

## 1) Traffic Control Plan

Hensel Phelps plans to utilize the WSU provided haul route which has trucks enter the site from the east by coming south on Fairway Lane and exit through the west side of the site onto Stadium Way. On the west side of the site there is a pre-existing gravel truck path that connects the existing Johnson Hall parking lot to the sidewalk which has a driveway apron on to Stadium Way. Hensel Phelps plans to open the west gate to allow trucks to exit onto Stadium Way. Hensel Phelps will communicate the importance of providing the necessary flaggers to ensure pedestrian and vehicle safety is maintained. Hensel Phelps will rely on Subcontractors to provide the necessary flaggers for their scope of work, but Hensel Phelps will supplement as needed to guarantee the proper resources are allocated for the situation. Flagger will ensure that the North bound traffic on Stadium Way is stopped. Flagger will also ensure the sidewalk coming from REC 5 Plant Sciences Building and the East sidewalk on Stadium Way is clear before allowing the truck to enter Stadium Way. Hensel Phelps shall recommend deliveries be made with smaller trucks to be able to make the turn from Fairway Lane into the site. If a truck is too large to make the turn, trucks shall back up into the site from Stadium Way. To minimize the effects on traffic and pedestrians, Hensel Phelps will aim to let trucks out of the site at lower traffic times such as in the middle of classes. Once the truck has merged safely onto Stadium Way, the flaggers will let traffic and pedestrians proceed and return to the site closing the West gate.

## 2) WSU Events

Hensel Phelps acknowledges that over the course of this project there will be WSU events that affect the haul route. In the case of these various events, Hensel Phelps will coordinate with WSU Transportation Services and any other needed entities to ensure that trucks can go through the haul route or find alternate routes if needed.

### 3) Traffic Control Plan Visual

