

# SOUTH BEND CHIP SEAL NOTES

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
TRANSPORTABLE ATTENUATOR 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'			
PROTECTIVE VEHICLE (WORK VEHICLE) = R										
NO SPECIFIED DISTANCE REQUIRED										

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	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 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	430	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

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

- NOTES**
1. Full encroachment is necessary, lane shall be closed.
  2. Protective vehicle recommended - may be a work vehicle.
  3. Contractor to close 1 lane at a time. 2

FLAGGERS TO ASSIST DIRECTING TRAFFIC TO PROPER ROUTE AROUND WORK ZONE.

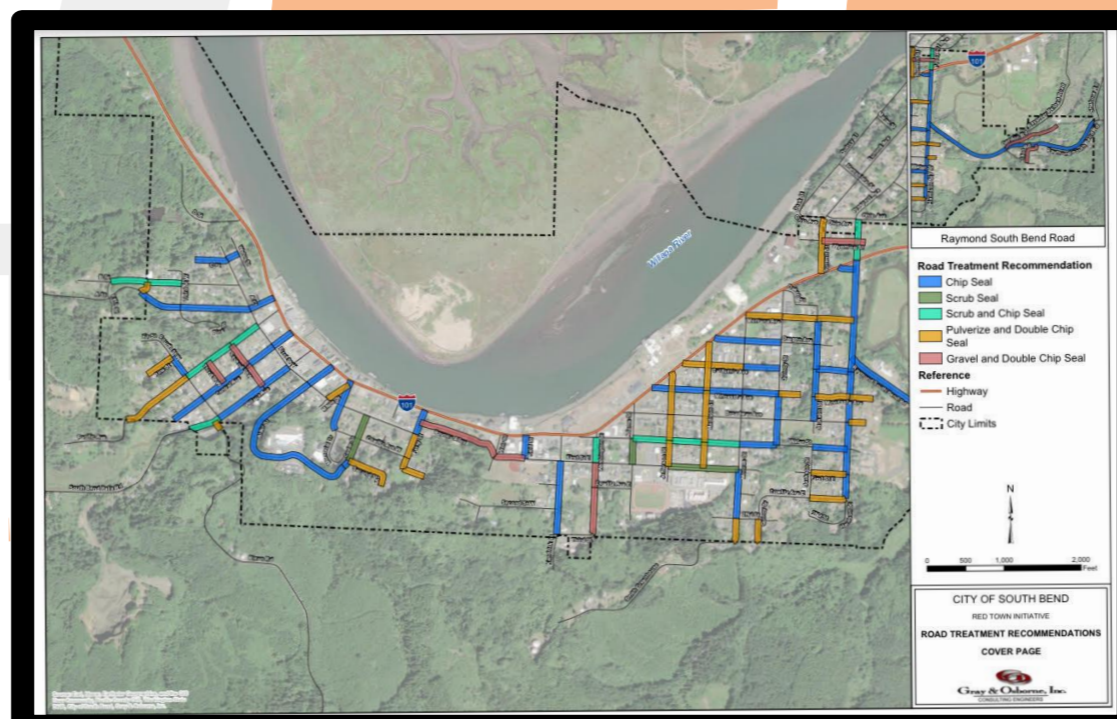
NO PEDESTRIAN SIDEWALK OR CROSSWALK SHALL NOT BE OUT OF ORDER OR OBSTRUCTED.

**Light Em' Up**

(971)888-2248

**BRIAN FEIL**

WASHINGTON TCS 011693  
OREGON TCS 05677  
eRAILSAFE BADGE 568328



WAIT FOR PILOT CAR

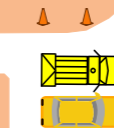


IF CONTRACTOR PILOTS EACH DRIVEWAY AND UNFLAGGED ROADS SHALL HAVE A CONE AND WAIT FOR PILOT CAR SIGN.

**LEGEND**



FLAGGING STATION & SIGN LOCATION



CHANNELIZING DEVICES

PROTECTIVE VEHICLE - RECOMMENDED

MOTORIST VEHICLE

**NOTES**

1. Refer to sheet TCP 1 for additional signing and flagging details not shown.
2. Channelizing devices are recommended (but not required) along centerline to separate traffic from work operation. Devices are required at tapers to shift traffic movement between lanes and recommended for protection at all flagging stations.
3. Cones with "Wait for Pilot Car" is recommended for non-stop sign controlled approaches such as private driveways and roads. This sign is not required to be aluminum substrate and can be made of alternative materials.
4. All sign and flaggers shall be in place and pilot car ready before any chip seal operation shall commence.

#	CONSTRUCTION NOTES
1	CONTRACTOR SHALL USE CAUTION WHEN WORKING IN AND AROUND EXISTING UTILITY/STRUCTURE.
2	CONTRACTOR TO PROTECT AND PRESERVE EXISTING MANHOLE COVER.
3	CONTRACTOR TO PROTECT AND PRESERVE EXISTING VALVE COVER.
4	CONTRACTOR TO PROTECT AND PRESERVE EXISTING WATER METER BOX.
5	FURNISH & INSTALL MONUMENT, CASE & COVER. LOCATION IS APPROXIMATE.
6	CONTRACTOR TO LOCATE AND ADJUST EXISTING MANHOLE COVER TO GRADE.
7	CONTRACTOR TO LOCATE AND ADJUST EXISTING VALVE COVER TO GRADE.
8	TRANSITION FROM RAISED SECTION TO CUT SECTION.

**Contact information**

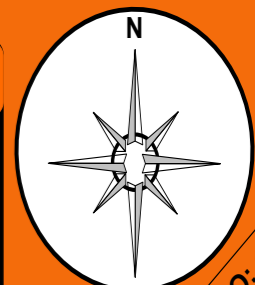
PLAN DESIGNER:	Brian Feil 971-888-2248
TRAFFIC CONTROL COMPANY:	Light Em' Up
CONTRACTOR:	SIERRA SANTA FE
EMERGENCY CONTACT:	Parker Zimmerly (360) 597-5864

**Location Detail**

LOCATION:	Various Locations, South Bend, WA		
PROJECT/SCOPE:	CHIP SEAL NOTES		
START DATE:	N/A	DURATION:	N/A
CONTRACTOR:	SIERRA SANTA FE	WORK ORDER #	South Bend 25'
COUNTY:	Pacific	PLAN SCALE:	NONE

**SIERRA SANTA FE**

8-16-25	DATE



PAGE NO: 1

CONTRACTOR SHALL HAVE 2 FLAGGERS TEMPORARILY STOP TRAFFIC ON HWY 101 UNTIL 50' OFF HWY 101. THEN ALL FLAGGING WILL MOVE COMPLETELY ONTO HARRISON ST.

# EXAMPLES OF SECTIONS 4 & 5

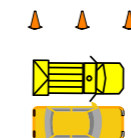


### Road Treatment Recommendation

- Chip Seal
- Scrub and Chip Seal
- Pulverize and Double Chip Seal
- Gravel and Double Chip Seal

### Reference

- Highway
- Road
- City Limits



### FLAGGING STATION & SIGN LOCATION

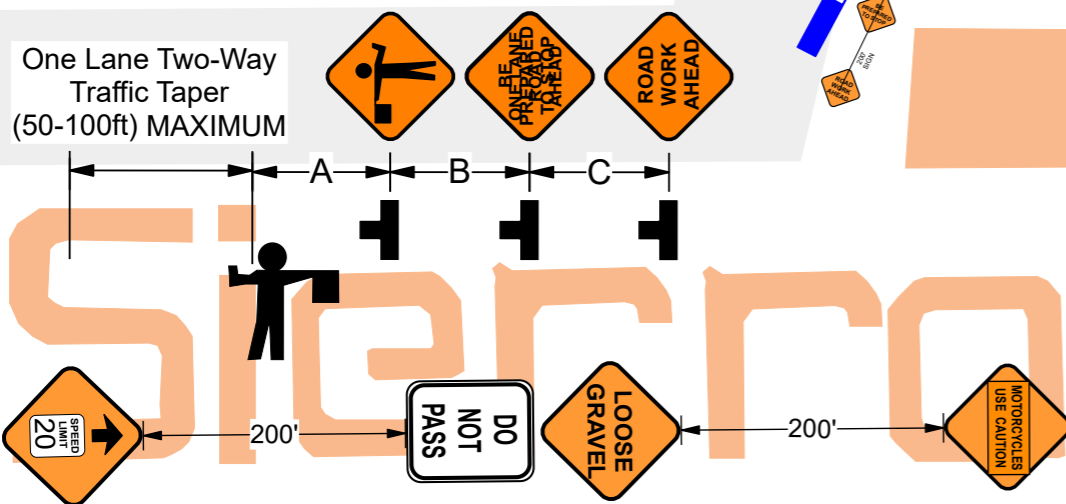
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE - RECOMMENDED
- MOTORIST VEHICLE

### NOTES

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2. Channelizing devices are recommended (but not required) along centerline to separate traffic from work operation. Devices are required at tapers to shift traffic movement between lanes and recommended for protection at all flagging stations.
3. Cones with "Wait for Pilot Car" is recommended for non-stop sign controlled approaches such as private driveways and roads. This sign is not required to be aluminum substrate and can be made of alternative materials.
4. All sign and flaggers shall be in place and pilot car ready before any chip seal operation shall commence.

**FLAGGERS TO ASSIST DIRECTING TRAFFIC TO PROPER ROUTE AROUND WORK ZONE.**

**NO PEDESTRIAN SIDEWALK OR CROSSWALK SHALL NOT BE OUT OF ORDER OR OBSTRUCTED.**



**CHIP SEAL THE ENTIRE LENGTH OF MULTIPLE ROADS WHERE ILLUSTRATED. EACH SIDE STREET SHALL BE FLAGGED AND EACH DRIVEWAY SHALL HAVE A CONE WITH WAIT FOR PILOT CAR ATTACHED.**

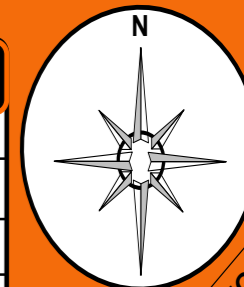


**IF CONTRACTOR PILOTS EACH DRIVEWAY AND UNFLAGGED ROADS SHALL HAVE A CONE AND WAIT FOR PILOT CAR SIGN.**

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8-16-25	DATE



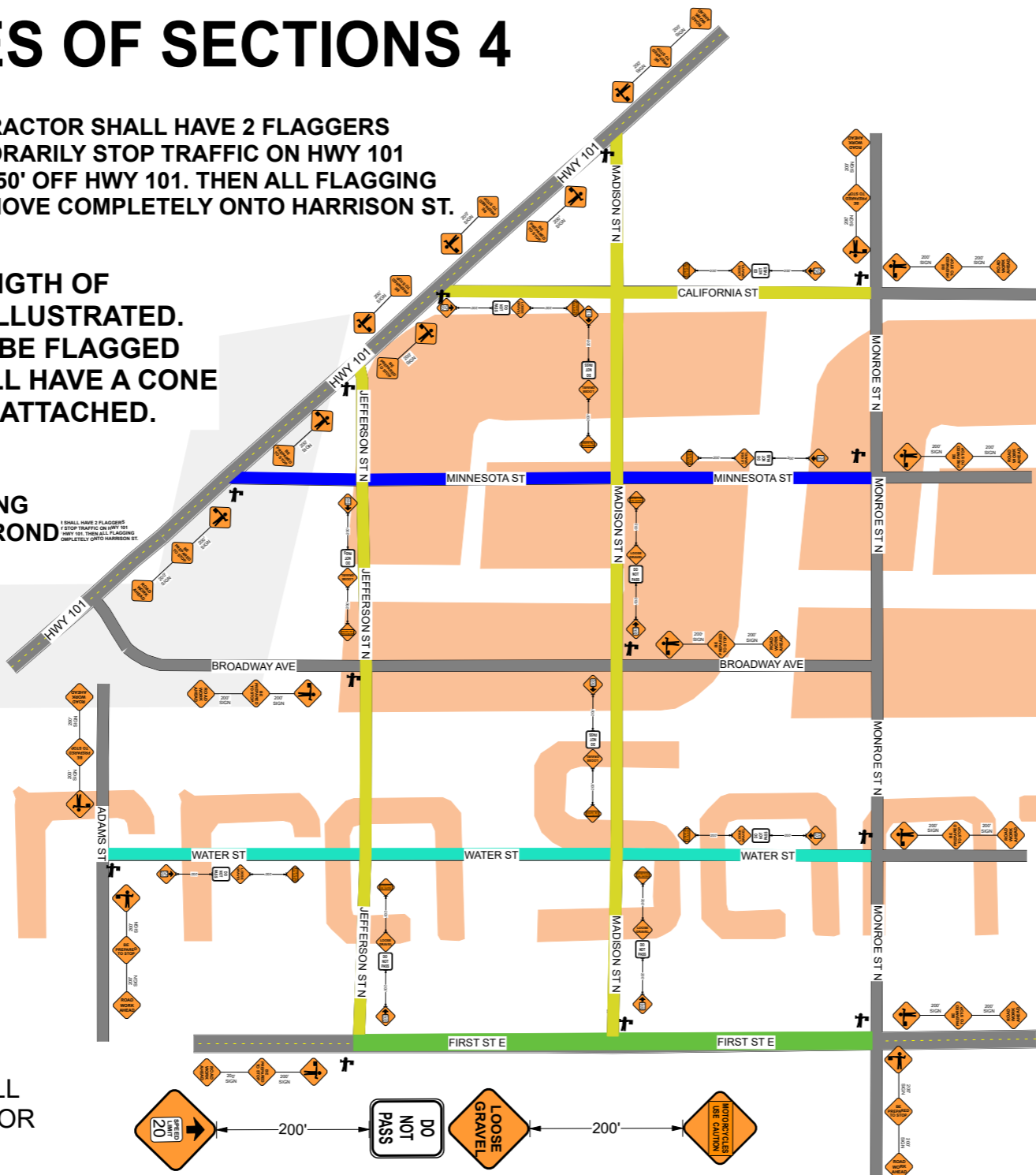
# EXAMPLES OF SECTIONS 4

CONTRACTOR SHALL HAVE 2 FLAGGERS  
TEMPORARILY STOP TRAFFIC ON HWY 101  
UNTIL 50' OFF HWY 101. THEN ALL FLAGGING  
WILL MOVE COMPLETELY ONTO HARRISON ST.

CHIP SEAL THE ENTIRE LENGTH OF  
MULTIPLE ROADS WHERE ILLUSTRATED.  
EACH SIDE STREET SHALL BE FLAGGED  
AND EACH DRIVEWAY SHALL HAVE A CONE  
WITH WAIT FOR PILOT CAR ATTACHED.

FLAGGERS TO ASSIST DIRECTING  
TRAFFIC TO PROPER ROUTE AROUND  
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NO PEDESTRIAN SIDEWALK  
OR CROSSWALK SHALL NOT  
BE OUT OF ORDER OR  
OBSTRUCTED.



**Road Treatment Recommendation**

- Chip Seal
- Scrub and Chip Seal
- Pulverize and Double Chip Seal
- Gravel and Double Chip Seal

**Reference**

- Highway
- Road
- City Limits

**LEGEND**

- FLAGGING STATION & SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE - RECOMMENDED
- MOTORIST VEHICLE

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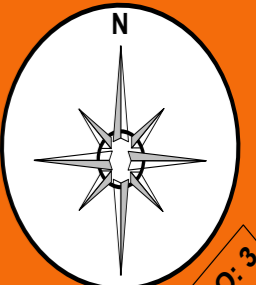
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SIERRA SANTA FE	
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# EXAMPLES OF SECTIONS 2

## LEGEND

CHIP SEAL THE ENTIRE LENGTH OF MULTIPLE ROADS WHERE ILLUSTRATED. EACH SIDE STREET SHALL BE FLAGGED AND EACH DRIVEWAY SHALL HAVE A CONE WITH WAIT FOR PILOT CAR ATTACHED.

FOR ALDER AND CEDAR ST. IT IS OUR PLAN TO DO THE FIRST HALF OF FIRST ST & ALDER ST UP TO THE ENTRANCE OF THE HOSPITAL AT THE BUS STOP. (SECTION A) THEN THE SECOND SECTION OF ALDER/CEDAR ST FROM THE HOSPITAL ENTRANCE TO FIRST ST. TO DO THIS SECTION WE WILL PLACE SIGNS W6-3 TO INDICATE TO MOTORISTS THAT THERE IS 2 WAY TRAFFIC ON ALDER ST TO THE HOSPITAL. (SECTION B)

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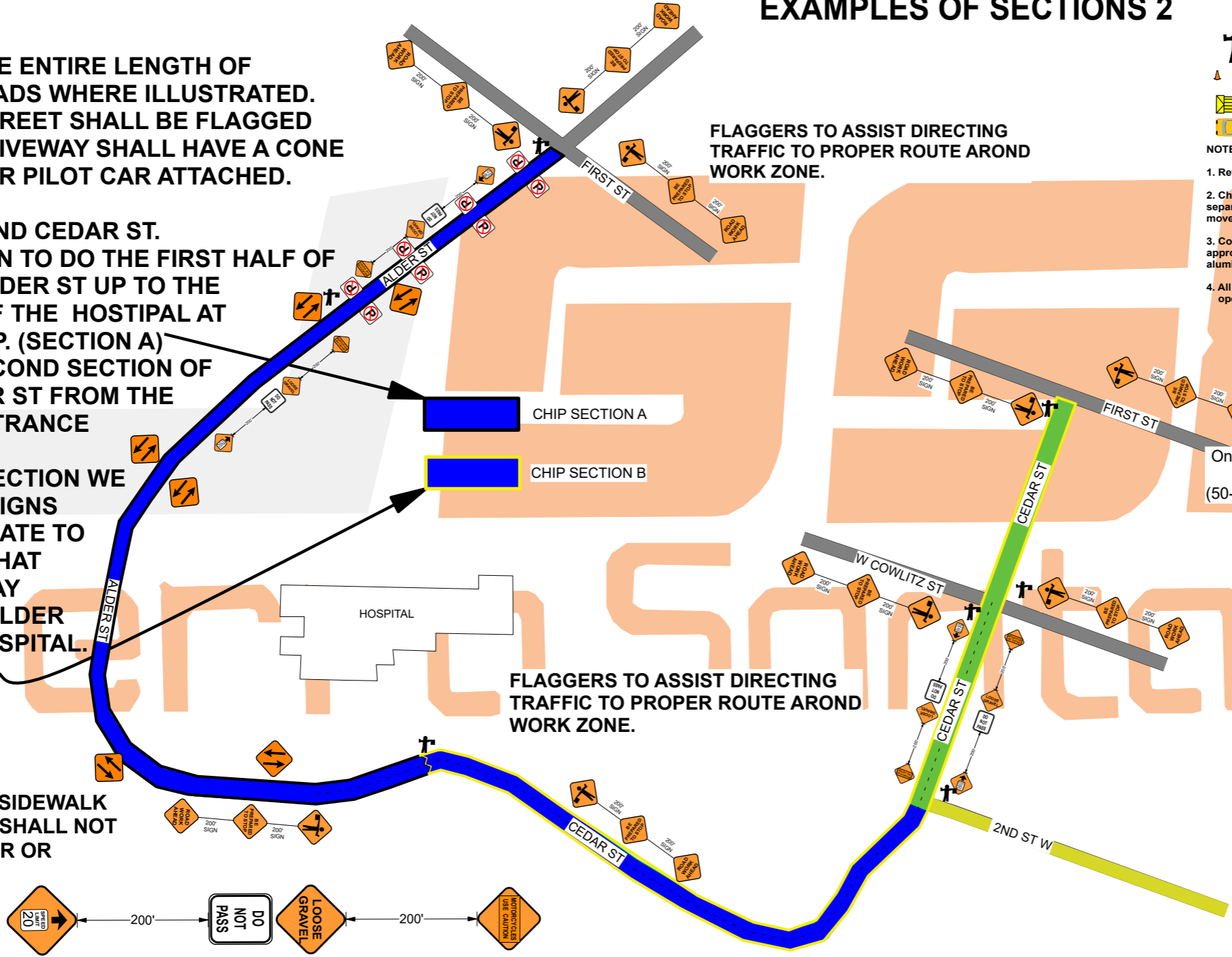
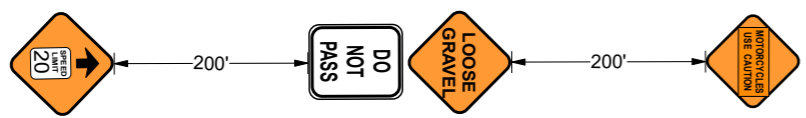
One Lane Two-Way Traffic Taper (50-100ft) MAXIMUM

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