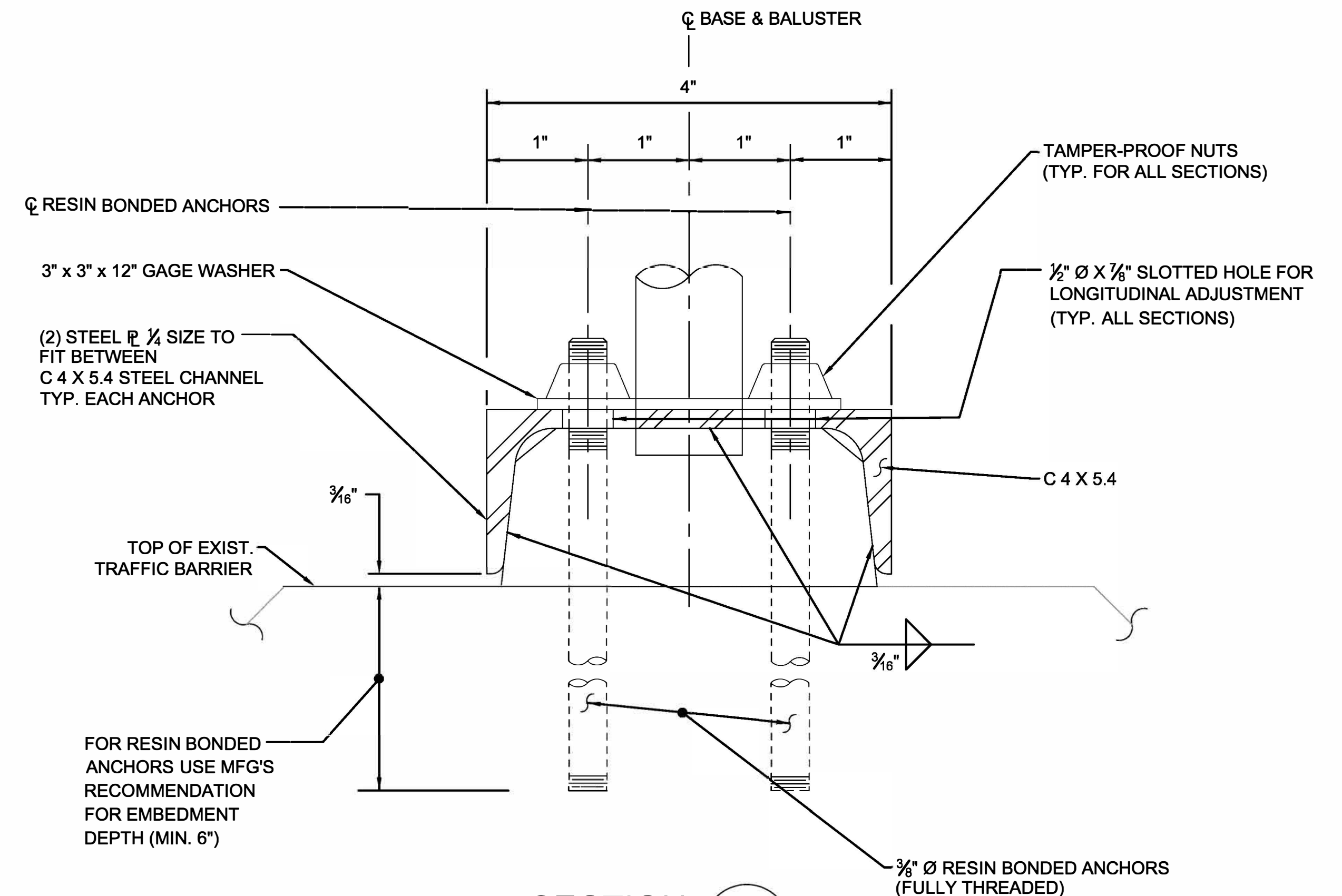


SECTION E
BR-1



WASHER DETAIL

HOT DIP GALVANIZE AFTER FABRICATION



SECTION F
BR-1
RESIN BONDED ANCHORS SHALL BE POSITIONED IN A JIG DURING WELDING

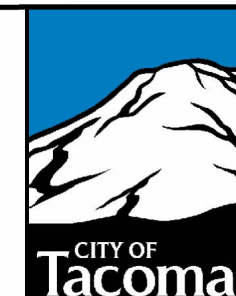
MATERIAL SPECIFICATION TABLE

MAT'L	PART	MATERIAL SPECIFICATION
STEEL	RAILS & BALUSTERS	ASTM A53 GRADE B OR ASTM A500 GRADE C SCHEDULE 40 (STD. PIPE) GALVANIZED IN ACCORDANCE WITH AASHTO M 111
	WASHERS	ASTM A193 GRADE B7 GALVANIZED IN ACCORDANCE WITH AASHTO M 232
	PLATES/BAR CHANNELS	ASTM A36 GALVANIZED IN ACCORDANCE WITH AASHTO M 111
	DRIVE PINS	ASTM A276 OR A240 TYPE 302 STAINLESS STEEL
	ANCHORS, & WASHERS	STANDARD SPECIFICATION SECTION 9-06.5(4) GR. 36 (GALVANIZE IN ACCORDANCE WITH AASHTO SPECIFICATION M 232)
	NUTS	TAMPER-PROOF TYPE ZINC ALLOY SEE SPECIAL PROVISIONS SECTION 6-06.2

NOTES

- 1 LOCATE ON OPPOSITE SIDE OF TRAFFIC. DRIVE PINS SHALL BE DRIVEN FLUSH WITH THE OUTSIDE FACE OF THE RAILING.
- 2 DRILL 3/8" Ø HOLE FOR 3/8" Ø DRIVE PIN AT LOCATIONS SHOWN.

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	OCT 2023	NTS
CHECKED	DM	AR
DRAWN	PAO	PROJECT NAME
DRAWING NAME	TACPURSTDM-NSB-BR.DWG	

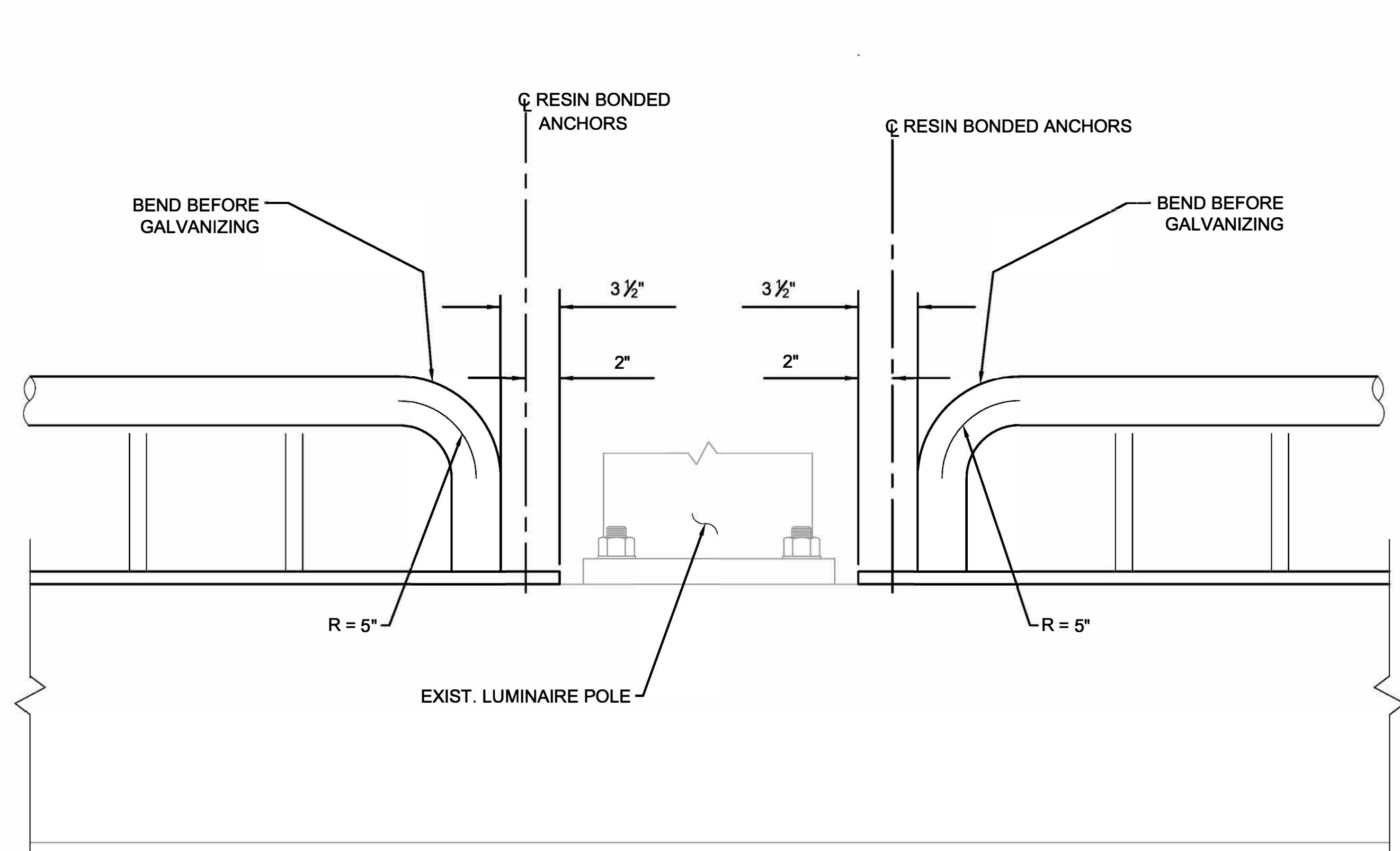


DocuSigned by:
Jack Meluser
57F124185F694A8...
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

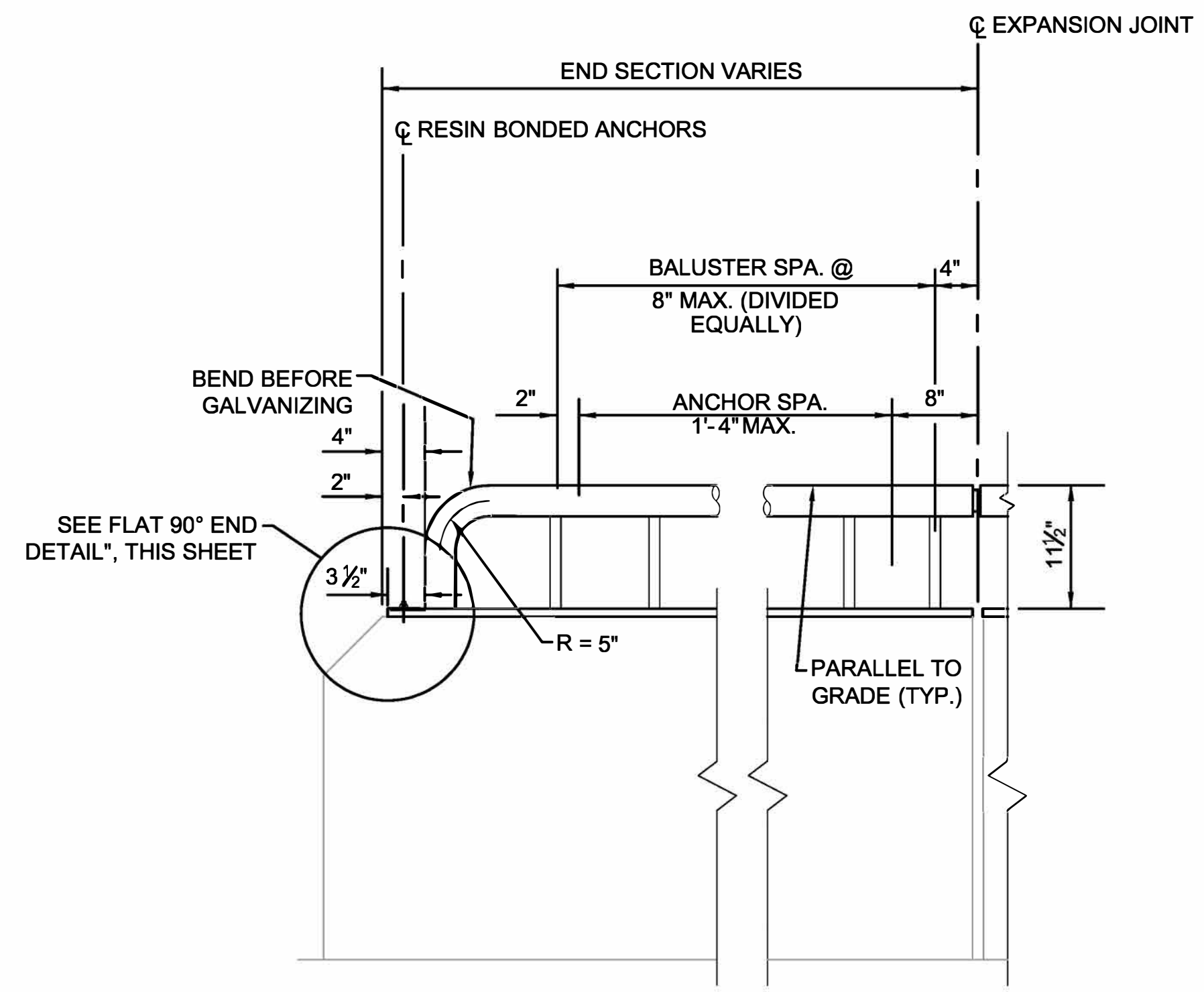
RAILING DETAILS 2 OF 3
TACOMA SPUR STADIUM NB/SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 12
SHEET BR-2 OF BR-4

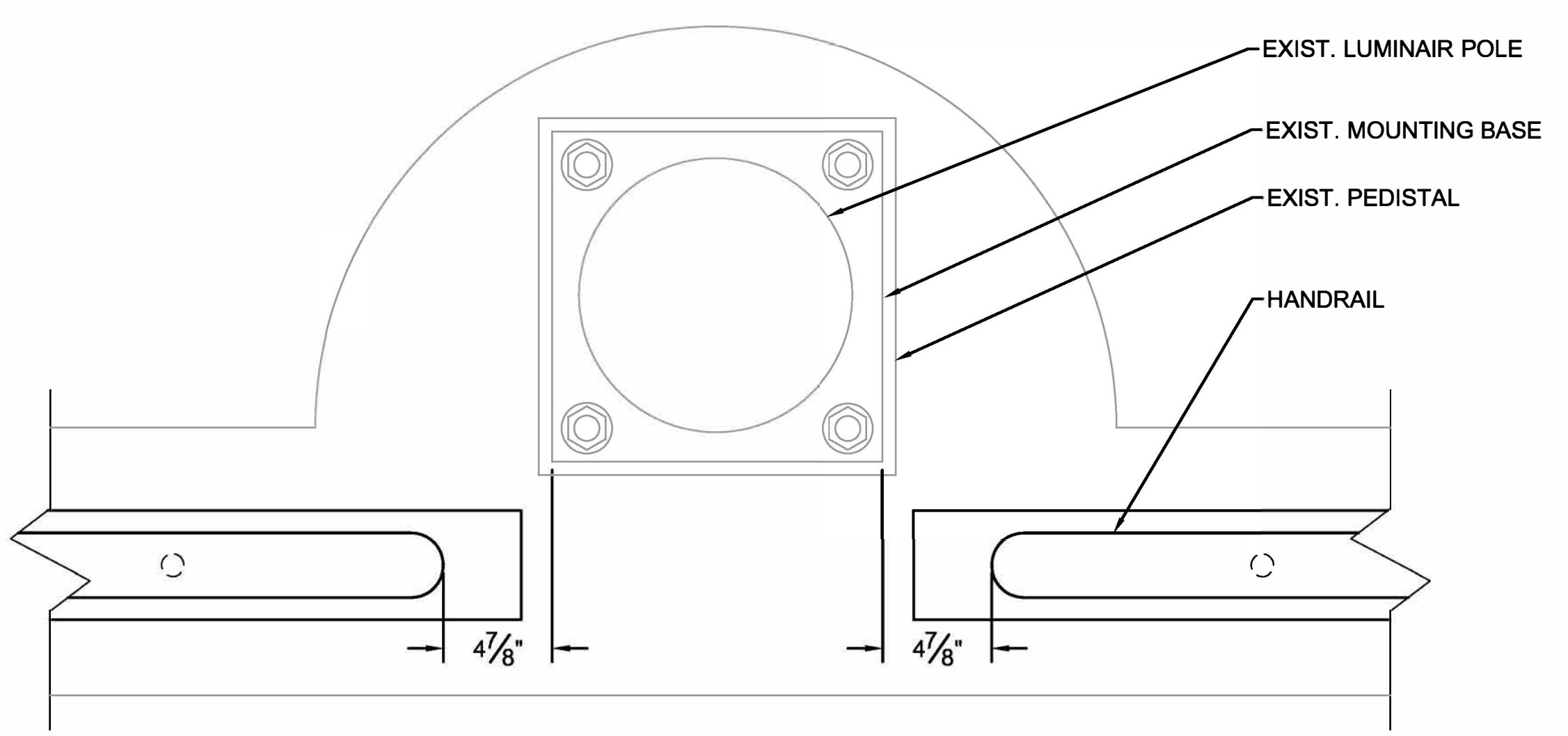


ELEVATION

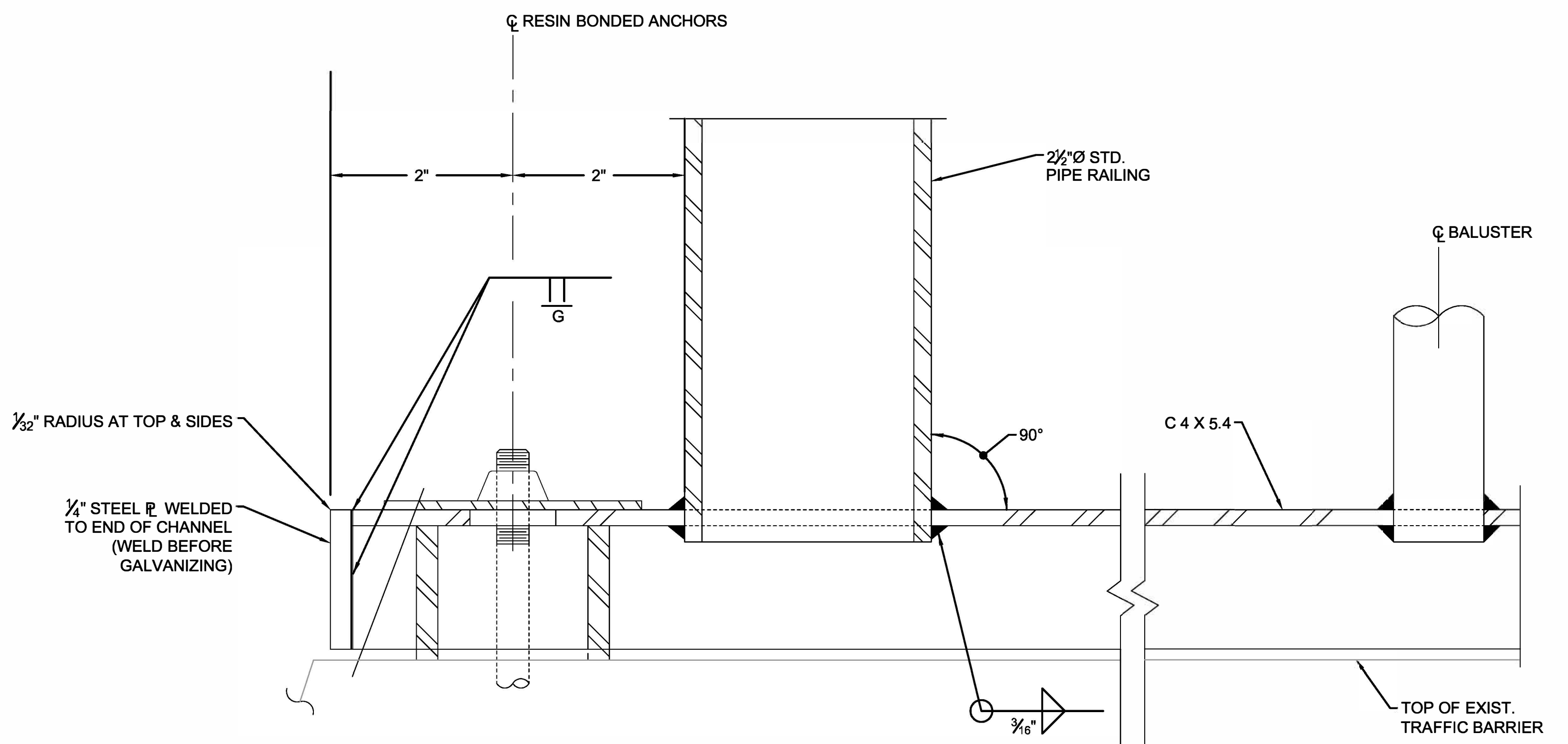
BALUSTER AND GUARDRAIL SECTION AT LUMINARIES



FLAT 90° END

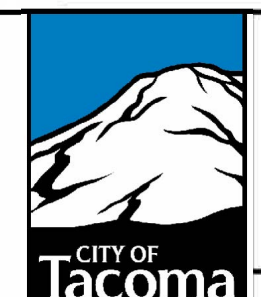


PLAN



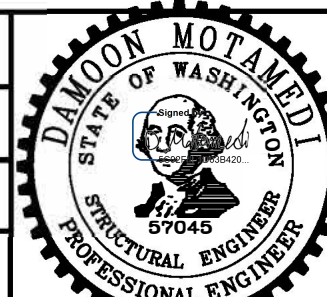
FLAT 90° END DETAIL

CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLING AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	OCT 2023	NTS
CHECKED	DM	AR
DRAWN	PAO	PROJECT NAME
DRAWING NAME	TACPURSTDM-NSB-BR.DWG	



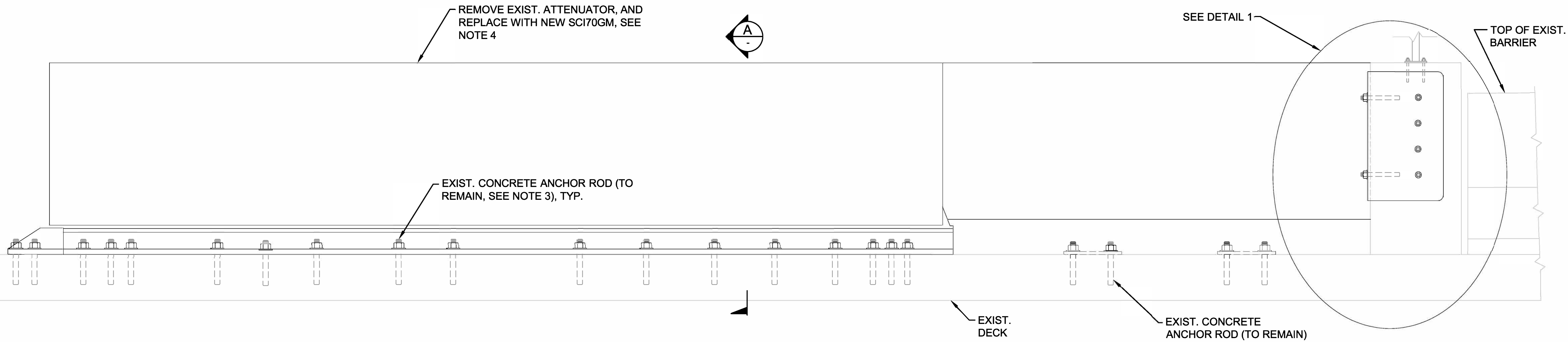
DocuSigned by:
 Jack Meluser
 57F124185F694A8...
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

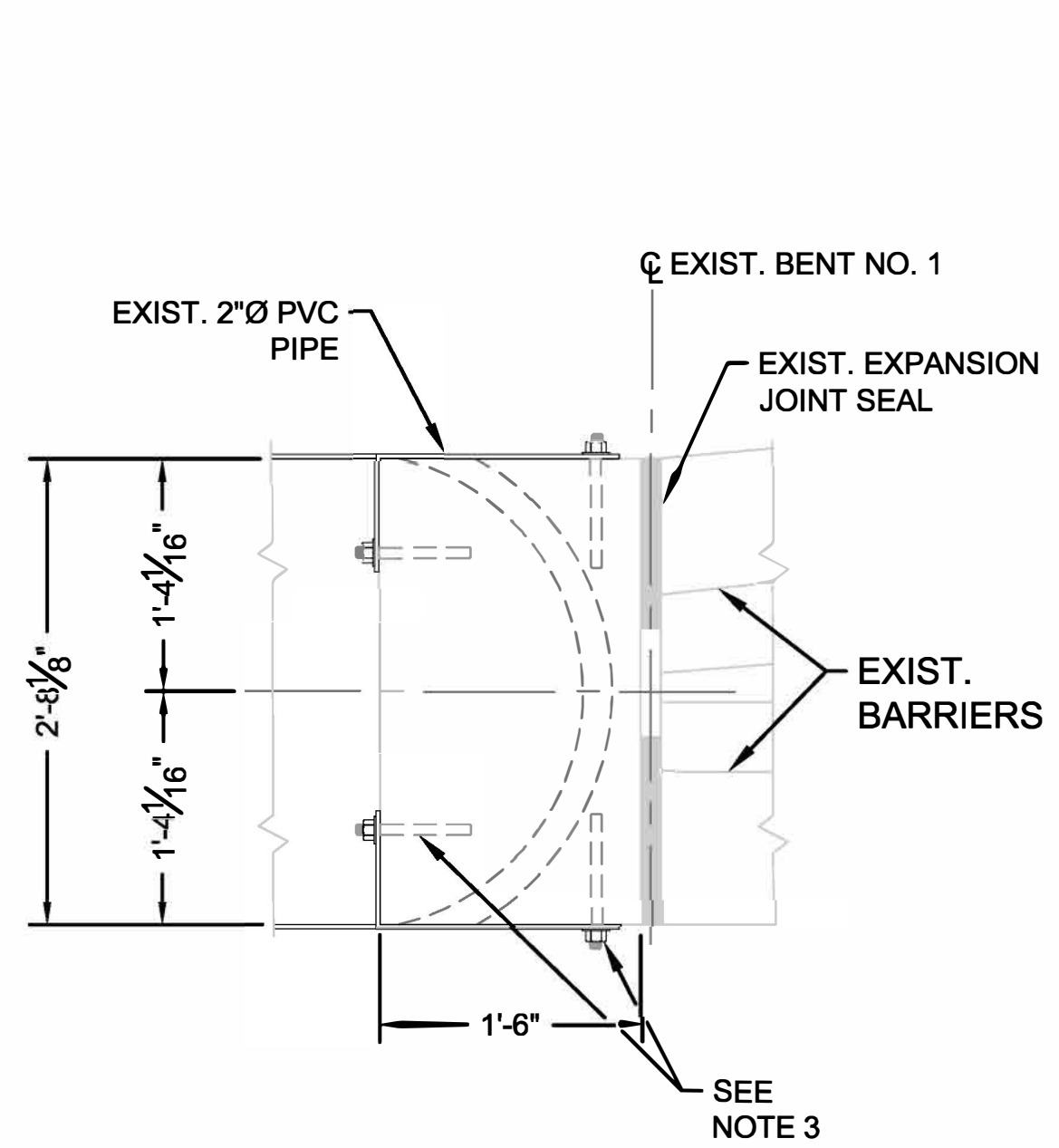
RAILING DETAILS 3 OF 3
 TACOMA SPUR STADIUM NB/SB RAMPS
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
 SHEET NO. 13
 SHEET BR-3 OF BR-4

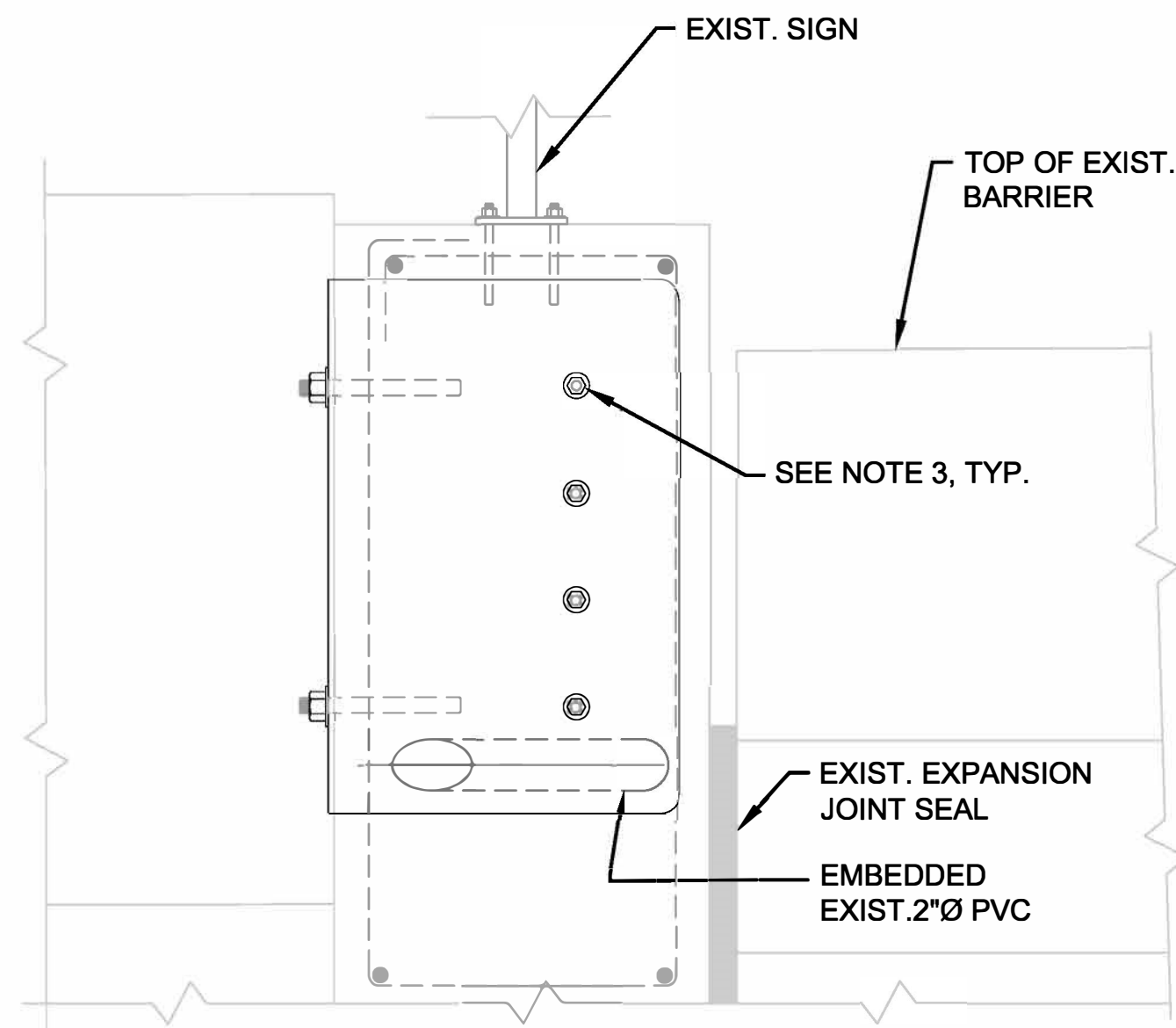
09/05/2024



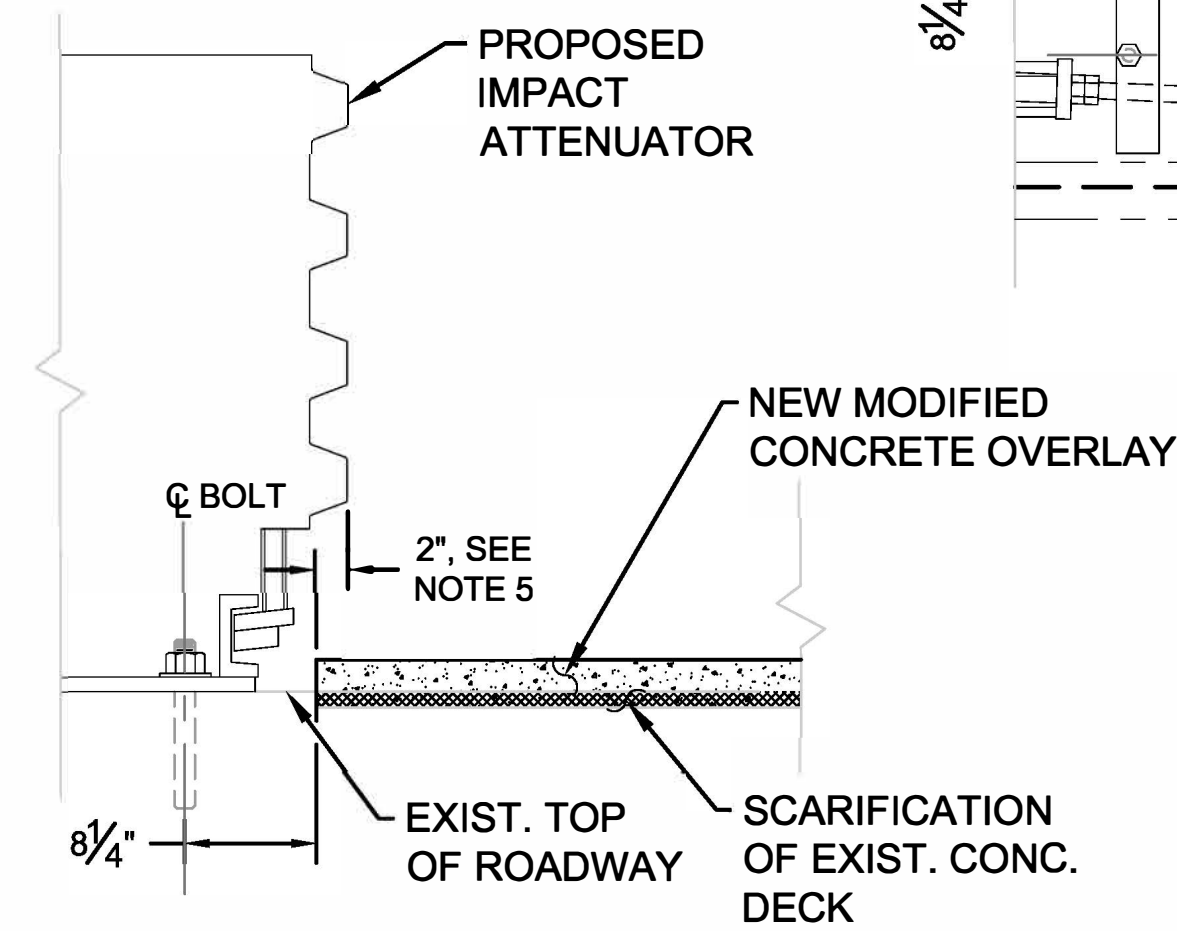
IMPACT ATTENUATOR
ELEVATION
NOT TO SCALE



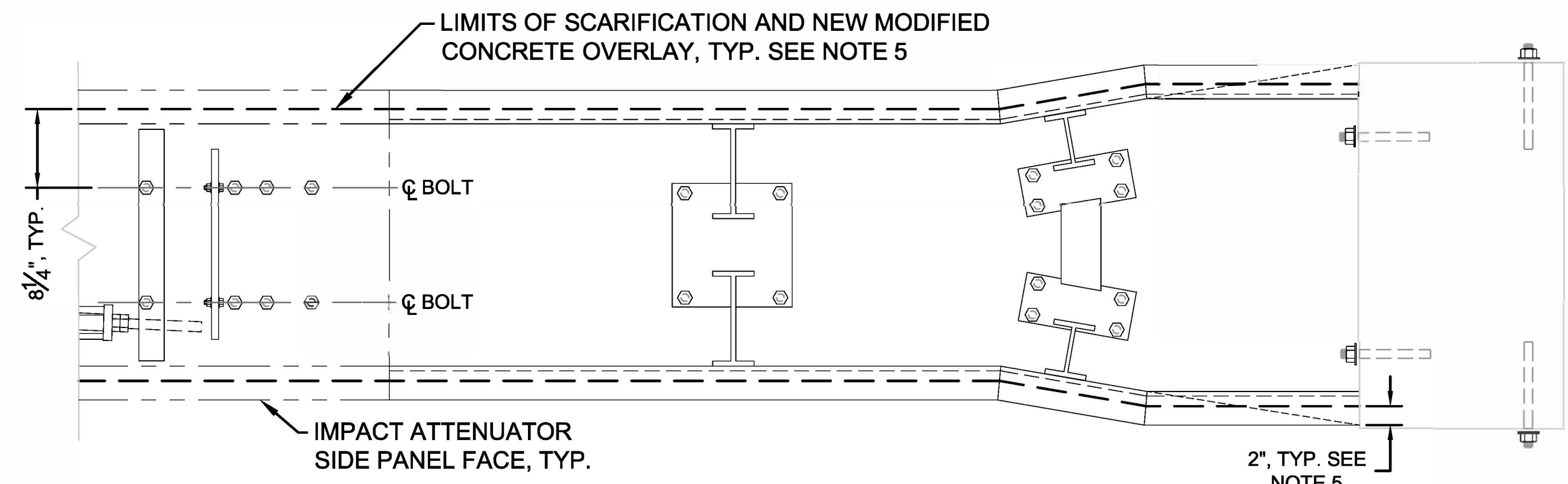
PLAN



ELEVATION



SECTION
NOT TO SCALE

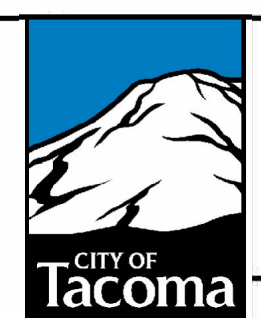


IMPACT ATTENUATOR
PLAN
NOT TO SCALE

NOTES

1. DIMENSIONS SHOWN ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION OF NEW IMPACT ATTENUATOR.
2. ALLOWABLE PERMANENT IMPACT ATTENUATOR SHALL BE SCI70GM MASH TRANSITION, CONCRETE BLOCK 32 INCH.
3. EXISTING CONCRETE ANCHOR RODS TO REMAIN IN PLACE. CONTRACTOR SHALL AVOID DAMAGE TO EXISTING CONCRETE ANCHOR RODS WHEN REMOVING IMPACT ATTENUATOR. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ANY EXISTING REBAR OR ANCHOR RODS ARE DAMAGED.
4. THE REMOVAL AND REPLACEMENT OF EXISTING IMPACT ATTENUATOR SHALL BE IN ACCORDANCE WITH SPECIFICATION SECTION 8-17.
5. OVERLAY TO EXTEND 2\"/>

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



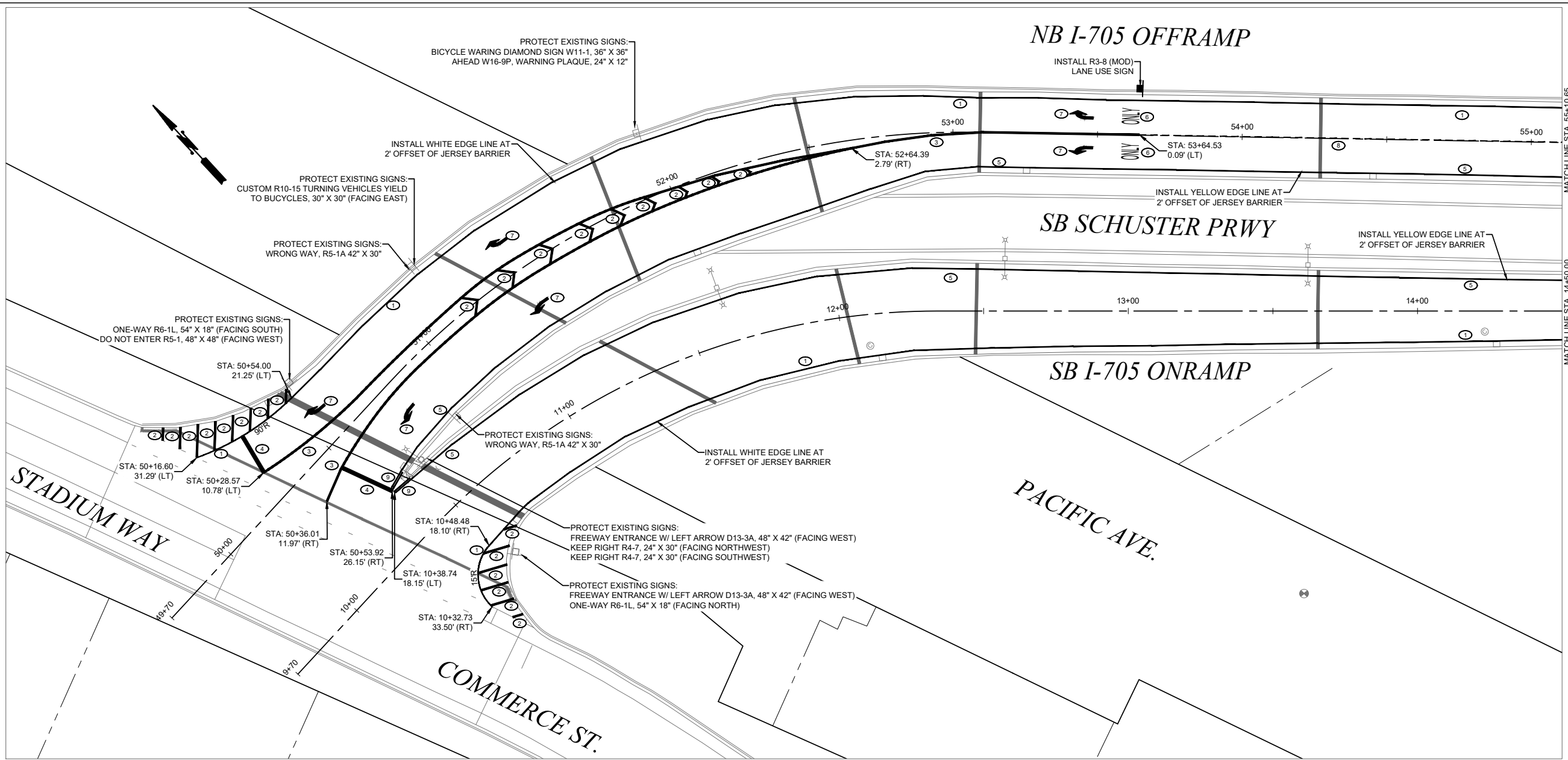
FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	OCT 2023	NTS
DRAWN	DM	CHECKED
PROJECT NAME	PAO	AR
DRAWING NAME	TACSPURSTDM-NSB-BR DWG	



DocuSigned by:
Jack Meluser
37112418595848
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
CRASH ATTENUATOR DETAILS
TACOMA SPUR STADIUM NB/SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 14
SHEET BR-4 OF BR-4



- SEE SHEET CH-3 FOR GENERAL NOTES RELATING TO CHANNELIZATION AND SIGNING
- CHANNELIZATION NOTES**
- ① 4" WHITE EDGE LINE, THERMOPLASTIC, PER STND. PLAN CH-03B
 - ② 8" WHITE CROSSHATCH, THERMOPLASTIC, PER WSDOT STANDARD PLAN M-24.60-04
 - ③ 8" WHITE GORE LINE, THERMOPLASTIC, PER COT STND. PLAN CH-03A
 - ④ 16" WHITE STOP BAR, THERMOPLASTIC, PER COT STND. PLAN CH-02
 - ⑤ 4" YELLOW EDGE LINE, THERMOPLASTIC, PER COT STND. PLAN CH-03A & CH-09
 - ⑥ WHITE "ONLY" LANE MARKING, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑦ WHITE TURN LANE ARROW, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑧ 8" WHITE DOTTED EXTENSION LINE, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑨ DOUBLE YELLOW CENTER LINE, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10

- LEGEND**
- EXISTING SIGN MOUNTED ON POST
 - EXISTING SIGN MOUNTED ON POLE
 - REMOVE AND SALVAGE POST AND SIGN
 - REMOVE AND SALVAGE SIGN FROM POLE
 - INSTALL NEW SIGN ON EXISTING POST
 - INSTALL NEW SIGN ON EXISTING POLE
 - INSTALL NEW SIGN AND POST
 - RE-INSTALL EXISTING SIGN ON NEW POST

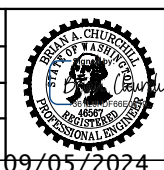
CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG
 (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	JUL 2024	1" = 20'
BY: BAC	CHECKED: BAC	
DRAWN: REE	PROJECT NAME:	
DATE:		
FIELD BOOKS:	DRAWING NAME:	
	TACSPURSTDM-NSB-CH.DWG	

DocuSigned by:
Jack Meluser
 ENGINEERING DIVISION MANAGER



CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

CHANNELIZATION PLAN
 TACOMA SPUR STADIUM NB/ SB RAMPS
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
 SHEET NO. 15
 SHEET CH-1 OF CH-3

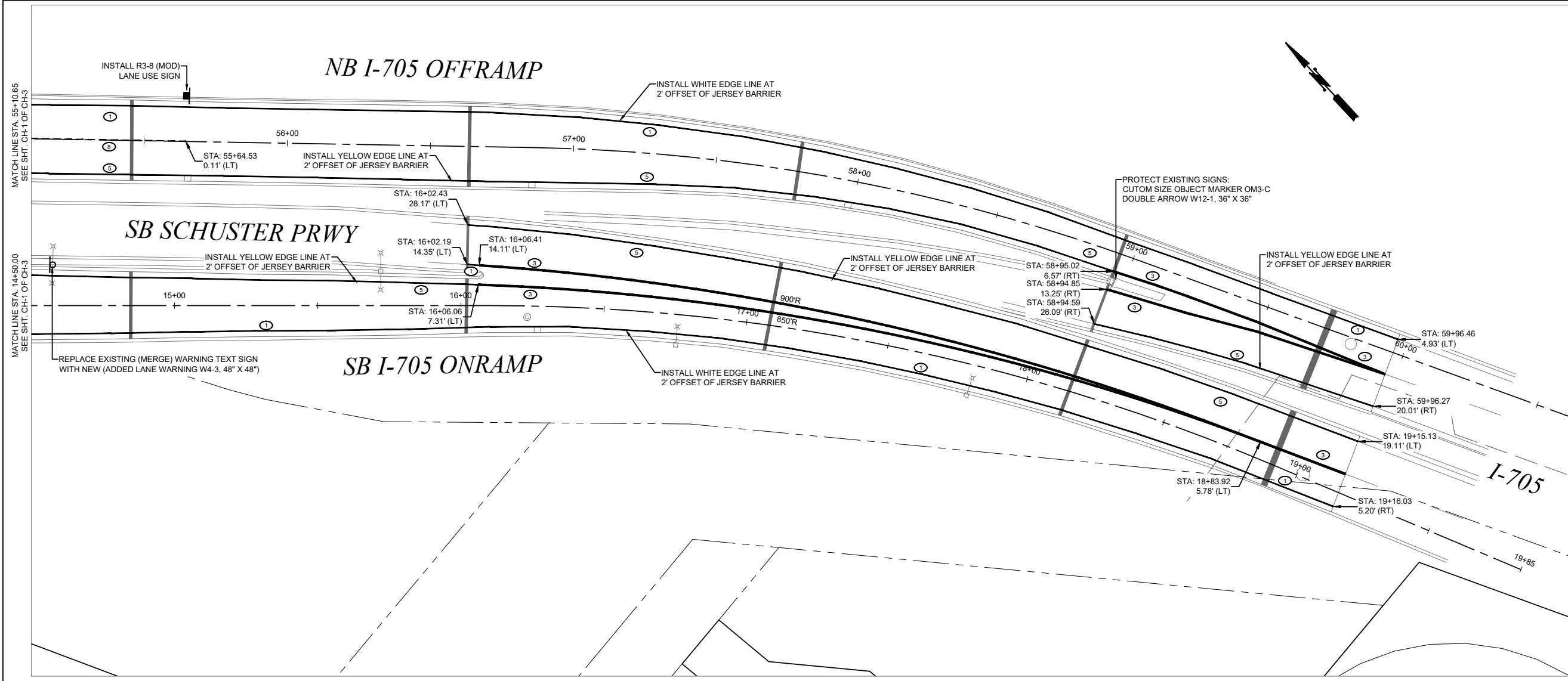
09/05/2024

P:\Design\Projects\CIVIL_3D\PWK-G0048_Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-CH.dwg, 7/10/2024 12:18:49 PM, resparza

SEE SHEET CH-3 FOR GENERAL NOTES
RELATING TO CHANNELIZATION AND
SIGNING

- CHANNELIZATION NOTES**
- ① 4" WHITE EDGE LINE, THERMOPLASTIC, PER STND. PLAN CH-03B
 - ② 8" WHITE CROSSHATCH, THERMOPLASTIC, PER WSDOT STANDARD PLAN M-24.60-04
 - ③ 8" WHITE GORE LINE, THERMOPLASTIC, PER COT STND. PLAN CH-03A
 - ④ 16" WHITE STOP BAR, THERMOPLASTIC, PER COT STND. PLAN CH-02
 - ⑤ 4" YELLOW EDGE LINE, THERMOPLASTIC, PER COT STND. PLAN CH-03A & CH-09
 - ⑥ WHITE "ONLY" LANE MARKING, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑦ WHITE TURN LANE ARROW, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑧ 8" WHITE DOTTED EXTENSION LINE, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10
 - ⑨ DOUBLE YELLOW CENTER LINE, THERMOPLASTIC, PER COT STND. PLANS CH-09 & CH-10

- LEGEND**
- EXISTING SIGN MOUNTED ON POST
 - EXISTING SIGN MOUNTED ON POLE
 - REMOVE AND SALVAGE POST AND SIGN
 - REMOVE AND SALVAGE SIGN FROM POLE
 - INSTALL NEW SIGN ON EXISTING POST
 - INSTALL NEW SIGN ON EXISTING POLE
 - INSTALL NEW SIGN AND POST
 - RE-INSTALL EXISTING SIGN ON NEW POST

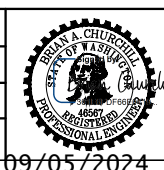


CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLING AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	JUL 2024	1" = 20'
BY: BAC	CHECKED: BAC	
DATE	DRAWN: REE	PROJECT NAME: -
FIELD BOOKS	DRAWING NAME: TACSPURSTDM-NSB-CH.DWG	



DocuSigned by:
Jack Meluser
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
CHANNELIZATION PLAN
TACOMA SPUR STADIUM NB/ SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 16
SHEET CH-2 OF CH-3

09/05/2024

P:\Design\Projects\CIVIL\tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-CH.dwg, 7/10/2024 12:18:52 PM, resparza

GENERAL CHANNELIZATION NOTES

1. THE CITY OF TACOMA TRAFFIC ENGINEERING SECTION SHALL BE NOTIFIED AT LEAST THREE (3) BUSINESS DAYS PRIOR TO STARTING ANY STRIPING WORK.
2. UNLESS OTHERWISE SPECIFIED, ALL PAVEMENT MARKING INSTALLATIONS AND REMOVALS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE CITY'S SPECIFICATIONS. ITEMS NOT COVERED UNDER THE CITY SPECIFICATIONS SHALL CONFORM TO THE WSDOT/APWA STANDARD SPECIFICATIONS AND THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED AND MODIFIED BY WASHINGTON ADMINISTRATIVE CODE (WAC) 468-95.
3. TEMPORARY TRAFFIC CONTROL SHALL CONFORM TO THE MOST RECENT EDITION OF THE CITY OF TACOMA TRAFFIC CONTROL HANDBOOK, THE MUTCD, AND/OR AS DIRECTED BY THE CITY OF TACOMA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF THE PERMANENT PAVEMENT MARKINGS. PAVEMENT MARKING DIMENSIONS ARE TO THE CENTER OF THE STRIPE FOR SINGLE-LINE STRIPING AND TO THE CENTER OF THE GAP BETWEEN THE TWO LINES FOR DOUBLE-LINE STRIPING. WHERE CURB AND GUTTER ARE PRESENT, DIMENSIONS ARE TO THE FACE OF CURB, OR TO THE EDGE OF PAVEMENT ABSENT CURB AND GUTTER. THE CONTRACTOR SHALL SCHEDULE INSPECTION OF THE PAVEMENT MARKING LAYOUT AT LEAST THREE (3) BUSINESS DAYS PRIOR TO THE INSTALLATION OF THE PERMANENT PAVEMENT MARKING. INSPECTION SHALL TAKE PLACE DURING DAYTIME AND ON A BUSINESS DAY PRIOR TO INSTALLATION OF PERMANENT PAVEMENT MARKINGS. ANY PERMANENT PAVEMENT MARKINGS APPLIED PRIOR TO FIELD INSPECTION BY THE TRAFFIC ENGINEERING SECTION SHALL BE REMOVED AND RE-STRIPED AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL FOLLOW ALL DIMENSIONS, NOTES, DETAILS, AND STANDARDS WHEN INSTALLING PAVEMENT STRIPING, MARKINGS, AND MARKERS. THE CHANNELIZATION PLANS MAY BE MODIFIED AS DIRECTED BY THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL REFER ANY QUESTIONS CONCERNING PAVEMENT MARKINGS TO THE TRAFFIC ENGINEERING SECTION VIA THE CITY'S CONSTRUCTION INSPECTOR FOR THE PROJECT.
6. GENERALLY, RAISED PAVEMENT MARKERS (RPMS) SHALL BE INSTALLED IN CONJUNCTION WITH STRIPING EFFORTS AND IN ACCORDANCE WITH CITY OF TACOMA STANDARD PLANS. EXCEPTIONS ARE POSSIBLE; COORDINATE WITH THE CITY'S TRAFFIC ENGINEERING SECTION. ALL MARKERS SHALL BE INSTALLED SO THAT THE REFLECTIVE FACE OF EACH MARKER IS FACING THE DIRECTION OF APPROACHING TRAFFIC AND IS PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW.
7. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS AND STRIPING IN CONFLICT WITH OR CONTRARY TO THE FINAL STRIPING PLAN BY HYDRO-BLASTING OR OTHER APPROVED NONINVASIVE METHOD. ALL REMOVAL METHODS SHALL BE DONE IN CONFORMANCE WITH WSDOT/APWA STANDARD SPECIFICATIONS. IF THE REMOVAL DAMAGES THE UNDERLYING PAVEMENT AS DESCRIBED IN THE WSDOT/APWA STANDARD SPECIFICATIONS, THEN THE PAVEMENT SHALL BE RESTORED TO A STATE EQUALING OR EXCEEDING ITS PREVIOUS STATE. IF THE OBLITERATION CAUSES SHADOWING (OR "GHOST" MARKINGS), OR IN THE OPINION OF THE CITY TRAFFIC ENGINEER WILL CAUSE CONFUSION TO DRIVERS, THE CONTRACTOR SHALL REMEDY THROUGH AN APPROVED MEANS AND METHOD. APPLYING ADDITIONAL MARKINGS TO OBSCURE ERRONEOUS MARKINGS IS NOT AN APPROVED METHOD FOR OBLITERATION. STRIPING OBLITERATION MAY NEED TO EXCEED THE CITY OF TACOMA, RIGHT-OF-WAY DESIGN MANUAL ISSUED: JANUARY 7, 2016 CHAPTER 7 7-14 ERRATA VERSION JULY 2016 PROJECT LIMITS SO THAT THE NEW STRIPING WILL MATCH PERMANENT EXISTING PAVEMENT MARKINGS.
8. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE CITY BY POWER BROOM, STREET SWEEPING, AIR JET BLOWING, AND/OR WATER JET/TRUCK PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS UNLESS DIRECTED OTHERWISE. THE ROAD PAVEMENT SURFACE CONDITIONS, INCLUDING ANY PAVEMENT CURING TIMES, SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD SPECIFICATIONS PRIOR TO THE APPLICATION OF PERMANENT PAVEMENT MARKINGS.
9. PERMANENT PAVEMENT MARKINGS SHOULD BE FULLY IMPLEMENTED BEFORE ALLOWING PUBLIC USE OF THE ROADWAY. TEMPORARY PAVEMENT MARKINGS CONTROLLING TRAFFIC AS INTENDED BY THE PERMANENT CHANNELIZATION PLANS MAY BE PERMISSIBLE IN THE CASE WHERE PAVEMENT CONDITIONS/MATERIALS PRECLUDE IMPLEMENTATION OF THE PERMANENT PAVEMENT MARKINGS UNTIL A LATER TIME. TEMPORARY MARKINGS SHALL NOT BE USED ANY LONGER THAN NECESSARY AND NO LONGER THAN ONE (1) MONTH UNLESS OTHERWISE APPROVED OR MITIGATED, WHICH MAY INCLUDE A RE-APPLICATION OF THE TEMPORARY MARKINGS.

GENERAL SIGNING NOTES

1. THE CITY OF TACOMA TRAFFIC ENGINEERING SECTION SHALL BE NOTIFIED AT LEAST THREE (3) BUSINESS DAYS PRIOR TO STARTING ANY SIGNING WORK.
2. TEMPORARY TRAFFIC CONTROL SHALL CONFORM TO THE MOST RECENT EDITION OF THE CITY OF TACOMA TRAFFIC CONTROL HANDBOOK, THE MUTCD, AND/OR AS DIRECTED BY THE CITY OF TACOMA.
3. ALL SIGNS SHALL CONFORM TO THE MUTCD WITH RESPECT TO COLORS, SHAPE, SIZE, CONTENT, RETROREFLECTIVITY, AND PLACEMENT RELATIVE TO THE ROADWAY. ALL SIGN PANELS SHALL BE 0.080-INCH THICK ALUMINUM (NON-RECYCLED) WITH PRISMATIC SHEETING (TYPE IV OR BETTER, OR AS SPECIFIED). SIGN POSTS SHALL BE 2-INCH SQUARE PERFORATED GALVANIZED STEEL TUBING PER CITY STANDARD PLANS, UNLESS OTHERWISE SPECIFIED.
4. THE CONTRACTOR SHALL SUBMIT ALL SIGN FORMATS/LAYOUTS (WITH DIMENSIONS) TO THE CITY'S TRAFFIC ENGINEERING SECTION FOR APPROVAL PRIOR TO FABRICATION.
5. ANY TRAFFIC SIGNS, INCLUDING STREET NAME SIGNS, WHICH ARE IN CLOSE PROXIMITY TO AN EXISTING OR PROPOSED STREET LIGHT POLE (CONFER WITH TRAFFIC ENGINEERING IN ADVANCE FOR APPROVAL), SHALL BE PROPERLY MOUNTED TO THE POLE INSTEAD OF INSTALLING A NEW SIGN POST. ANY ADDED EXPENSE RELATING TO A NEED FOR DIFFERENT MOUNTING HARDWARE AND/OR EQUIPMENT SHALL BE THE CONTRACTOR'S RESPONSIBILITY. PRIOR TO INSTALLATION, SIGN LOCATIONS AND OFFSETS MAY BE ADJUSTED BY THE CITY TO IMPROVE VISIBILITY OR SAFETY.
6. ANY EXISTING SIGNS THAT NEED TO BE REMOVED AS A RESULT OF CONSTRUCTION, OR DUE TO CONFLICT WITH INSTALLED SIGNS, SHALL BE DONE SO BY THE CONTRACTOR AT THEIR EXPENSE. THESE SIGNS SHALL BE REMOVED, PROTECTED, AND STORED FOR POSSIBLE REINSTALLATION BY THE CONTRACTOR OR FOR SALVAGING AND RETURNING TO THE CITY. SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR SHALL ENSURE THAT AT NO TIME A TRAFFIC SIGN IS INSTALLED IN SUCH A WAY AS TO BE BLOCKED BY TREES OR VEGETATION, EITHER EXISTING OR PENDING. ALL SIGN LOCATIONS SHALL NOT INTERFERE WITH PEDESTRIAN MOVEMENT AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) AND/OR PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). IN BOTH OF THESE CASES, THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEERING SECTION TO PROVIDE AN ALTERNATE LOCATION FOR THE INSTALLATION OF THE SIGN(S) IN QUESTION.
8. TEMPORARY SIGNS INSTALLED FOR CONSTRUCTION PURPOSES SHALL BE TO BE MOUNTED IN THE LEAST INTRUSIVE LOCATIONS AND MANNER AS POSSIBLE TO MINIMIZE DAMAGE TO SIDEWALKS OR BLOCKING OF OTHER SIGNS/TRAFFIC CONTROL DEVICES. USE OF EXISTING SIGN POSTS AND STREET LIGHT POLES IS PREFERRED. ANY DAMAGE TO CITY INFRASTRUCTURE CAUSED BY TEMPORARY SIGN INSTALLATIONS SHALL BE RESTORED UPON REMOVAL OF THE TEMPORARY SIGN/POST.

CALL BEFORE YOU DIG

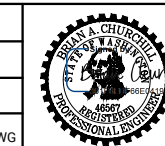
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.

CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD
----	----------	------	------

FINAL CONSTRUCTION CHECKED	DATE	SCALE
	JUL 2024	N.T.S.
DESIGNED	BAC	CHECKED
	BAC	BAC
DRAWN	REE	PROJECT NAME
		-
FIELD BOOKS	DRAWING NAME	
	TACSPURSTDM-NSB-CH.DWG	

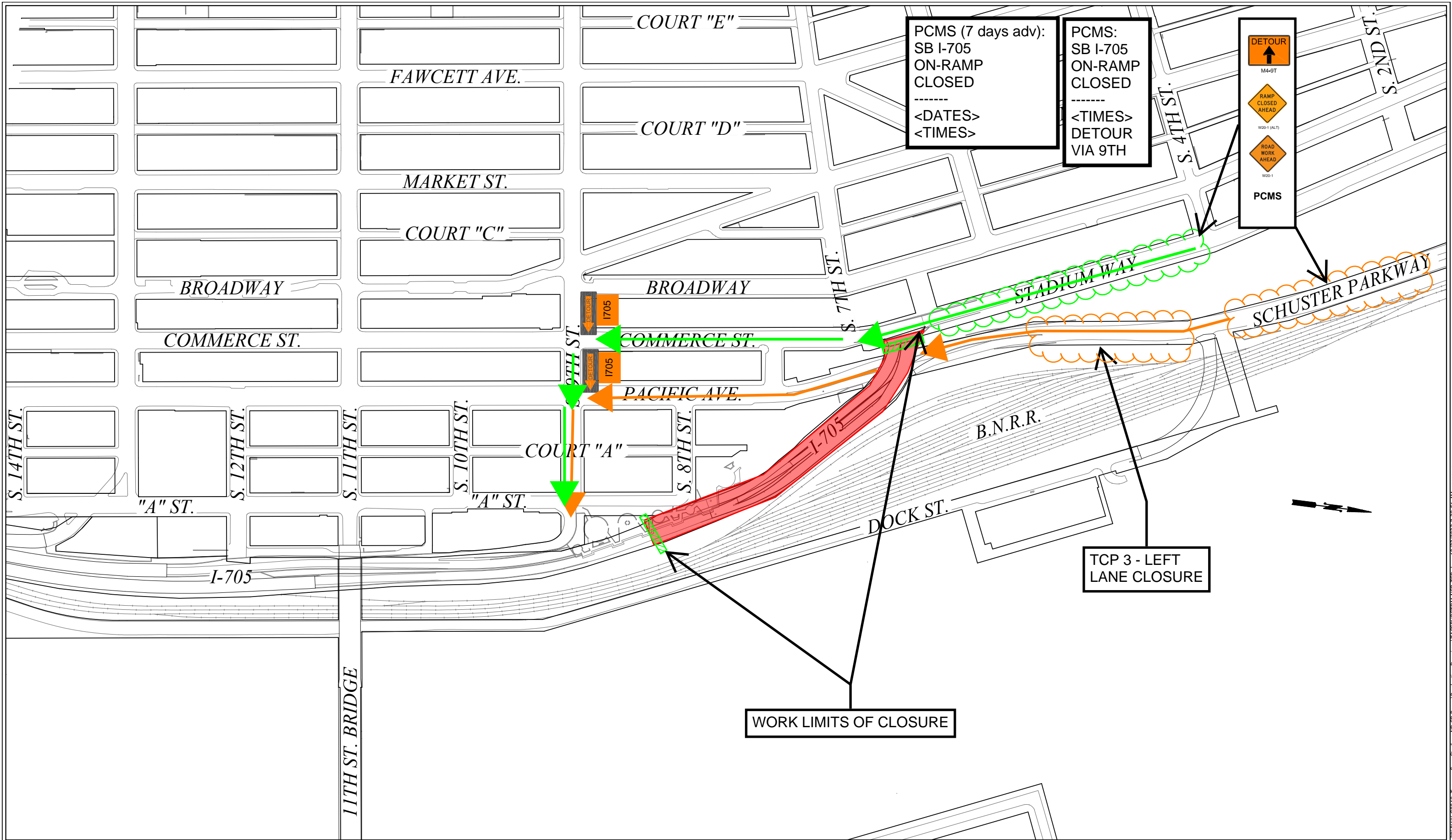


DocuSigned by:
Jack Meluser
ET 42448962448
ENGINEERING DIVISION MANAGER

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS
CHANNELIZATION PLAN
TACOMA SPUR STADIUM NB/ SB RAMPS
FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
SHEET NO. 17
SHEET CH-3 OF CH-3

09/05/2024

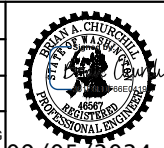


CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org



NO	REVISION	DATE	APPD

FINAL CONSTRUCTION CHECKED	DATE	SCALE
DESIGNED	JULY 2024	1" = 150'
BY: BAC	CHECKED: BAC	
DATE	DRAWN: REE	PROJECT NAME
FIELD BOOKS	TACSPURSTDM-NSB-TCP.DWG	



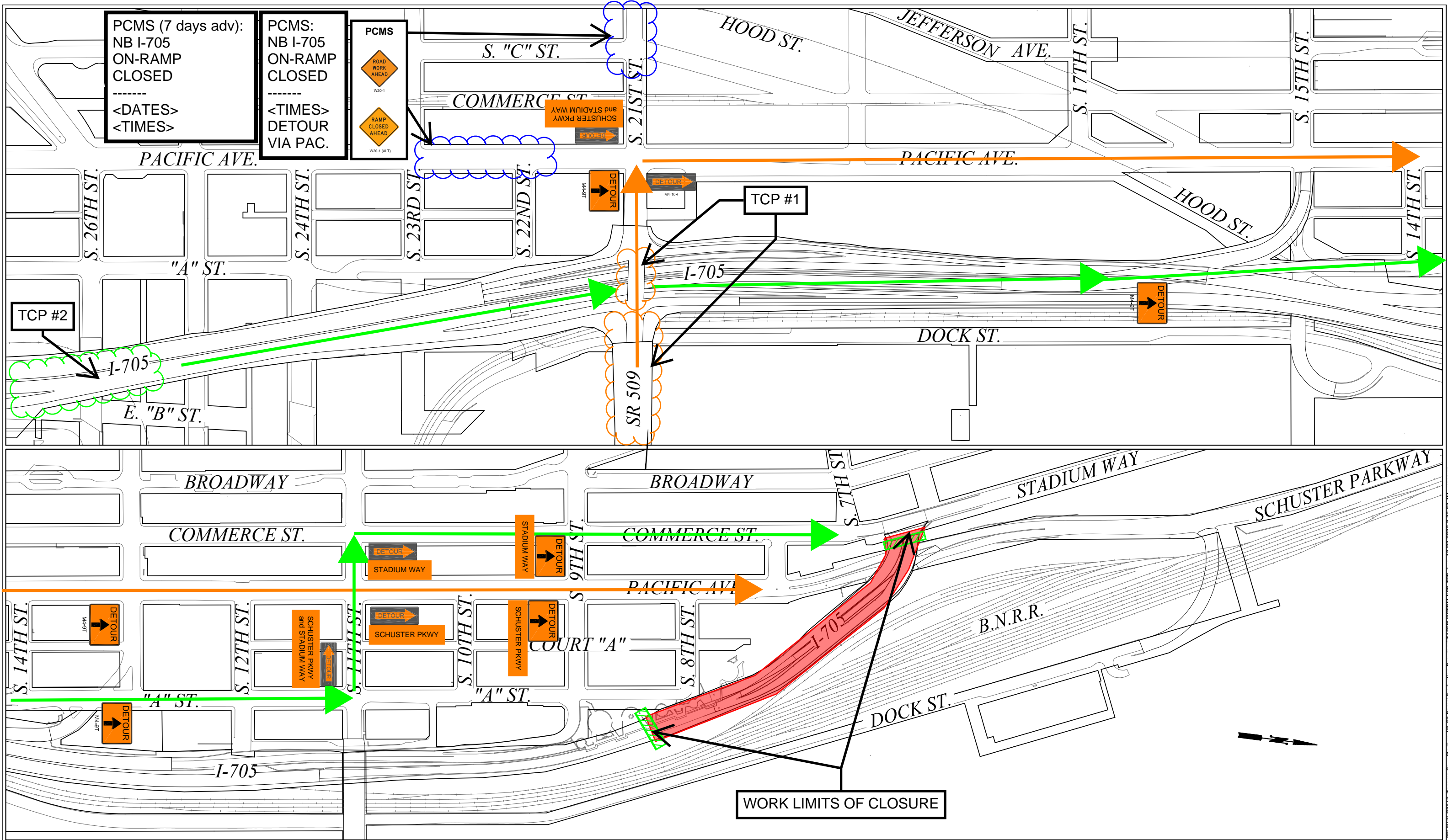
DocuSigned by:
 Jack Meluser
 ENGINEERING DIVISION MANAGER

CITY OF TACOMA
 DEPARTMENT OF PUBLIC WORKS
 TRAFFIC CONTROL PLAN
 TACOMA SPUR STADIUM SB DETOUR
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

PWK-G0048
 SHEET NO. 18
 SHEET TC-1 OF TC-4

09/05/2024

P:\Design\Projects\CIVIL\tacoma Spur Stadium\NSB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-TCP.dwg, 10/23/2023 7:28:51 AM, resparza



CALL BEFORE YOU DIG
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
 CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org

CITY OF TACOMA

FINAL CONSTRUCTION CHECKED	DATE: JULY 2024	SCALE: 1" = 150'
DESIGNED: BAC	CHECKED: BAC	
DRAWN: REE	PROJECT NAME:	
DATE:	DRAWING NAME: TACSPURSTDM-NSB-TCP.DWG	

09/05/2024

CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS
TRAFFIC CONTROL PLAN
 TACOMA SPUR STADIUM NB DETOUR
 FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP

DocuSigned by: Jack Meluser
 57E124185F804A8
 ENGINEERING DIVISION MANAGER

PWK-G0048
 SHEET NO. 19
 SHEET TC-2 OF TC-4

P:\Design\Projects\CIVIL\Tacoma Spur Stadium NB-SB Ramp\Production Drawings\TACSPURSTDM-NSB-TCP.dwg, 10/23/2023 7:28:53 AM, respazra

SIGN SPACING = X (1)		
TYPE OF ROADWAY	POSTED SPEED	SIGN SPACING (FT)
RURAL ROADS AND URBAN ARTERIALS	45 MPH	500 ±
RURAL ROADS AND URBAN ARTERIALS	35 / 40 MPH	350 ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL, AND BUSINESS DISTRICTS	25 / 30 MPH	200 ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (FT)		
SHOULDER WIDTH (FT)	POSTED SPEED (MPH)	
8	25	30
10	40	60
12	60	90
14	90	120
16	120	150
18	150	180

USE A 3-DEVICE TAPER FOR SHOULDERS LESS THAN 8 FEET WIDE

CHANNELIZATION DEVICE SPACING (FT)			
POSTED SPEED (MPH)	TAPER	TANGENT	
35-45	30	30	60
25-30	20	20	40

BUFFER DATA (B, R)				
LONGITUDINAL BUFFER SPACE = B				
MPH	25	30	35	40
LENGTH (FT)	155	200	250	305
360				

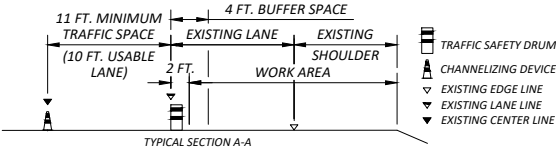
BUFFER VEHICLE ROLL AHEAD DISTANCE = R

TRANSPORTABLE ATTENUATOR	30 FEET MIN. TO 100 FEET MAX.
MINIMUM HOIST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.	
PROTECTIVE VEHICLE	NO SPECIFIED DISTANCE REQUIRED
MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA	

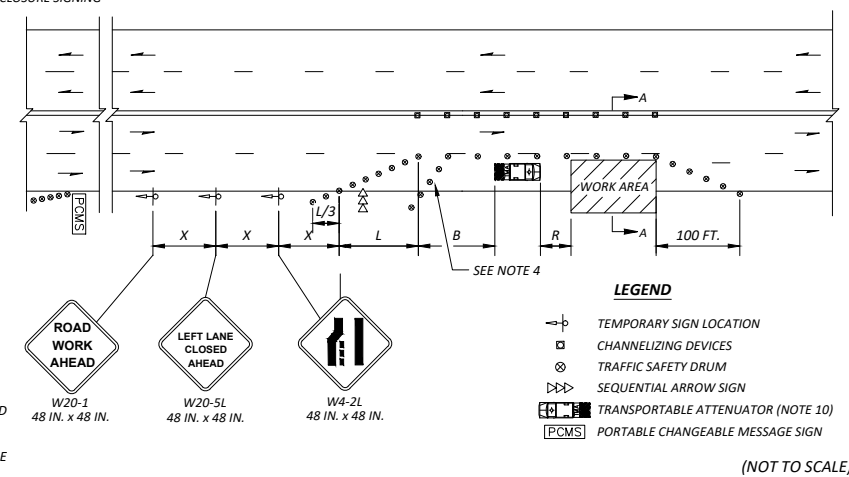
PCMS	
RIGHT LANE CLOSURE	1 MILE AHEAD
2 SEC	2 SEC

FIELD LOCATE 1 MILE IN ADVANCE OF LANE CLOSURE SIGNING

MINIMUM LANE CLOSURE TAPER LENGTH = L (FT)				
LANE WIDTH (FT)	POSTED SPEED (MPH)			
10	25	30	35	40
11	105	150	205	270
12	115	165	225	295
14	125	180	245	320
16				340
18				360



- NOTES:**
- NO FLAGGERS OR SPOTTERS.
 - RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
 - DEVICES SHALL NOT ENCRUCH INTO THE ADJACENT LANE.
 - USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 100 FEET (RECOMMENDED).
 - DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20 FEET, ON CENTER.
 - ALL SIGNS ARE BLACK ON ORANGE.
 - RECOMMEND ADVANCE NOTICE FOR ANY OVER WIDTH LOADS PRIOR TO LANE CLOSURE FOR ALTERNATE ROUTES IF APPLICABLE.
 - MAINTAIN MINIMUM 10-FOOT LANES AT ALL TIMES.
 - SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
 - ATTENUATOR REQUIRED WHERE POSTED SPEED LIMIT IS 45 MPH AND GREATER. OTHERWISE, USED AT CONTRACTOR'S DISCRETION AND EXPENSE.
 - LANE CLOSURES REQUIRE 7 DAYS PUBLIC NOTICE VIA PCMS, UNLESS OTHERWISE APPROVED BY THE ENGINEER. COORDINATE PCMS MESSAGE WITH ENGINEER.



TRAFFIC CONTROL GENERAL NOTES/REQUIREMENTS:

- Traffic control elements, spacing, tapers, and requirements of temporary traffic control shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) Part 6 (latest edition with applicable amendments/revisions per Chapter 468-95 of the WAC, the WSDOT Standard Specifications, and the City of Tacoma Traffic Control Handbook.
 - Any permanent traffic control elements (e.g., signing, striping) that would be in conflict with the temporary traffic control elements shall be covered (or removed and replaced) with prior approval of the City of Tacoma.
 - Parking restrictions to be implemented through advance placement (at least 72 hours) of No Parking signs with clearly presented date/duration of parking restriction.
 - Primary or alternate access (vehicular and pedestrian) to affected properties must be maintained at all times per Section 1-07.23 of the Standard Specifications.
 - Inform in advance (at least 10 working days) and coordinate with Pierce Transit regarding impacts to, and possible relocations of, bus stops affected by the work areas and/or traffic control elements.
 - The plan depiction of the number of channelizing devices needed is an approximation; additional channelizing devices may be needed to implement the prescribed traffic control.
 - Traffic control delineators at corners may require field adjustment based on large vehicle turning needs.
 - Steady burning warning lights (Type C per MUTCD) shall be used to delineate channelizing devices at night and in low-light conditions.
 - Adjust and modify traffic control devices as directed by the Engineer or Engineer's representative.
 - No signs shall be placed, such as to obscure visibility of other traffic signs and/or visibility of drivers and pedestrians using the roadway.
 - Contractor shall inform affected businesses and other identified stakeholders 2 weeks in advance of on-street parking and/or access restrictions in preparation for establishing work zones.
 - Temporary traffic control for pavement marking work may be able to be performed via shown plans (or mobile variant thereof), and/or will require specific plan(s) to be developed and submitted for City of Tacoma review/approval.
 - Any proposed temporary traffic control set-up even if based on what is shown in the plans, may require, when requested by the City of Tacoma, as site-specific plan to be developed by the Contractor for City of Tacoma review/approval.
 - Portable Changeable Message Signs (PCMS) are required to be in place at least seven (7) calendar days before construction beginning when affecting the flow/operation of an arterial-related intersection, but can be replaced with static signs conveying the same information thereafter.
 - If work is occurring at night, a UPO will be provided for security.
 - Inform in advance (at least 10 working days) and coordinate with Sound Transit regarding impacts to T-Line by the work areas and/or traffic control elements.
- *Contact WSDOT Or Transportation Management Center at (253) 538-3300 approximately 5 minutes prior to start of all work, including any ramp or lane closures, which intersect with SR 509 and I-705 and again after all work is complete.
* WSDOT Concurrent required for TCPs that involve WSDOT ROW.

TEMPORARY TRAFFIC CONTROL SET-UP #3

SINGLE LANE CLOSURE WITH SHIFT. SET UP WILL BE FOR A LEFT LANE CLOSURE OF SB SCHUSTER PARKWAY

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

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

SIGN SPACING = X (1)		
ROADWAY TYPE	POSTED SPEED	SIGN SPACING
FREWAYS & 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)

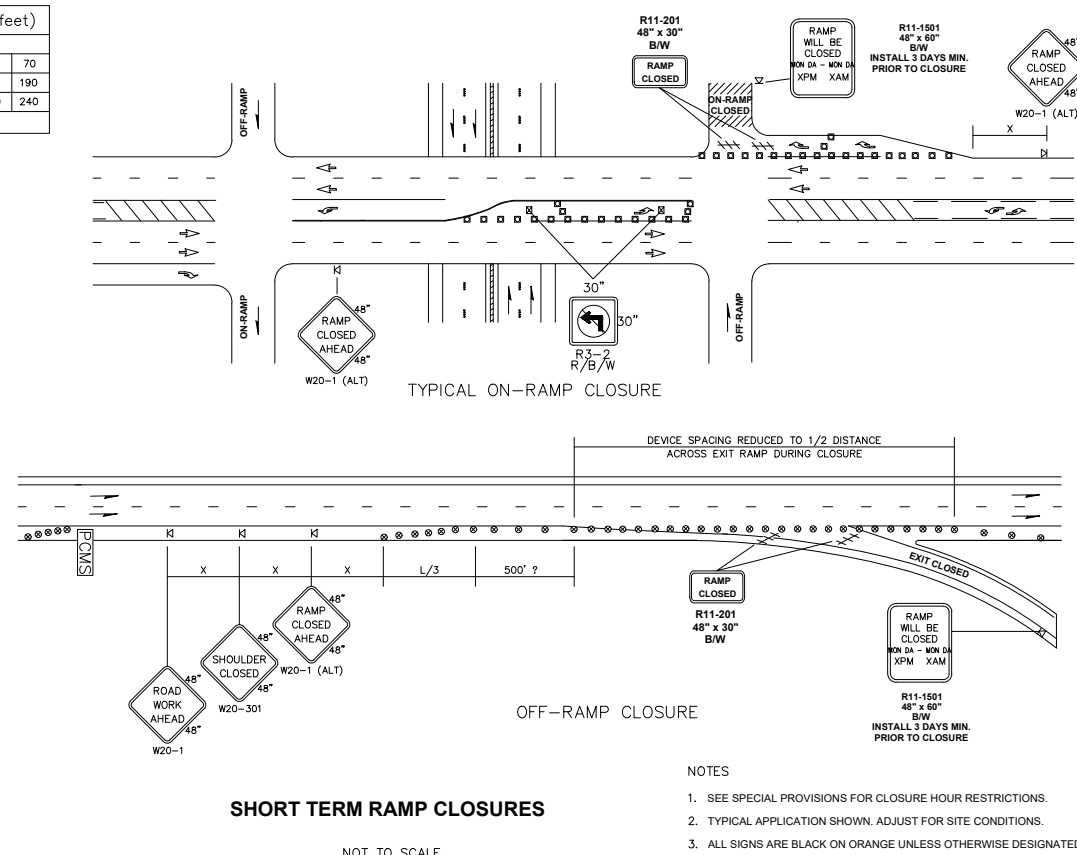
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT GRADIENT INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

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

PCMS	
EXIT XXX CLOSED	USE EXIT XXX
2.0 SEC	2.0 SEC

FIELD LOCATE

- LEGEND**
- TYPE 3 BARRICADE
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - TRAFFIC SAFETY DRUM
 - PORTABLE CHANGEABLE MESSAGE SIGN
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)



TEMPORARY TRAFFIC CONTROL SET-UP #1

TURN LANE CLOSURE AT S. 21ST ST. TO NB I-705

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.
CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org

	NO. _____	REVISION	DATE	APPD	FINAL CONSTRUCTION CHECKED	DATE: JULY 2024	SCALE: 1 = 150'		CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS		PWK-G0048
					BY: BAC	CHECKED: BAC	TRAFFIC CONTROL PLAN		SHEET NO. 20		
					DATE:	DRAWN: REE	PROJECT NAME:	TACOMA SPUR STADIUM DETOUR DETAILS & NOTES FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP		SHEET TC-3 OF TC-4	
					FIELD BOOKS:	DRAWING NAME: TACSPURSTDM-NSB-TCP.DWG	PROJECT NUMBER:	DocuSigned by: Jack Meluser ENGINEERING DIVISION MANAGER			

09/05/2024

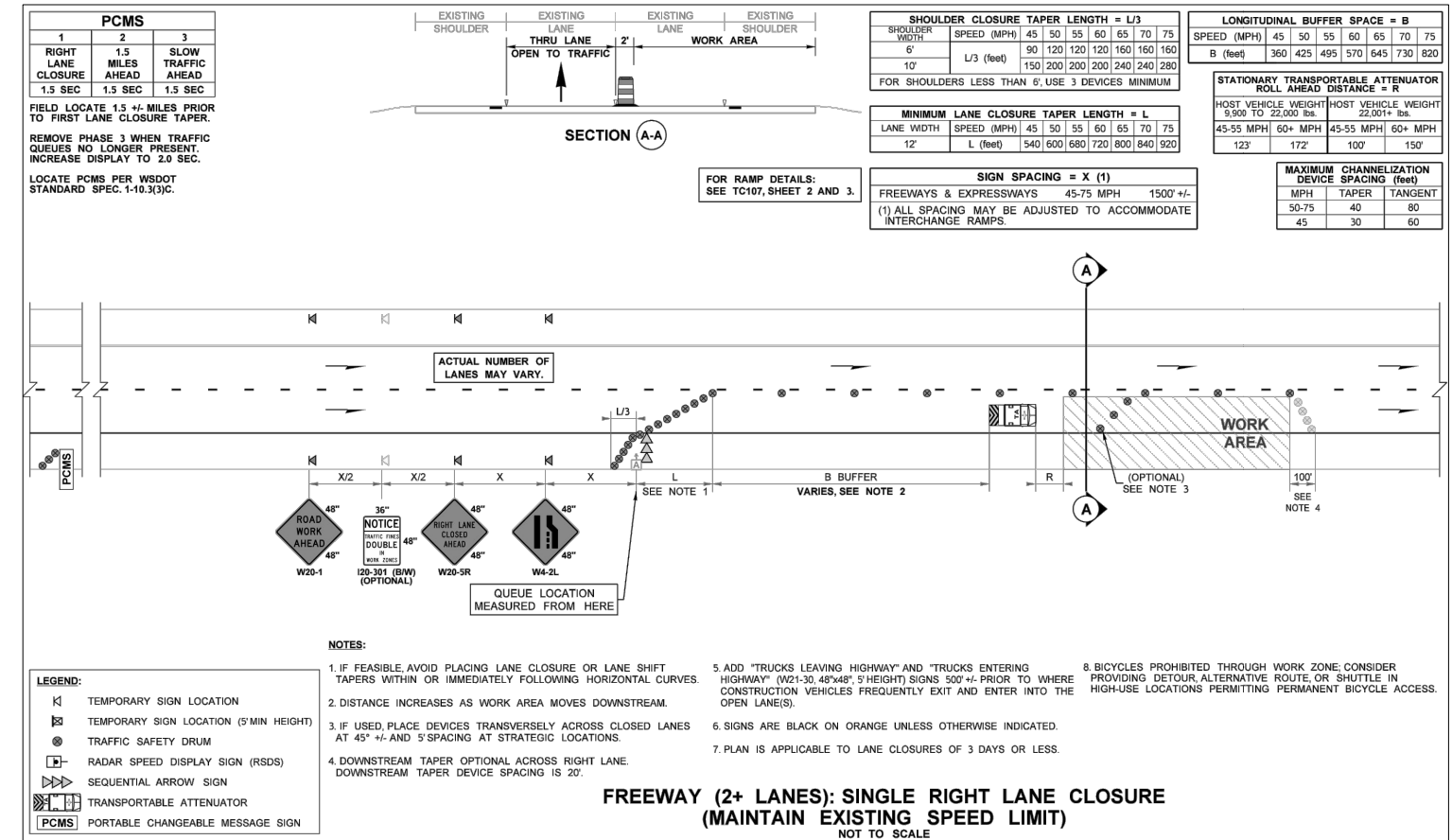
P:\Design\Projects\CIVIL - Tacoma Spur Stadium\Production Drawings\TACSPURSTDM-NSB-TCP.dwg, 10/23/2023 7:28:57 AM, resparza

- These typical traffic control plans may be modified for site specific situations and/or WSDOT Region Traffic Operations standard practices.
- See MUTCD Table 6F-1 for additional temporary sign size information. Work zone signs are usually smaller than those used permanently.
- WSC 468-95-300 modified MUTCD Table 6-1 "Recommended Advance Warning Sign Minimum Spacing". Sign spacing may be adjusted for field conditions based on engineering judgment. Desirable spacing on freeway mainlines is 1500' +/- for a 3-sign series and 1000' for a 5-sign series used with reduced work zone speed limits. Freeway mainline sign spacing may be reduced down to 500' +/- based on engineering judgment. See next note regarding sign spacing along freeway ramps.
- Per WAC 468-95-300, all sign spacing may be adjusted to accommodate interchange ramps. Along interchange ramps, sign spacing is typically 200' +/-, even in suburban and rural areas, but can be reduced further as needed to fit site conditions.
- When positioned behind channelization devices, temporary signs should be mounted at 5' minimum. Per MUTCD 6H-42 Note 4 (Standard), a temporary "EXIT" sign shall be mounted 7' minimum when located in the temporary gore.
- The work zone design speed is typically the posted speed limit (work zone speed limit when in effect). For split speed limits (SPEED LIMIT 70 TRUCKS 60), use the higher 70 mph for work zone design. For this typical TCP, the work zone design speed is based on the existing posted speed limit for sign spacing, tapers, channelization device spacing, buffer, and roll ahead distances.
- Channelization devices types may be modified (vertical panel channelization devices prohibited). Traffic safety drums are required on freeway lane closure/lane shift tapers; however, on the freeway tangent section 42" tall channelization devices, 36" traffic cone may be used. Warning lights on channelization devices is being phased out in Washington. Contact Region Traffic Operations for information regarding their standard practices.
- Maximum channelization device spacing table is based on WAC 468-95-301 and may ALWAYS be reduced.
- Taper lengths assume 12-foot lanes & rounded up based on channelization device spacing (to simplify setup for field crews). Acceptable to use calculated minimum taper lengths per MUTCD Tables 6C-3 AND 6C-4, which is Guidance per MUTCD 6C.08, Paragraph 04. Reducing lane closure tapers farther is typically a last resort to make closures "fit" and based on engineering judgment.
- Per MUTCD Section 6F.61, separate sequential arrow boards shall be used for each freeway lane closure taper. Sequential arrow boards, shall NOT be used lane shifts, ramp shifts, or at on-ramp merges.
- Per MUTCD Section 6C.06, longitudinal buffer spaces are optional. Using longitudinal buffer spaces listed in MUTCD Table 6C-2 is recommended as best practice when feasible, but may be adjusted based on engineering judgment.
- The lateral buffer (transverse distance between open travel lanes and work area) is recommended as 2 feet on stationary freeway lane closures, but may be adjusted based on engineering judgment. Actual work area limits may be modified.
- WSDOT best practice is to place a transportable attenuator (TA) in the closed lane adjacent to traffic in advance of the work area (roll ahead distance provided between) for freeway lane closures. TAs may be added in all closed lanes. An additional TA/set of TAs may be added prior to each work crew within a work area. Additional TA/set of TAs should be added prior to work areas following open temporary exit-ramps or on-ramps through the lane closure. Contact Region Traffic Operations for their standard practice.
- Placing channelization devices transversely (at 45° and 5-foot spacing) is an effective strategy to move errant drivers back out of closed lanes.
- Per MUTCD Figure 6C-2, the downstream taper is optional across the reopened right lane. Eliminating the downstream taper allows construction vehicles (especially heavily loaded semi trucks) to accelerate straight out of the work area into the reopened RIGHT LANE with minimal traffic impacts. This maximizes work zone capacity and safety for all.
- A 20:1 tapered temporary exit-ramp is typical, but 15:1 is acceptable. The exit-ramp travel way width may range from 12 to 16 feet.
- The on-ramp shift may occur across the paved on-ramp gore at "L/2", but verify the gore's cross-slope is traversable, pavement thickness adequate, and catch basin & ITS boxes are traffic bearing types. This Typical TCP begins the ramp shift at the end of the marked gore for simplicity.
- Two types of temporary on-ramp configurations, parallel and tapered. Parallel on-ramp uses a L/2 per lane ramp shift, L/2 MIN acceleration pocket that may be extended when space allows, and L ramp merge taper based on MUTCD Guidance Figure 6H-44. However, a L/2 ramp merge taper is allowable based on engineering judgment, see WSDOT Design Manual Exhibit 1360-13b for guidance. Tapered on-ramp used a single 50:1 taper (for all speeds) from the end of the marked gore to the end of the merge, see WSDOT Design Manual Exhibit 1360-13a for guidance.
- To discourage work zone intrusion, device spacing is reduced by one-half approaching and at closed exit-ramps.
- Ramp detour signage is recommended by MUTCD 6C.09, but using alternative routes is acceptable. Contact Region Traffic Operations for the standard practice. Recommended to use route-specific detour signage for significant ramp closures. Work zone cells "Detour_..." for generic and "DetourRS_..." for route-specific detour signs are available. "USE ALTERNATIVE ROUTE" is in the pink box above the applicable ramp plots.
- This typical TCP is not applicable when HOV-restricted or Express Toll Lane(s) are present. Contact Region Traffic Operations for additional guidance.

* Contact WSDOT OR Transportation Management Center at (253) 538-3300 approximately 5 minutes prior to start of all work, including any ramp or lane closures, which intersect with SR509 or I-705 and again after all work is complete.

* WSDOT concurrence required for TCPs that involve WSDOT ROW.

TEMPORARY TRAFFIC CONTROL SET-UP #2 NOTES



TEMPORARY TRAFFIC CONTROL SET-UP #2

I-705 OFF RAMP TO SCHUSTER PARKWAY CLOSURE AND WB SR 509 ON RAMP CLOSURE

CALL BEFORE YOU DIG EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POT-HOLING AND AVOIDING ALL EXISTING UTILITIES. CALL TWO BUSINESS DAYS BEFORE YOU DIG (1-800-424-5555) OR VISIT ONLINE: www.callbeforeyoudig.org			NO	REVISION	DATE	APPD	FINAL CONSTRUCTION CHECKED	DATE JULY 2024	SCALE 1 = 150'		CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS TRAFFIC CONTROL PLAN TACOMA SPUR STADIUM DETOUR DETAILS & NOTES FROM STADIUM WAY & COMMERCE ST. TO I-705 RAMP	PWK-G0048 SHEET NO. 21 SHEET TC-4 OF TC-4
							BY: BAC DATE: REE FIELD BOOKS: TACSPURSTDM-NSB-TCP.DWG	DESIGNED: BAC DRAWN: REE DRAWING NAME: TACSPURSTDM-NSB-TCP.DWG	CHECKED: BAC PROJECT NAME: -	DocuSigned by: Jack Meluser 67F12418E72844B ENGINEERING DIVISION MANAGER		

09/05/2024