

## 15. TRAFFIC CONTROL AND HAUL ROUTES

### 15.1 Traffic Control

A traffic control plan is required for any construction on or along traveled roadways. The contractor will be responsible for interim traffic control during construction on or along traveled roadways. Traffic control will follow the guidelines of the WSDOT/APWA Standard Specifications and the MUTCD.

A Traffic Control Plan will be submitted to and approved by Public Works Director prior to the start of construction. Traffic control shall follow the guidelines of Section 1-07.23 of the WSDOT/APWA Standard Specifications.

All barricades, signs, coning, and flagging will conform to the requirements of the MUTCD. Signs must be legible and visible and shall be removed at the end of each workday if not applicable after construction hours.

All work zone traffic control devices used shall meet or exceed the requirements of crashworthiness as defined by the Federal Highway Administration (FHWA) National Cooperative Highway Research Program (NCHRP) Report 350. "Crashworthy" means they have met the test and evaluation criteria of Report 350 and/or have received a "Letter of Acceptance" from the FHWA.

All necessary and/or required traffic control devices will be in place prior to the beginning of the project construction or on a daily basis during project construction.

If the work zone is within 300 feet of a signalized intersection, or as required by the Public Works Director or their designee, the presence of a Police Officer(s) is required.

All traffic signing, striping, and pavement markers removed during a construction project shall be replaced. Temporary striping shall be used on a limited basis and only as approved by the Public Works Director. The Engineering Services division shall be contacted a minimum of 3 days in advance of installation to verify channelization layout.

When removal of existing pavement markings is required, a full-width overlay may be required by the Public Works Director to remove any reflections of the old markings.

When road closures and detours cannot be avoided, the contractor will notify the Engineering Inspector within a minimum of 48 hours. The City will require a detour plan to be prepared, submitted, and approved prior to closing any portion of a City roadway.

### 15.2 Temporary Road Closures and Detours

When temporary road closures cannot be avoided, the applicant/contractor shall post a notice of temporary road closure sign in accordance with the requirements of the Public Works Director a minimum of 14 days prior to the closing. The types and locations of the signs shall be shown on a detour plan. A proposal for a road closure and a detour plan must be prepared and submitted to the Public Works Director at least 28 calendar days in advance (40 calendar days if arterial) and approved prior to closing any City road. In addition, the applicant/contractor must notify, in writing, local fire, school, or law enforcement authorities; Metro transit; garbage/recycling services; and any other affected persons as directed by the Public Works Director at least 14 days prior to closing.

Typically the City wishes to limit any road closures throughout the City but understands that as a last resort they may be needed. All road closure requests must be reviewed and approved by the Public

Works Director, all stakeholders, and in some cases, the City Council as a legislative action. In order to provide all the necessary information to the Director and stakeholders, a technical memorandum must be submitted to the City for review of the closure request.

All roadway closure requests shall include a technical memorandum specifically describing what is being proposed and what is being sought for consideration. Elements to include in the memorandum shall include (but not all-inclusive) the following:

- Description of work.
- Requested closure dates and hours of work.
- Alternatives, if any, given the City preference to keep one lane open at all times for alternating traffic (can alternative work zones be utilized?).
- Proposed roadway and right-of-way (ROW) protection from large equipment operations – staging and operations plans.
- Traffic control narrative and plans:
  - Detours would need to be maintained typically on arterials and higher classifications, not residential roads.
  - Potential police presence at major intersections used for detour.
  - Two-week VMS (variable message sign) notification.
- Notification of impacted properties.
- Estimated value of construction for ROW permit processing.
- Request for City noise variance – estimated impact data, etc.

### 15.3 After-Hours/Night Work

Regular work hours within City right-of-way is 7 a.m. to 7 p.m., Monday through Friday, and 8 a.m. to 5 p.m., Saturday and Sunday. All work outside these regular work hours is deemed after-hours or night work.

Typically the City wishes to limit any after-hours work. All after-hours work requests must be reviewed and approved by the Public Works Director and all stakeholders. In order to provide all the necessary information to the Director and stakeholders, a technical memorandum must be submitted to the City for review of the after-hours work request.

All after-hours work requests shall include a technical memorandum and noise variance request specifically describing what is being proposed and what is being sought for consideration. Elements to include in the memorandum shall include (but not all-inclusive) the following:

- Description of work.
- Requested closure dates and hours of work.
- Alternatives, if any, given the City preference to keep work activities to normal business hours.
- Traffic control narrative and plans.
- Notification of impacted properties.

- Estimated value of construction for ROW permit processing.
- Request for City noise variance – estimated impact data, etc.
  - Flyer for public notification.

All after-hours work will require a noise variance request to be reviewed by the City’s Building Department. The noise variance request shall include a flyer for public notification that includes a contact to call for any complaints or questions, location and hours of construction, schedule, equipment being used, lane closures, etc. This flyer, once approved, shall be sent to all residents within 300 feet of the source of noise, including noise caused by any related ongoing construction, per DMMC 18.20.130. The Public Works Director may require extended public notification limits based on project limits and haul routes, where applicable. All notification shall be complete at least 2 weeks prior to work commencing.

## 15.4 Haul Routes

When required by the Public Works Director, a haul route agreement and/or plan must be prepared by the permittee and submitted for review and approval prior to beginning hauling.

A haul route agreement will generally be required for new and expanded hauling operations within the right-of-way. Haul route agreements are necessary to ensure that trucking activities do not impact roadway capacity or cause damage or accelerated deterioration to City roads and to minimize impacts to surrounding residences and businesses.

These activities involve, but are not limited to, development construction, major utility construction, and similar operations. These agreements may be required through the State Environmental Policy Act (SEPA) process or by the Public Works Director. The absence of an agreement does not absolve the user from restoring the right-of-way.

Generally, a right-of-way use, special use, or conditional use permit will be required in conjunction with a haul road agreement. The agreement must be signed by the permittee prior to issuance of the permit to protect the integrity of the roadway surface and other roadway features within the right-of-way.

Additionally, existing operations may require a haul route agreement through a conditional use, special use, or right-of-way use permit.

At a minimum, the agreement shall include the haul route, type and number of haul vehicles, hauling period, hours of operation, signage and flagging, daily maintenance, and periodic and final right-of-way and roadway restoration. The Public Works Director must approve the route. Failure to use the approved designated haul route may result in prohibition or limitation of further work on the development/property until such time as the requirements of the haul route are fulfilled.

The Public Works Director and permittee shall make joint pre-activity and post-activity inspections of the proposed haul route. Conditions of the road prior to the anticipated activity will be analyzed, documented, and agreed upon by the parties prior to signing the agreement and issuance of the permit. The Public Works Director may require a restoration financial guarantee prior to signing the agreement. When hauling activities have been completed, conditions are again documented. The post-activity inspection will not be conducted until at least 30 days after completion of hauling activities. If damage occurred as a result of the hauling, the applicant is required, prior to release of the financial guarantee, to make necessary repairs or compensate the City for the actual costs required to repair the damage.

