



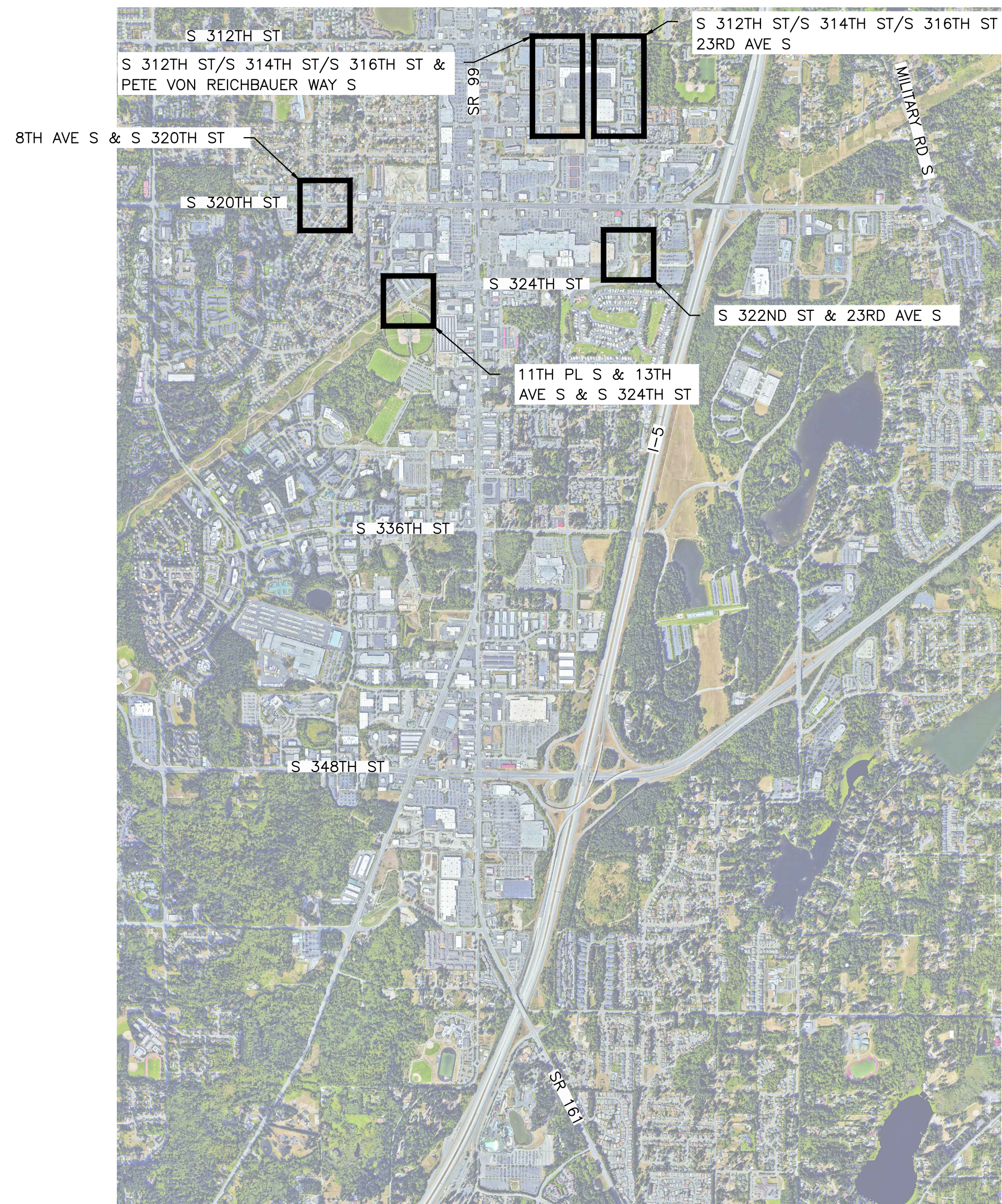
CITY OF FEDERAL WAY
 DEPARTMENT OF PUBLIC WORKS
 33325 8TH AVE S
 FEDERAL WAY, WA 98003

ADAPTIVE TRAFFIC SIGNAL CONTROL CITY CENTER - PHASE 2 CITY OF FEDERAL WAY

APPROVED FOR CONSTRUCTION
Desiree S. Winkler 5-24-22
 Desiree S. Winkler, P.E. Date
 Deputy Public Works Director

MAY 2022

FEDERAL AID PROJECT NO. CM-9917(037)
 LOCAL PROJECT NO. 36233
 RFB NO. 22-004



VICINITY MAP

N.T.S

*** PLAN CENTER COPY *** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com

| SHEET NO. | SHEET NAME | INTERSECTION NAME |
|-----------|--------------|--|
| 1 | TSN01 | NOTES AND LEGEND |
| 2 | TS01 | TRAFFIC SIGNAL PLAN - 8TH AVE S & S 320TH ST |
| 3 | TS02 | TRAFFIC SIGNAL PLAN - 11TH PL S & 13TH AVE S & S 324TH ST |
| 4 | TS03 | TRAFFIC SIGNAL PLAN - PETE VON REICHBAUER WAY S & S 316TH ST |
| 5 | TS04 | TRAFFIC SIGNAL PLAN - PETE VON REICHBAUER WAY S & S 314TH ST |
| 6 | TS05 | TRAFFIC SIGNAL PLAN - PETE VON REICHBAUER WAY S & S 312TH ST |
| 7 | TS06 | TRAFFIC SIGNAL PLAN - 23RD AVE S & S 322ND ST |
| 8 | TS07 | TRAFFIC SIGNAL PLAN - 23RD AVE S & S 316TH ST |
| 9 | TS08 | TRAFFIC SIGNAL PLAN - 23RD AVE S & S 314TH ST |
| 10 | TS09 | TRAFFIC SIGNAL PLAN - 23RD AVE S & S 312TH ST |
| 11 - 22 | TTC1 - TTC12 | TEMPORARY TRAFFIC CONTROL PLANS |

SHEET INDEX

NOTES

1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

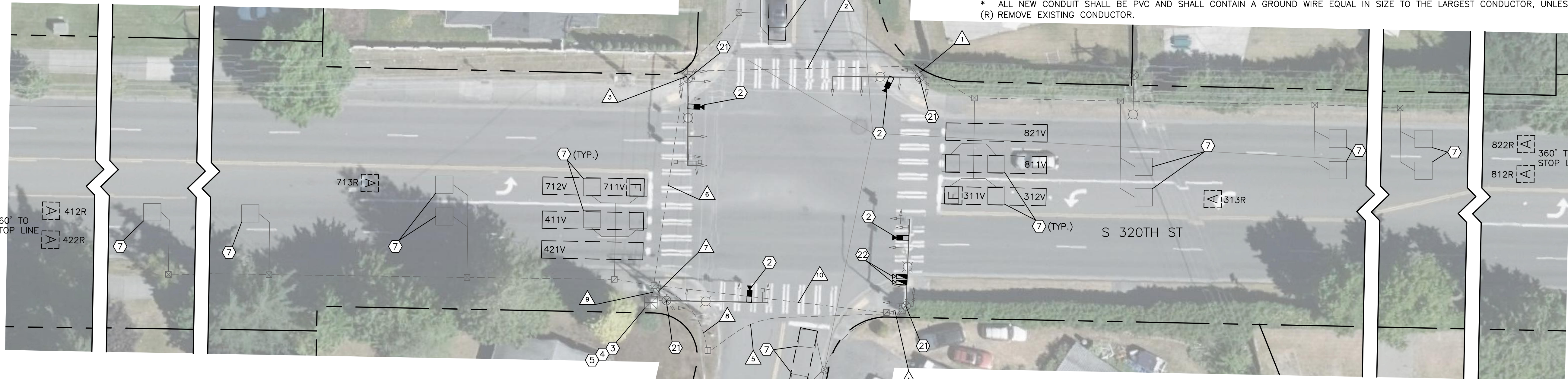
CONSTRUCTION NOTES

- ② INSTALL HYBRID RADAR/VIDEO DETECTION CAMERA ON EXISTING SIGNAL MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTOR TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE CONDUCTOR IN HYBRID RADAR/VIDEO DETECTION CONTROL UNIT.
- ③ INSTALL HYBRID RADAR/VIDEO DETECTION CONTROL UNIT IN EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ④ CONFIGURE STOP LINE, FILTER, EXIT, AND ADVANCE DETECTION ZONES AS SHOWN ON THIS SHEET AND ON SHEET TSN01.
- ⑤ MAINTAIN AND PROTECT EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ⑦ ABANDON EXISTING INDUCTION LOOP DETECTOR. REMOVE EXISTING LOOP LEAD-IN CABLES BACK TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ⑩ REMOVE AND REPLACE EXISTING VEHICLE SIGNAL HEAD CONDUCTORS BETWEEN THE EXISTING TERMINAL CABINET AND THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET. MATCH EXISTING TERMINATIONS. TERMINATIONS SHALL BE MADE IN THE PRESENCE OF THE KING COUNTY LEAD TRAFFIC SIGNAL TECHNICIAN IN THE FIELD.
- ⑫ INSTALL ONE PTZ CCTV CAMERA AND ONE MULTI-SENSOR CCTV CAMERA ON EXISTING LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTORS TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE IN EXISTING POE+ ETHERNET SWITCH.

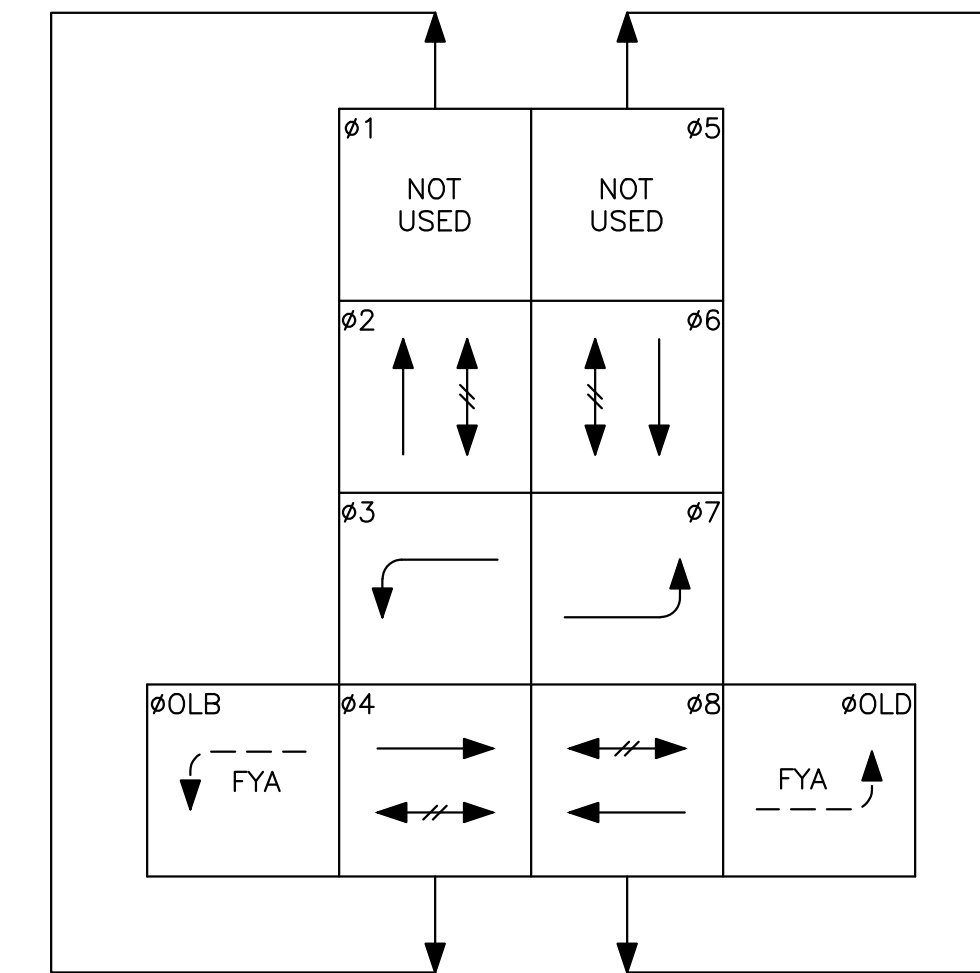
WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | LOOP 2C(SH) | | E/V DET 3C(SH) | | LOOP 5C | | VEH HEAD 5C | | PED HEAD/PPB 8C | | HYBRID RADAR/VIDEO CAT6 | | CCTV CAMERA CAT6 | | FIBER SMFO | | INTERCONNECT | | ILLUM/POWER #8 | | NOTE |
|----|-----------------------|-------------|-----|----------------|-----|---------|-----|-------------|-----|-----------------|-----|-------------------------|-----|------------------|-----|------------|-----|--------------|-----|----------------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 1 | EX. 2" | 3(R) | | | | 1(R) | | 1(R) | 1 | 2 | | 1 | | | | | | | | | 3 | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 2 | EX. 3" | 3(R) | | | | 1(R) | | 1(R) | 1 | 2 | | 1 | | | | | | | | | 3 | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 3 | EX. 2" | | | 1 | | | | 1,1(R) | 1 | 2 | | 1 | | | | | | | | | 3 | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 4 | EX. 2" | | | | | | | 1,1(R) | 1 | 2 | | 1 | | 2 | | | | | | | 3 | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 5 | EX. 3" | | | 1 | | 1(R) | | 2(R) | 2 | 4 | | | | | | | | | | | | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | 3 | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 6 | EX. 2" | 2(R) | | | | | | 1 | | | | 2 | | | | | | | | | 2 | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 7 | EX. 2" | | | 1 | | | | 1(R) | 1 | 2 | | 1 | | | | | | | | | | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 8 | EX. 2" | | | | | | | 3 | | | | 1 | | 2 | 1 | | | | | | | |
| | EX. 1" | | | | | | | | | | | | | | | | | | | | | |
| 9 | EX. 3" | 3(R) | | 2 | | 1(R) | | 4(R) | 4 | 3 | | 4 | | 2 | | | | | 2 | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 1.5" | 1(R) | | | | | | 4 | | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 10 | EX. 2" | | | | | | | 1(R) | 1 | 2 | | | | | | | | | | | | |

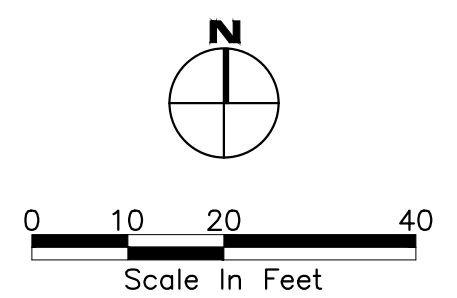
* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
 (R) REMOVE EXISTING CONDUCTOR.



PHASE DIAGRAM (EX.)



→ PROTECTED MOVEMENT
 ⇄ PEDESTRIAN MOVEMENT
 - - - PERMITTED MOVEMENT



EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS BEFORE YOU DIG
 1-800-424-5555

W:\211\211000 - Federal Way Adaptive - City Center Engineering\2021\Plan Sheets\Traffic Signal Sheets\2110-TS-00N PLAN - 8th Ave & S 320th St\Signal Sheets\Traffic Signal Sheets\2110-TS-00N PLAN - 8th Ave & S 320th St.dwg 5/27/2022 2:52 PM

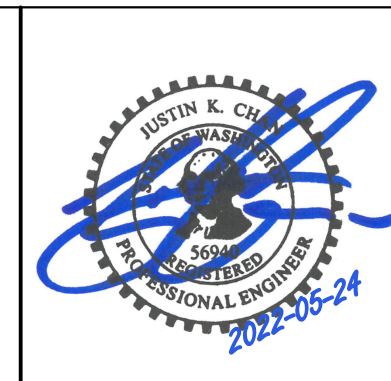
| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
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WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
 PHASE 2

TRAFFIC SIGNAL PLAN
 8TH AVE S & S 320TH ST

TS01
 SHEET 2 OF 22 SHEETS

NOTES

1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

CONSTRUCTION NOTES

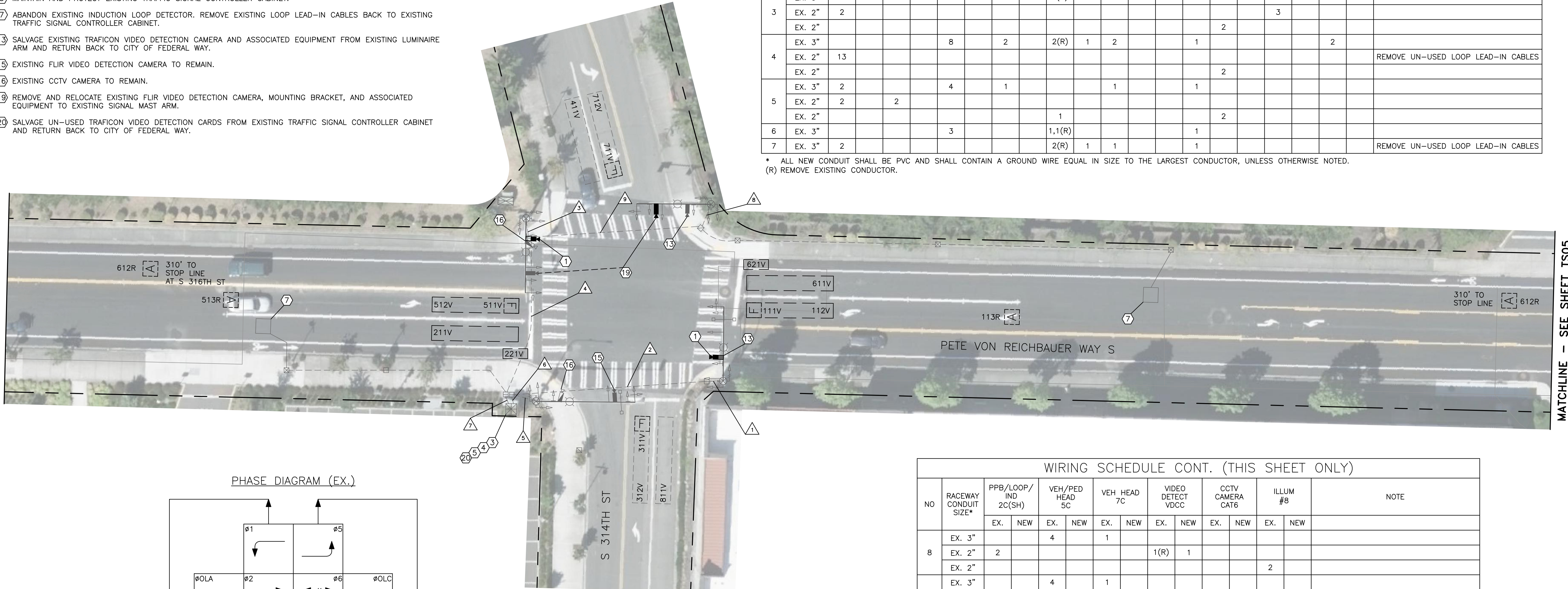
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- ⑦ ABANDON EXISTING INDUCTION LOOP DETECTOR. REMOVE EXISTING LOOP LEAD-IN CABLES BACK TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ⑬ SALVAGE EXISTING TRAFICON VIDEO DETECTION CAMERA AND ASSOCIATED EQUIPMENT FROM EXISTING LUMINAIRE ARM AND RETURN BACK TO CITY OF FEDERAL WAY.
- ⑮ EXISTING FLIR VIDEO DETECTION CAMERA TO REMAIN.
- ⑯ EXISTING CCTV CAMERA TO REMAIN.
- ⑰ REMOVE AND RELOCATE EXISTING FLIR VIDEO DETECTION CAMERA, MOUNTING BRACKET, AND ASSOCIATED EQUIPMENT TO EXISTING SIGNAL MAST ARM.
- ⑳ SALVAGE UN-USED TRAFICON VIDEO DETECTION CARDS FROM EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AND RETURN BACK TO CITY OF FEDERAL WAY.

WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | VEH HEAD 7C | | VIDEO DETECT VDCC | | CCTV CAMERA CAT6 | | HYBRID RADAR/VIDEO CAT6 | | ILLUM #8 | | PHOTOCELL #14 | | POWER #4 | | NOTE |
|----|-----------------------|---------------------|-----|----------------|-----|-----------------|-----|-------------|-----|-------------------|-----|------------------|-----|-------------------------|-----|----------|-----|---------------|-----|----------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 1 | EX. 3" | 4 | | | | 4 | | 1 | | | | | | 1 | | | | | | | | |
| | EX. 2" | 2 | | 2 | | | | | | | | | | | | | 2 | | | | | |
| | EX. 2" | | | | | | | | | 1(R) | | | | | | | | | | | | |
| 2 | EX. 3" | 2 | | | | 4 | | 1 | | | | | | | | | | | | | | |
| | EX. 2" | 6 | | 2 | | | | | | | | | | | | | 2 | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | 1(R) | | | 1 | | | | | | | | | |
| 3 | EX. 3" | | | | | 4 | | 1 | | 1(R) | | 1 | | 1 | | | | | 3 | | | |
| | EX. 2" | 2 | | | | | | | | | | | | | | | 2 | | | | | |
| 4 | EX. 3" | | | | | 8 | | 2 | | 2(R) | 1 | 2 | | 1 | | | | | | | 2 | |
| | EX. 2" | 13 | | | | | | | | | | | | | | | 2 | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | | | | | | | | | | | | | |
| 5 | EX. 3" | 2 | | | | 4 | | 1 | | | | 1 | | 1 | | | | | | | | |
| | EX. 2" | 2 | | 2 | | | | | | | | | | | | | 2 | | | | | |
| 6 | EX. 3" | | | | | 3 | | | | 1,1(R) | | | | 1 | | | | | | | | |
| | EX. 3" | 2 | | | | | | | | 2(R) | 1 | 1 | | 1 | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |

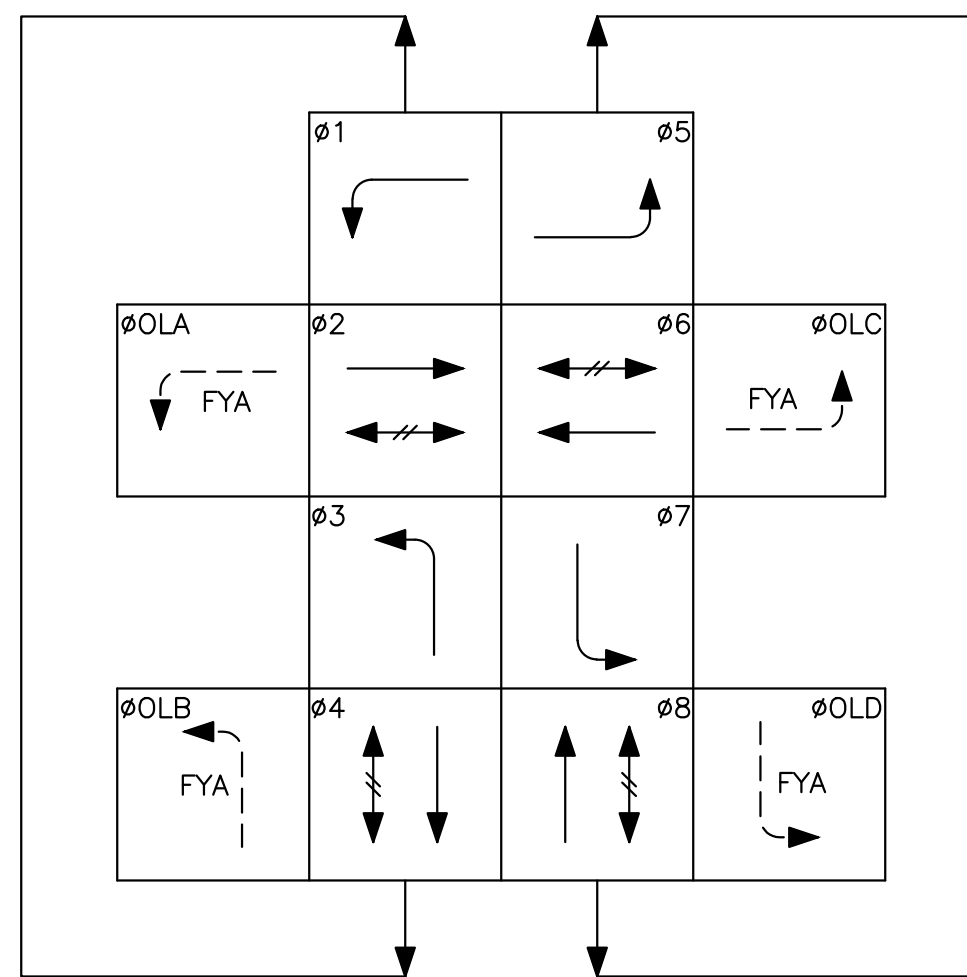
* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
(R) REMOVE EXISTING CONDUCTOR.

MATCHLINE - SEE SHEET TS03



MATCHLINE - SEE SHEET TS05

PHASE DIAGRAM (EX.)



- PROTECTED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT
- - - PERMITTED MOVEMENT

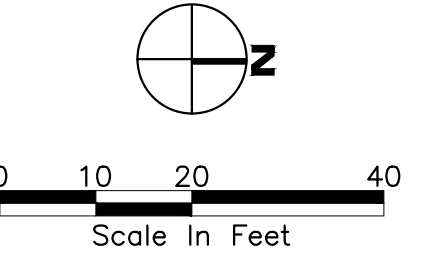
EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

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1-800-424-5555

WIRING SCHEDULE CONT. (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | VEH/PED HEAD 5C | | VEH HEAD 7C | | VIDEO DETECT VDCC | | CCTV CAMERA CAT6 | | ILLUM #8 | | NOTE |
|----|-----------------------|---------------------|-----|-----------------|-----|-------------|-----|-------------------|-----|------------------|-----|----------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 8 | EX. 3" | | | 4 | | 1 | | | | | | | | |
| | EX. 2" | 2 | | | | | | 1(R) | 1 | | | | | |
| | EX. 2" | | | | | | | | | | | 2 | | |
| 9 | EX. 3" | | | 4 | | 1 | | | | | | | | |
| | EX. 2" | 7 | | | | | | 1(R) | 1 | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | | | 2 | | |

* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
(R) REMOVE EXISTING CONDUCTOR.



| | DATE | REVISION | BY | DATE |
|-------------|----------------|----------|----|------|
| DESIGNED BY | DGN 05/24/2022 | | | |
| DRAWN BY | DGN 05/24/2022 | | | |
| REVIEWED BY | JC 05/24/2022 | | | |
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WHAT TRANSPORTATION CAN BE.

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KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
PHASE 2

TRAFFIC SIGNAL PLAN

PETE VON REICHBAUER WAY S & S 314TH ST

TS04

SHEET 5 OF 22 SHEETS

WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | LOOP 2C(SH) | | PPB 4C | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | INTERCONNECT | | VIDEO DETECT VDCC | | CCTV CAMERA CAT6 | | HYBRID RADAR/VIDEO CAT6 | | ILLUM #8 | | NOTE |
|----|-----------------------|---------------------|-----|-------------|-----|--------|-----|----------------|-----|-----------------|-----|--------------|-----|-------------------|-----|------------------|-----|-------------------------|-----|----------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 1 | EX. 2" | 1 | | | | | | | | 3 | | | | | | | | 1 | | | | |
| | EX. 2" | 1 | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 2 | EX. 2" | | 3 | | | | | | 1 | | | | | | | | | | 1 | | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | | 3 | | |
| 3 | EX. 4" | 17 | | | | | | | 2 | | | 2 | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 3" | 2 | | | | | | | | | | | | 4 | 1 | | | | 2 | | | |
| 4 | EX. 2" | | | | | | | | | 4 | | | | | | | | 1 | | | | |
| | EX. 2" | 3 | | | | 1 | | | 1 | | | | | 1(R) | 2 | | | | | | 3 | |
| 5 | EX. 2" | | | 3 | | | | | 1 | | | | | | | | | | 1 | | | |
| | EX. 2" | 1 | | | | | | | | | | | | 1(R) | 2 | | | | | | 2 | |
| 6 | EX. 4" | 20 | | | | | | | 4 | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 3" | | | | | | | | | 10 | | | | | | | | | | 2 | | |
| 7 | EX. 2" | | | | | | | | | | | | | | | | | | | | | |
| | EX. 3" | 2 | | 3 | | | | | | | | | | | | | | | | | | SPARE |
| | EX. 2" | | | | | | | | | 4 | | | | | | | | | | | | |

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(R) REMOVE EXISTING CONDUCTOR.

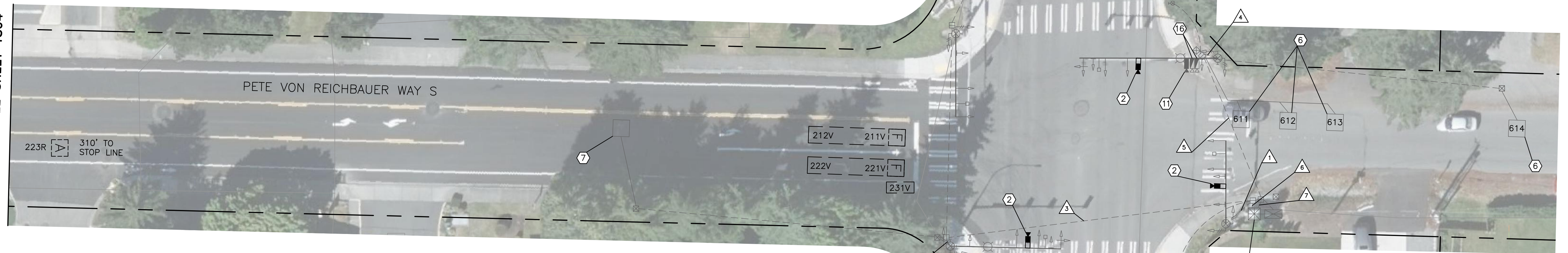
NOTES

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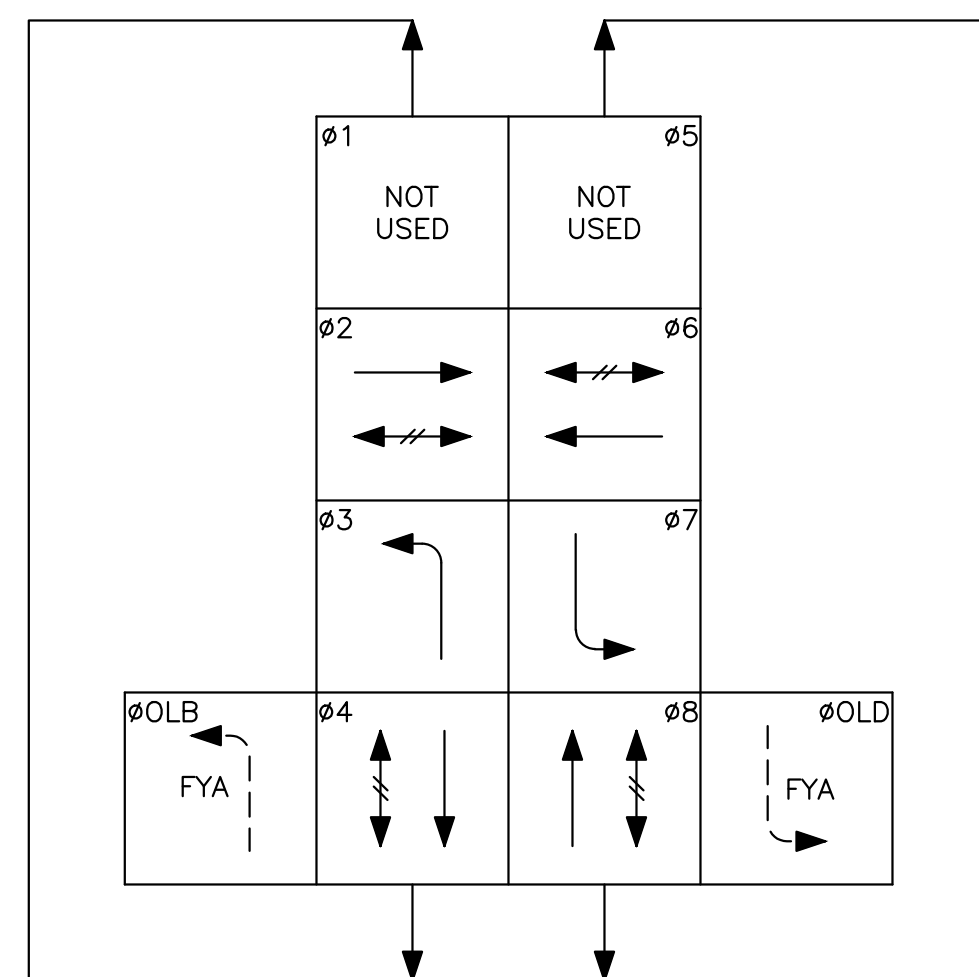
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- ⑬ EXISTING CCTV CAMERA TO REMAIN.

MATCHLINE - SEE SHEET TS04



PHASE DIAGRAM (EX.)



- PROTECTED MOVEMENT
- ⇄ PEDESTRIAN MOVEMENT
- - - PERMITTED MOVEMENT

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

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M:\21\1\211000 - Federal Way Adaptive - City Center Engineering\CD\Plan Sheets\Traffic Signal Sheets\2110-TC-S&N PLAN - PR - WPA&S&R Way & 312th St\Document\WPA&S 5/23/2022 2:53 PM

| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
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WHAT TRANSPORTATION CAN BE.

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KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
PHASE 2

TRAFFIC SIGNAL PLAN
PETE VON REICHBAUER WAY S & S 312TH ST

TS05

SHEET 6 OF 22 SHEETS

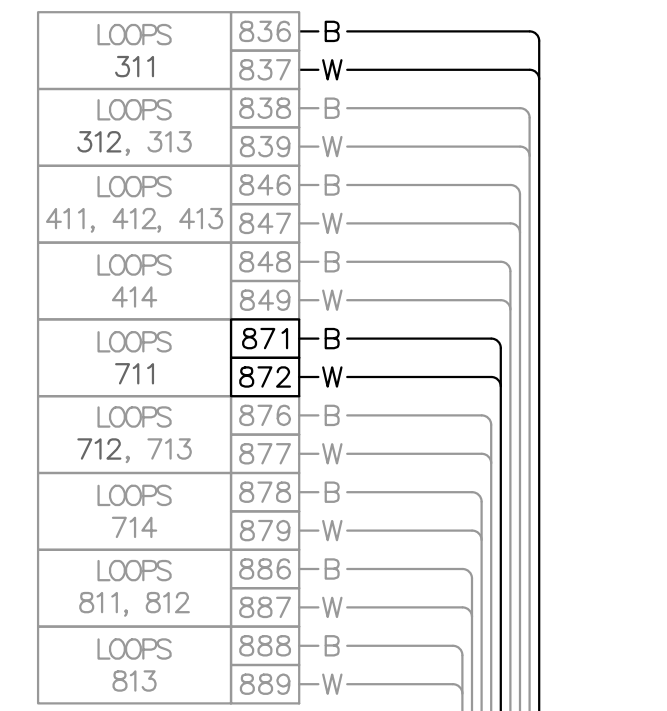
NOTES

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- (A#) INDICATES ELEMENTS THAT MAY BE INSTALLED AS PART OF A BID ALTERNATE.

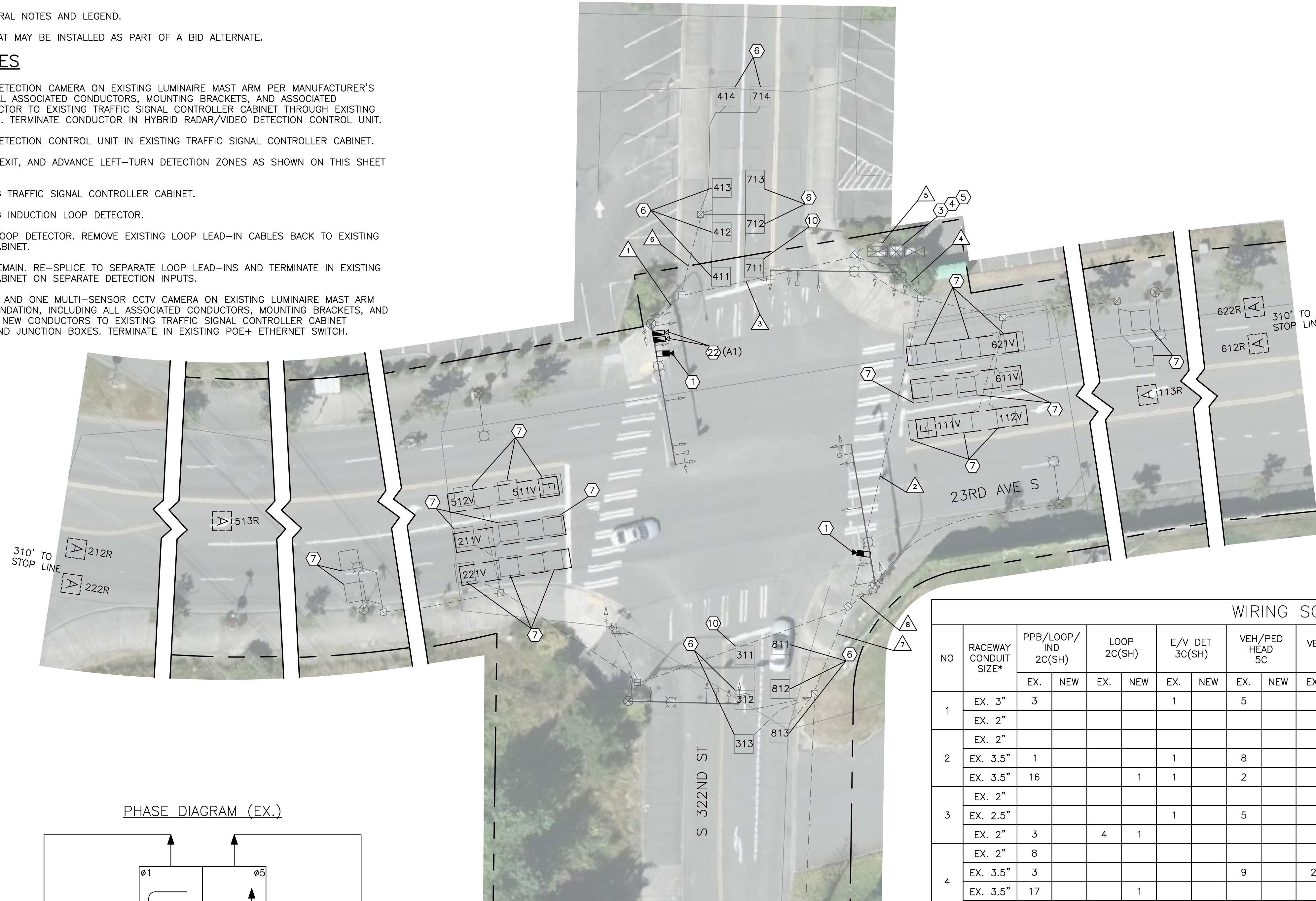
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- EXISTING LOOP DETECTOR TO REMAIN. RE-SPLICE TO SEPARATE LOOP LEAD-INS AND TERMINATE IN EXISTING TRAFFIC SIGNAL CONTROLLER CABINET ON SEPARATE DETECTION INPUTS.
- INSTALL ONE PTZ CCTV CAMERA AND ONE MULTI-SENSOR CCTV CAMERA ON EXISTING LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTORS TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE IN EXISTING POE+ ETHERNET SWITCH.

CABINET WIRE TERMINATIONS



TO SIGNAL EQUIPMENT
*NOT ALL TERMINATIONS SHOWN

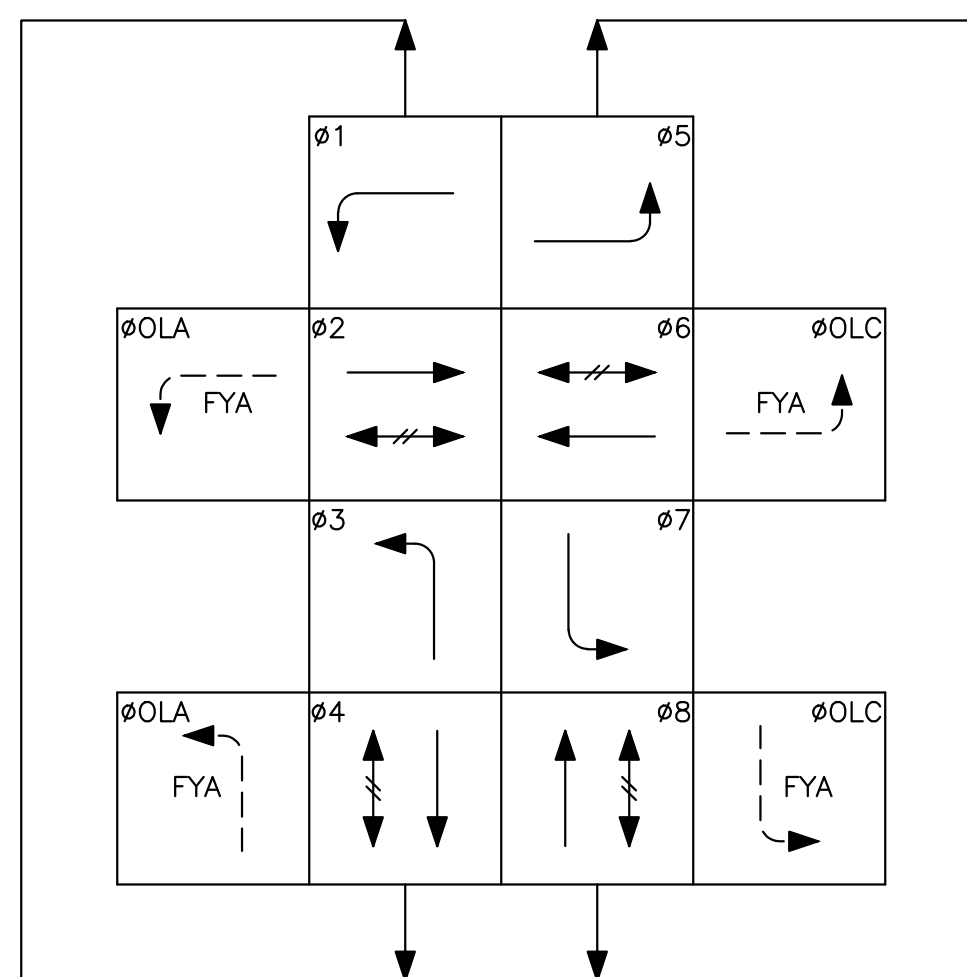


WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | LOOP 2C(SH) | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | VEH HEAD 7C | | INTERCONNECT | | HYBRID RADAR/VIDEO CAT6 | | CCTV CAMERA CAT6 | | ILLUM/POWER #8 | | NOTE | |
|----|-----------------------|---------------------|-----|-------------|-----|----------------|-----|-----------------|-----|-------------|-----|--------------|-----|-------------------------|-----|------------------|-------|----------------|-----|------|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | | |
| 1 | EX. 3" | 3 | | | | 1 | | 5 | | | | | | | 1 | | 2(A1) | | | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | 2 | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | 4 | | |
| 2 | EX. 3.5" | 1 | | | | 1 | | 8 | | | | | | | 1 | | | | | 4 | |
| | EX. 3.5" | 16 | | | | 1 | 1 | 2 | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | | | | | | | | | | | 8 | |
| 3 | EX. 2.5" | | | | | | | 5 | | | | | | | | | | | | | |
| | EX. 2" | 3 | | 4 | 1 | | | | | | | | | 1 | | | 2(A1) | | | | |
| | EX. 2" | 8 | | | | | | | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 4 | EX. 3.5" | 3 | | | | | | 9 | | 2 | | | | | | | | | | 2 | |
| | EX. 3.5" | 17 | | | | 1 | | | | | | | | 1 | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | | | | 1 | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 5 | EX. 3" | 2 | | | | | | 10 | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2.5" | 7 | | | | | | | | | | | | 1 | | | 2(A1) | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 6 | EX. 2" | | | 4 | 1 | | | | | | | | | | | | | | | | |
| | EX. 2" | | | 4 | 1 | | | | | | | | | | | | | | | | |
| 7 | EX. 2" | | | | | | | | | | | | | | | | | | | | SPARE |
| | EX. 2" | | | | | | | | | | | | | | | | | | | | |
| 8 | EX. 3" | 3 | | | | 1 | | 5 | | | | | | | | | | | | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | | 2 | |

* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
(R) REMOVE EXISTING CONDUCTOR.

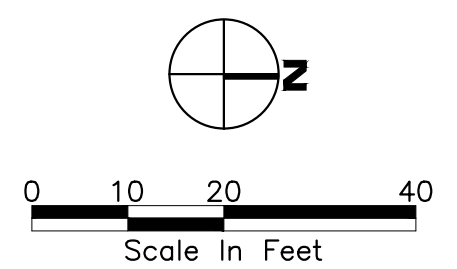
PHASE DIAGRAM (EX.)



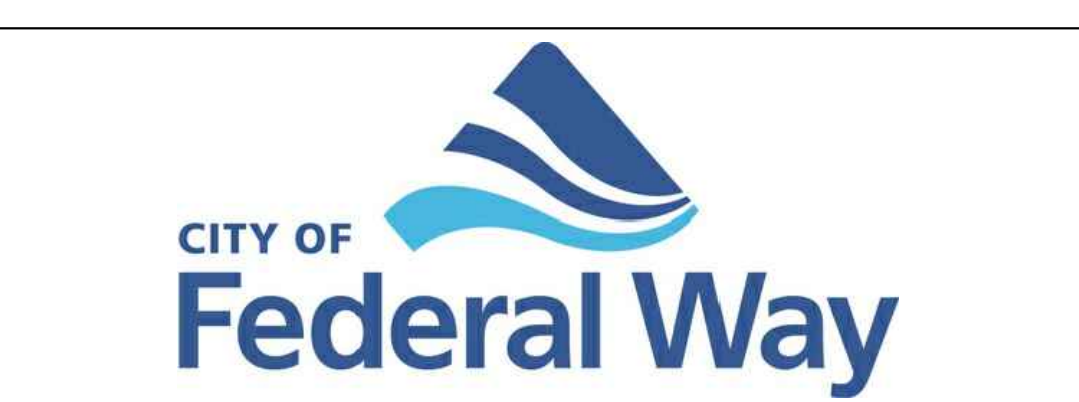
- PROTECTED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT
- - - PERMITTED MOVEMENT

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS BEFORE YOU DIG
1-800-424-5555



| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |



transpogroup

WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
PHASE 2

TRAFFIC SIGNAL PLAN
23RD AVE S & S 322ND ST

TS06
SHEET 7 OF 22 SHEETS

M:\21\1211000 - Federal Way Adaptive - City Center Engineering\DOT\Plan Sheets\Traffic Signal Sheets\21110-10-S06-PLAN - 23rd Ave and 322nd St\Document\Nwsh06 5/23/2022 2:53 PM

NOTES

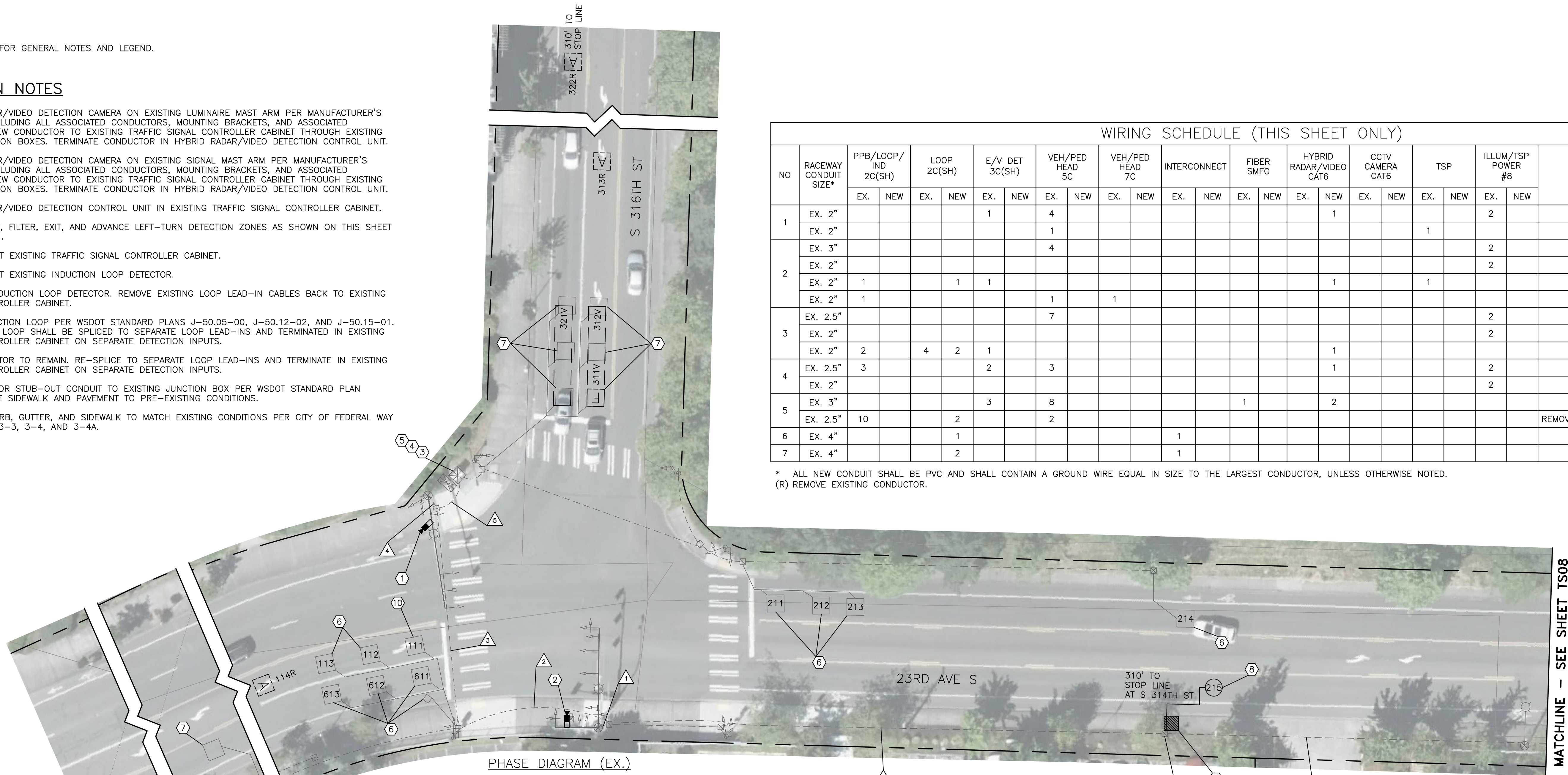
1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

CONSTRUCTION NOTES

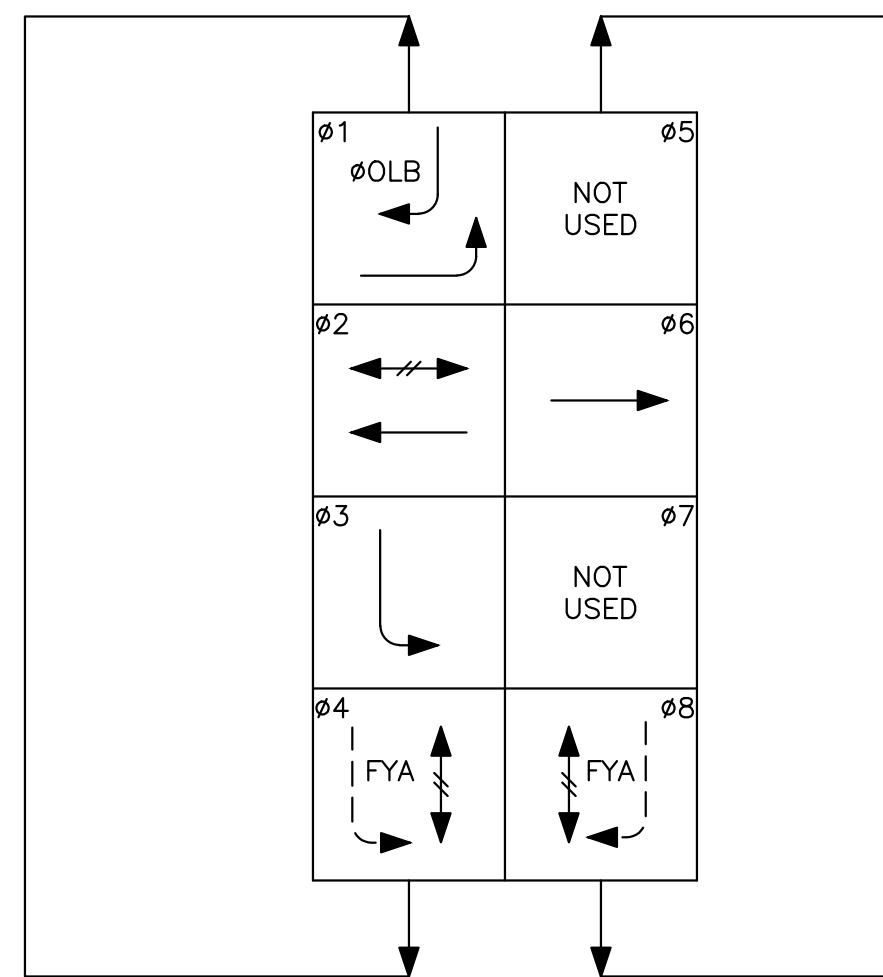
- ① INSTALL HYBRID RADAR/VIDEO DETECTION CAMERA ON EXISTING LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTOR TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE CONDUCTOR IN HYBRID RADAR/VIDEO DETECTION CONTROL UNIT.
- ② INSTALL HYBRID RADAR/VIDEO DETECTION CAMERA ON EXISTING SIGNAL MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTOR TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE CONDUCTOR IN HYBRID RADAR/VIDEO DETECTION CONTROL UNIT.
- ③ INSTALL HYBRID RADAR/VIDEO DETECTION CONTROL UNIT IN EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ④ CONFIGURE STOP LINE, FILTER, EXIT, AND ADVANCE LEFT-TURN DETECTION ZONES AS SHOWN ON THIS SHEET AND ON SHEET TSN01.
- ⑤ MAINTAIN AND PROTECT EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ⑥ MAINTAIN AND PROTECT EXISTING INDUCTION LOOP DETECTOR.
- ⑦ ABANDON EXISTING INDUCTION LOOP DETECTOR. REMOVE EXISTING LOOP LEAD-IN CABLES BACK TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ⑧ INSTALL TYPE 3 INDUCTION LOOP PER WSDOT STANDARD PLANS J-50.05-00, J-50.12-02, AND J-50.15-01. EACH NEW INDUCTION LOOP SHALL BE SPLICED TO SEPARATE LOOP LEAD-INS AND TERMINATED IN EXISTING TRAFFIC SIGNAL CONTROLLER CABINET ON SEPARATE DETECTION INPUTS.
- ⑩ EXISTING LOOP DETECTOR TO REMAIN. RE-SPLICE TO SEPARATE LOOP LEAD-INS AND TERMINATE IN EXISTING TRAFFIC SIGNAL CONTROLLER CABINET ON SEPARATE DETECTION INPUTS.
- ⑰ INSTALL LOOP DETECTOR STUB-OUT CONDUIT TO EXISTING JUNCTION BOX PER WSDOT STANDARD PLAN J-50.15-01. RESTORE SIDEWALK AND PAVEMENT TO PRE-EXISTING CONDITIONS.
- ⑳ RESTORE EXISTING CURB, GUTTER, AND SIDEWALK TO MATCH EXISTING CONDITIONS PER CITY OF FEDERAL WAY STANDARD DRAWINGS 3-3, 3-4, AND 3-4A.

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | LOOP 2C(SH) | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | VEH/PED HEAD 7C | | INTERCONNECT | | FIBER SMFO | | HYBRID RADAR/VIDEO CAT6 | | CCTV CAMERA CAT6 | | TSP | | ILLUM/TSP POWER #8 | | NOTE |
|----|-----------------------|---------------------|-----|-------------|-----|----------------|-----|-----------------|-----|-----------------|-----|--------------|-----|------------|-----|-------------------------|-----|------------------|-----|-----|-----|--------------------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 1 | EX. 2" | | | | | 1 | | 4 | | | | | | | | | 1 | | | | | 2 | | |
| | EX. 2" | | | | | | | 1 | | | | | | | | | | | | | 1 | | | |
| 2 | EX. 3" | | | | | | | 4 | | | | | | | | | | | | | | 2 | | |
| | EX. 2" | | | | | | | | | | | | | | | | 1 | | | | 1 | | 2 | |
| 3 | EX. 2" | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| | EX. 2" | 1 | | | | | | | 1 | | 1 | | | | | | | | | | | | | |
| 4 | EX. 2.5" | | | | | | | | 7 | | | | | | | | | | | | | 2 | | |
| | EX. 2" | | | | | | | | | | | | | | | | 1 | | | | | 2 | | |
| 5 | EX. 2.5" | | | | | | | | | | | | | | | | | | | | | | | |
| | EX. 2" | 2 | | | 4 | 2 | 1 | | | | | | | | | | 1 | | | | | | | |
| 6 | EX. 2.5" | 3 | | | | | 2 | | 3 | | | | | | | | | | | | | 2 | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 7 | EX. 3" | | | | | | 3 | | 8 | | | | | 1 | | | 2 | | | | | | | |
| | EX. 2.5" | 10 | | | 2 | | | | 2 | | | | | | | | | | | | | | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| 8 | EX. 4" | | | | | | 1 | | | | | | | | | | | | | | | | | |
| | EX. 4" | | | | | | 2 | | | | | | | | | | | | | | | | | |

* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
 (R) REMOVE EXISTING CONDUCTOR.



PHASE DIAGRAM (EX.)



→ PROTECTED MOVEMENT
 ↔ PEDESTRIAN MOVEMENT
 - - - PERMITTED MOVEMENT

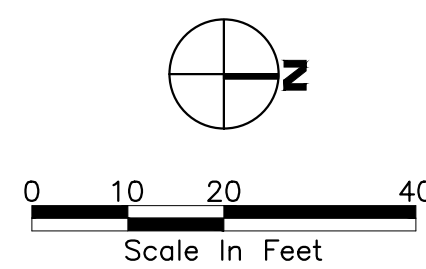
CABINET WIRE TERMINATIONS

| | |
|---------------------|-------|
| LOOPS 111 | 811-B |
| LOOPS 112, 113 | 812-W |
| LOOPS 211, 212 | 818-B |
| LOOPS 213 | 819-W |
| LOOPS 214 | 826-B |
| LOOPS 611, 612, 613 | 827-W |
| | 828-B |
| | 829-W |
| | 923-B |
| | 924-W |
| | 925-B |
| | 926-W |
| | 861-B |
| | 862-W |

TO SIGNAL EQUIPMENT
 *NOT ALL TERMINATIONS SHOWN

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS BEFORE YOU DIG
 1-800-424-5555



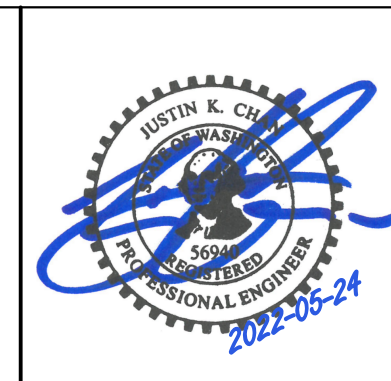
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|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
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WHAT TRANSPORTATION CAN BE.

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 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
 PHASE 2

TRAFFIC SIGNAL PLAN
 23RD AVE S & S 316TH ST

TS07
 SHEET 8 OF 22 SHEETS

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NOTES

1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

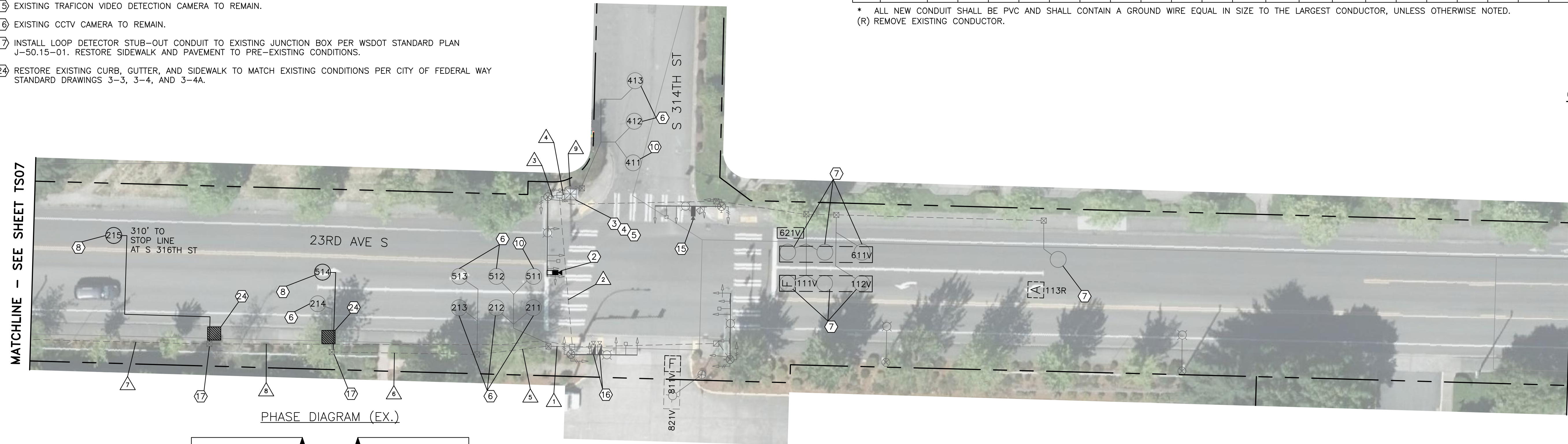
CONSTRUCTION NOTES

- ② INSTALL HYBRID RADAR/VIDEO DETECTION CAMERA ON EXISTING SIGNAL MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTOR TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE CONDUCTOR IN HYBRID RADAR/VIDEO DETECTION CONTROL UNIT.
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- ⑮ EXISTING TRAFICON VIDEO DETECTION CAMERA TO REMAIN.
- ⑯ EXISTING CCTV CAMERA TO REMAIN.
- ⑰ INSTALL LOOP DETECTOR STUB-OUT CONDUIT TO EXISTING JUNCTION BOX PER WSDOT STANDARD PLAN J-50.15-01. RESTORE SIDEWALK AND PAVEMENT TO PRE-EXISTING CONDITIONS.
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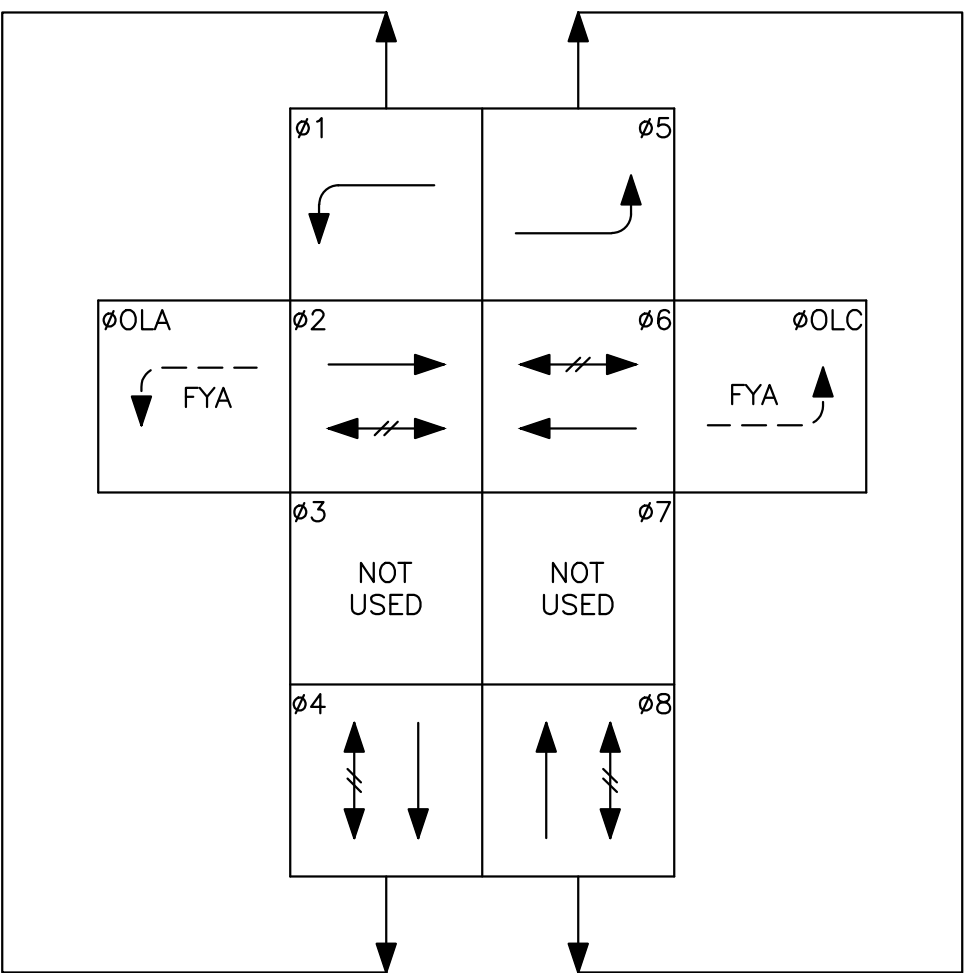
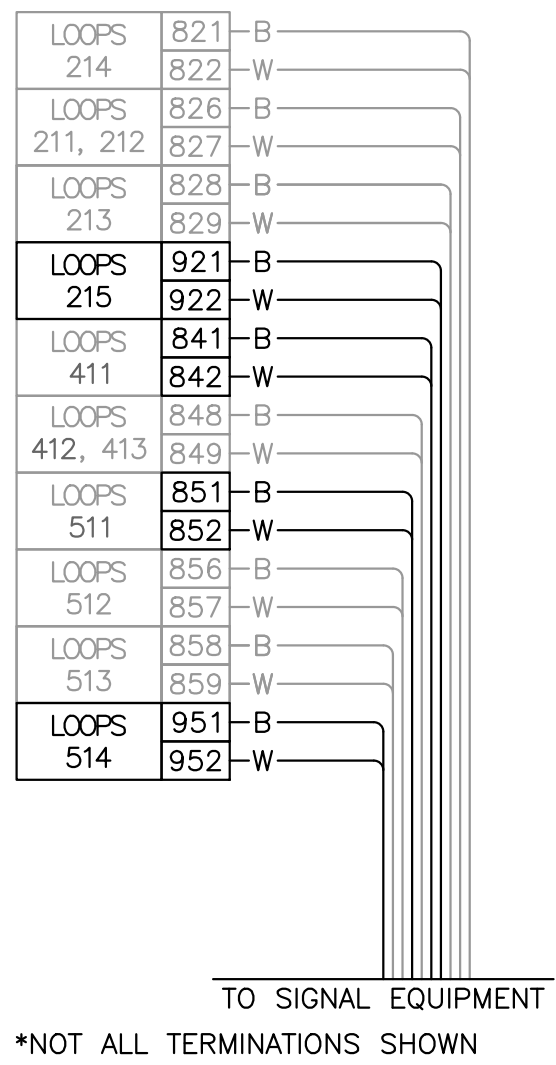
WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB/LOOP/IND 2C(SH) | | LOOP 2C(SH) | | E/V IND 2C | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | VEH/PED HEAD 7C | | INTERCONNECT | | VIDEO DETECT VDCC | | CCTV CAMERA/WIRELESS CAT6 | | HYBRID RADAR/VIDEO CAT6 | | ILLUM #10 | | NOTE |
|----|-----------------------|---------------------|-----|-------------|-----|------------|-----|----------------|-----|-----------------|-----|-----------------|-----|--------------|-----|-------------------|-----|---------------------------|-----|-------------------------|-----|-----------|-----|------------------------------------|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | |
| 1 | EX. 2" | | | 5 | 3 | | | | 1 | | | | | | | | | | | | | | | |
| 2 | EX. 3" | 4 | | 5 | 3 | | | | 2 | | | | | | | | | | | | | | | |
| | EX. 2" | 2 | | | | | | | | | 7 | | | | | | | | | | | | | |
| 3 | EX. 2" | 2 | | | | | | | 1 | | | | | | | | | | | | | | | |
| | EX. 2" | 1 | | | | | | 1 | | | 4 | | | | | | | | | | | 1 | | |
| 4 | EX. 4" | 4 | | | | | | | | | 12 | | | | | | | | | | | | | |
| | EX. 4" | 20 | | | | | | 4 | | 4 | 4 | | 2 | | | | | | | | | 1 | | REMOVE UN-USED LOOP LEAD-IN CABLES |
| | EX. 2" | | | | | | | | | | | | | | 1 | | | | | | | 3 | | |
| 5 | EX. 2" | | | 3 | 2 | | | | | | | | | | | | | | | | | | | |
| 6 | EX. 2" | | | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 7 | EX. 4" | | | | 2 | | | | | | | | | | 1 | | | | | | | | | |
| 8 | EX. 3" | | | | 1 | | | | | | | | | | 1 | | | | | | | | | |
| 9 | EX. 2" | | | 1 | 1 | | | | | | | | | | | | | | | | | | | |

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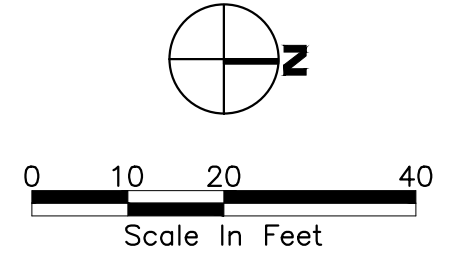
CABINET WIRE TERMINATIONS



→ PROTECTED MOVEMENT
 - - - PEDESTRIAN MOVEMENT
 ···· PERMITTED MOVEMENT

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS BEFORE YOU DIG
 1-800-424-5555



| | DATE | REVISION | BY | DATE |
|-------------|------|------------|----|------|
| DESIGNED BY | DGN | 05/24/2022 | | |
| DRAWN BY | DGN | 05/24/2022 | | |
| REVIEWED BY | JC | 05/24/2022 | | |
| | | | | |
| | | | | |

CITY OF Federal Way

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 WHAT TRANSPORTATION CAN BE.

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 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434

JUSTIN K. CHIU
 LICENSED PROFESSIONAL ENGINEER
 2021-05-24

CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2

TRAFFIC SIGNAL PLAN
 23RD AVE S & S 314TH ST

TS08

SHEET 9 OF 22 SHEETS

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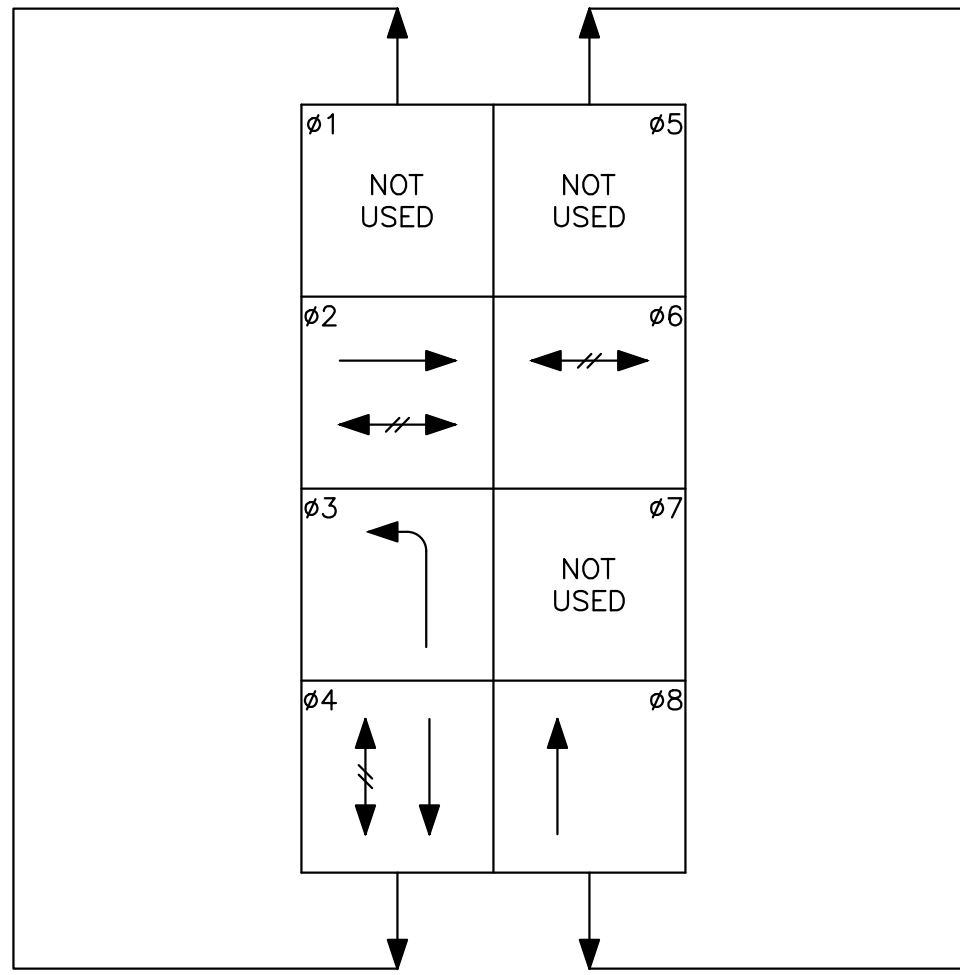
NOTES

- SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.
- (A#) INDICATES ELEMENTS THAT MAY BE INSTALLED AS PART OF A BID ALTERNATIVE.

CONSTRUCTION NOTES

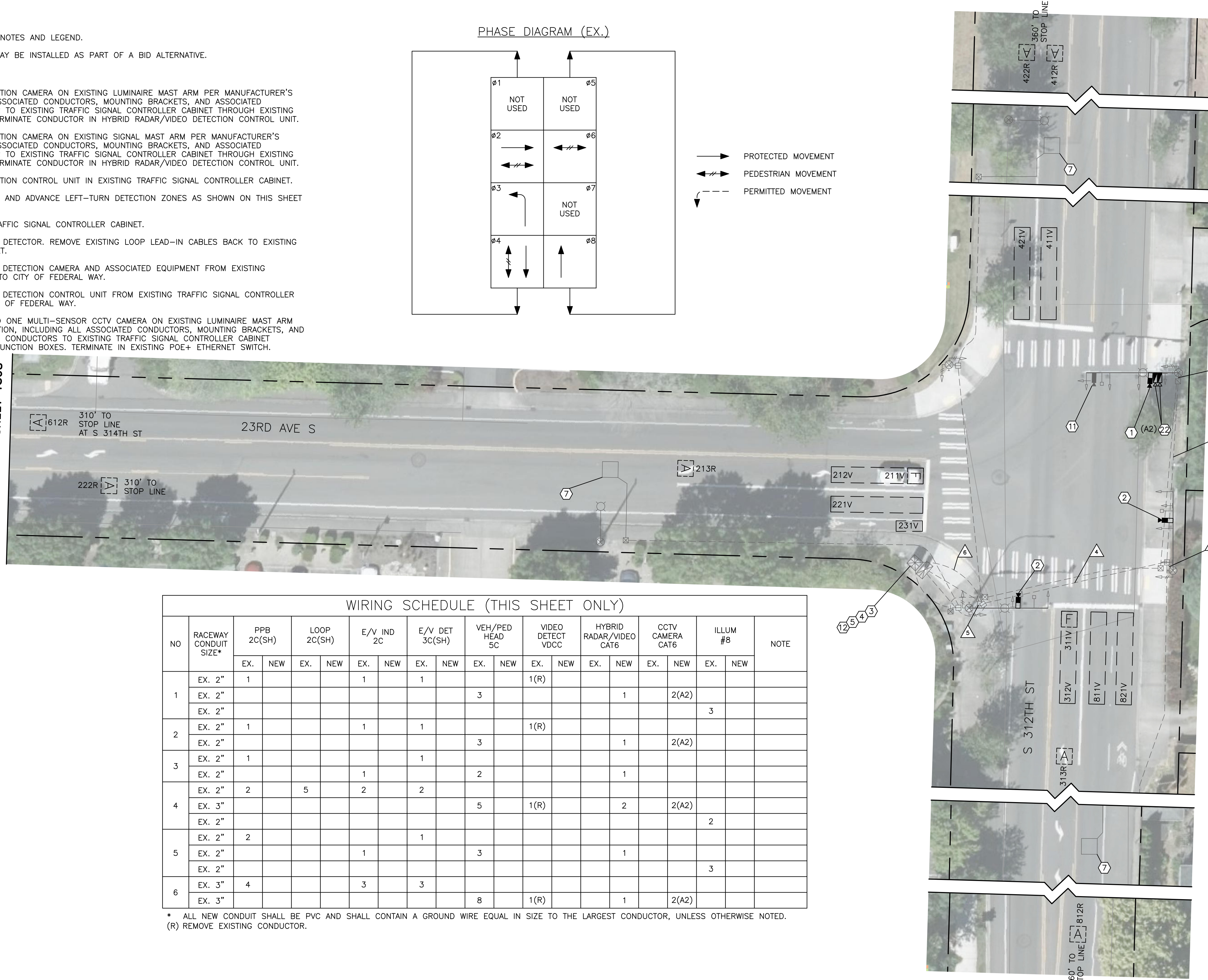
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- CONFIGURE STOP LINE, FILTER, EXIT, AND ADVANCE LEFT-TURN DETECTION ZONES AS SHOWN ON THIS SHEET AND ON SHEET TSN01.
- MAINTAIN AND PROTECT EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ABANDON EXISTING INDUCTION LOOP DETECTOR. REMOVE EXISTING LOOP LEAD-IN CABLES BACK TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- SALVAGE EXISTING GRIDSMArt VIDEO DETECTION CAMERA AND ASSOCIATED EQUIPMENT FROM EXISTING LUMINAIRE ARM AND RETURN BACK TO CITY OF FEDERAL WAY.
- SALVAGE EXISTING GRIDSMArt VIDEO DETECTION CONTROL UNIT FROM EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AND RETURN BACK TO CITY OF FEDERAL WAY.
- INSTALL ONE PTZ CCTV CAMERA AND ONE MULTI-SENSOR CCTV CAMERA ON EXISTING LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTORS TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS AND JUNCTION BOXES. TERMINATE IN EXISTING POE+ ETHERNET SWITCH.

PHASE DIAGRAM (EX.)



- PROTECTED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT
- - - PERMITTED MOVEMENT

MATCHLINE - SEE SHEET TS08



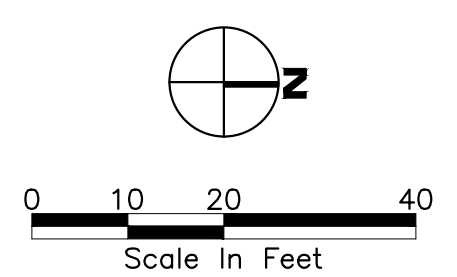
WIRING SCHEDULE (THIS SHEET ONLY)

| NO | RACEWAY CONDUIT SIZE* | PPB 2C(SH) | | LOOP 2C(SH) | | E/V IND 2C | | E/V DET 3C(SH) | | VEH/PED HEAD 5C | | VIDEO DETECT VDCC | | HYBRID RADAR/VIDEO CAT6 | | CCTV CAMERA CAT6 | | ILLUM #8 | | NOTE | |
|----|-----------------------|------------|-----|-------------|-----|------------|-----|----------------|-----|-----------------|-----|-------------------|-----|-------------------------|-----|------------------|-------|----------|-----|------|--|
| | | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | EX. | NEW | | |
| 1 | EX. 2" | 1 | | | | 1 | | 1 | | | | 1(R) | | | 1 | | 2(A2) | | | | |
| | EX. 2" | | | | | | | | | 3 | | | | | | | | | 3 | | |
| | EX. 2" | | | | | | | | | | | | | | | | | | | | |
| 2 | EX. 2" | 1 | | | | 1 | | 1 | | | | 1(R) | | | 1 | | 2(A2) | | | | |
| | EX. 2" | | | | | | | | | 3 | | | | | | | | | | | |
| 3 | EX. 2" | 1 | | | | | | 1 | | | | | | | 1 | | | | | | |
| | EX. 2" | | | | | 1 | | | | 2 | | | | | | | | | | | |
| 4 | EX. 2" | 2 | | 5 | | 2 | | 2 | | 5 | | 1(R) | | 2 | | 2(A2) | | | | | |
| | EX. 3" | | | | | | | | | | | | | | | | | | 2 | | |
| 5 | EX. 2" | 2 | | | | | | | 1 | | | | | | 1 | | | | | | |
| | EX. 2" | | | | | 1 | | | | 3 | | | | | | | | | | 3 | |
| | EX. 2" | | | | | | | | | | | | | | | | | | | | |
| 6 | EX. 3" | 4 | | | | 3 | | 3 | | | | 1(R) | | | 1 | | 2(A2) | | | | |
| | EX. 3" | | | | | | | | | 8 | | | | | | | | | | | |

* ALL NEW CONDUIT SHALL BE PVC AND SHALL CONTAIN A GROUND WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR, UNLESS OTHERWISE NOTED.
(R) REMOVE EXISTING CONDUCTOR.

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS BEFORE YOU DIG
1-800-424-5555



M:\211\211000 - Federal Way Adaptive - City Center Engineering\DOT\Plan Sheets\Traffic Signal Sheets\2110-TC-SIG-PLAN - 23rd Ave and S 312th - 5/23/2022 2:54 PM

| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |



transpogroup

WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434

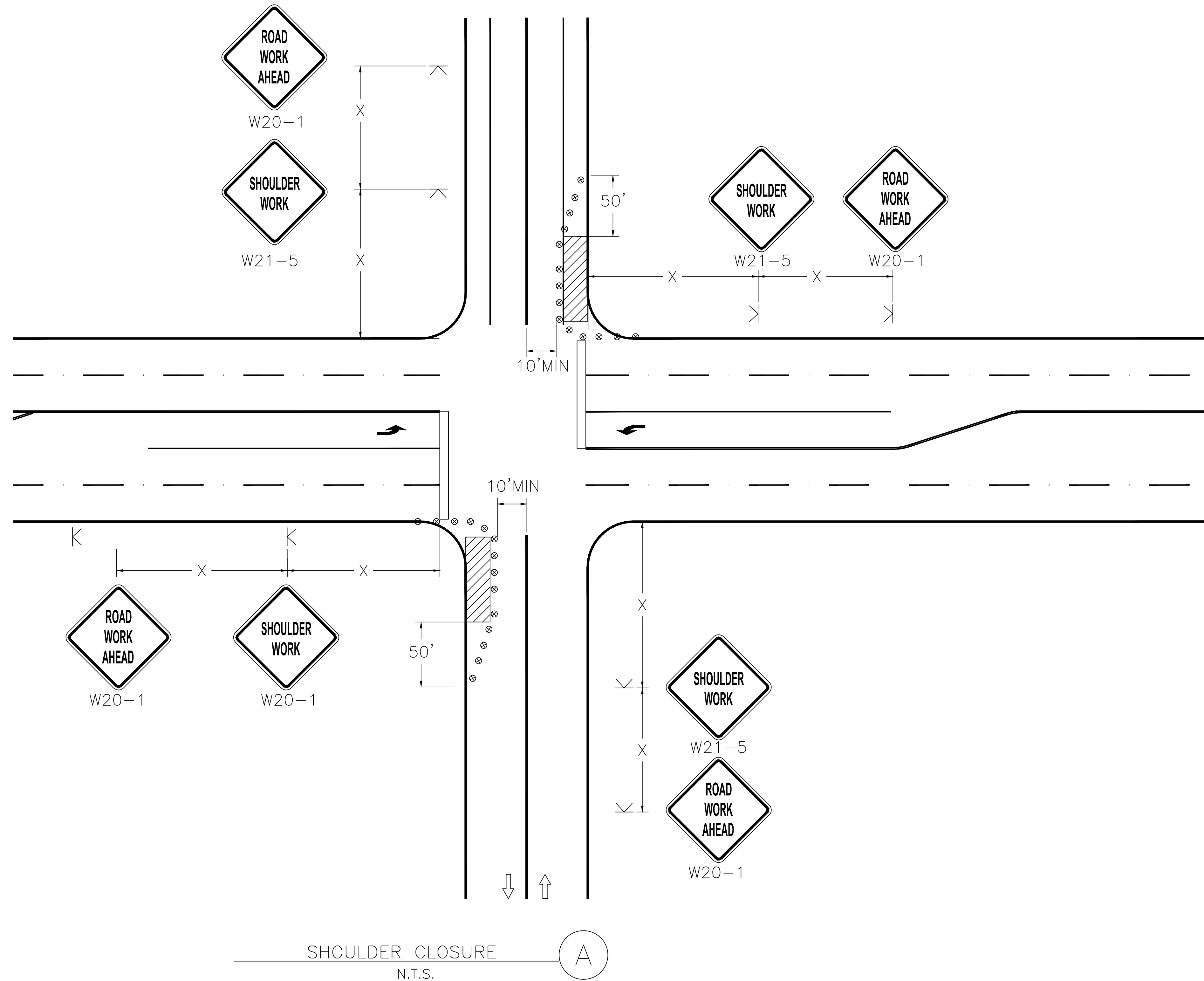


CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
PHASE 2

TRAFFIC SIGNAL PLAN
23RD AVE S & S 312TH ST

TS09
SHEET 10 OF 22 SHEETS

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| | | |
|-------|-------|---------|
| MPH | TAPER | TANGENT |
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

NOTES:
1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

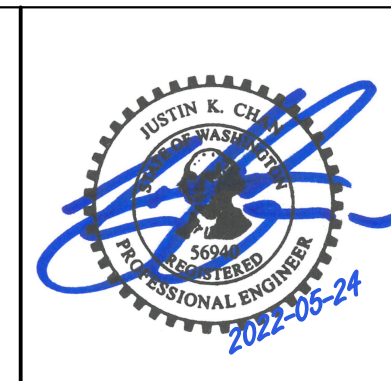
LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| | | | | | |
|-------------|-----|------------|----------|----|------|
| | | DATE | REVISION | BY | DATE |
| DESIGNED BY | DGN | 05/24/2022 | | | |
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |

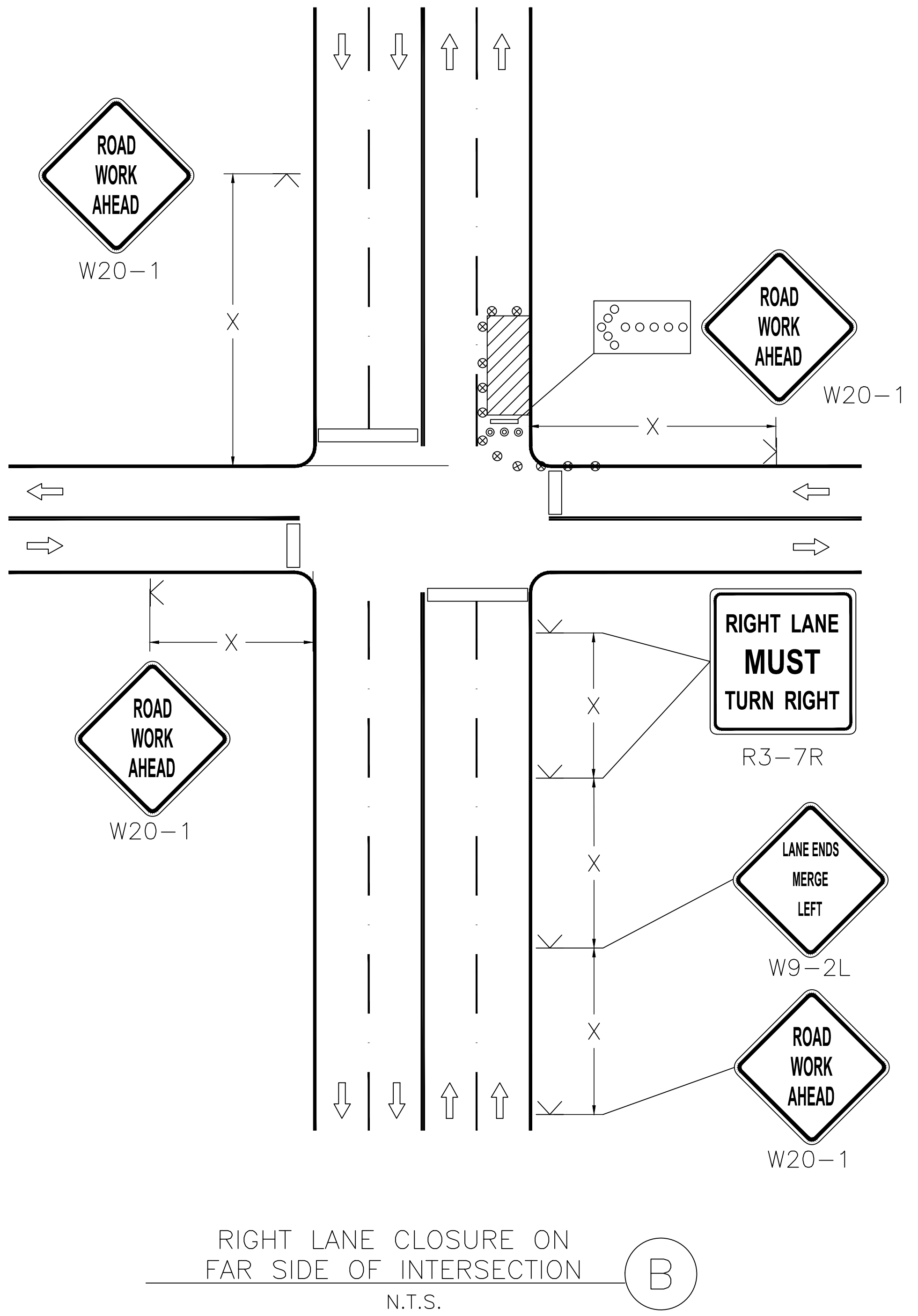


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 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL A

TTC2
 SHEET
 12
 OF
 22
 SHEETS



RIGHT LANE CLOSURE ON FAR SIDE OF INTERSECTION
N.T.S. (B)

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| | | |
|-------|-------|---------|
| MPH | TAPER | TANGENT |
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

NOTES:
1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

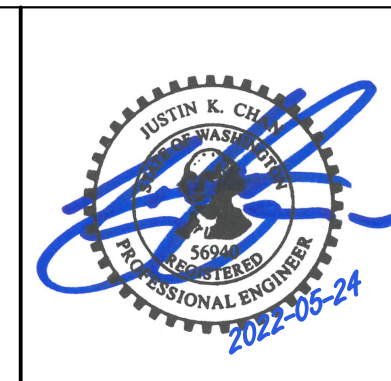
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| | | | | | |
|-------------|-----|------------|----------|----|------|
| | | DATE | REVISION | BY | DATE |
| DESIGNED BY | DGN | 05/24/2022 | | | |
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |



WHAT TRANSPORTATION CAN BE.

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KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL B

TTC3
SHEET 13 OF 22 SHEETS

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

| 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' |

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

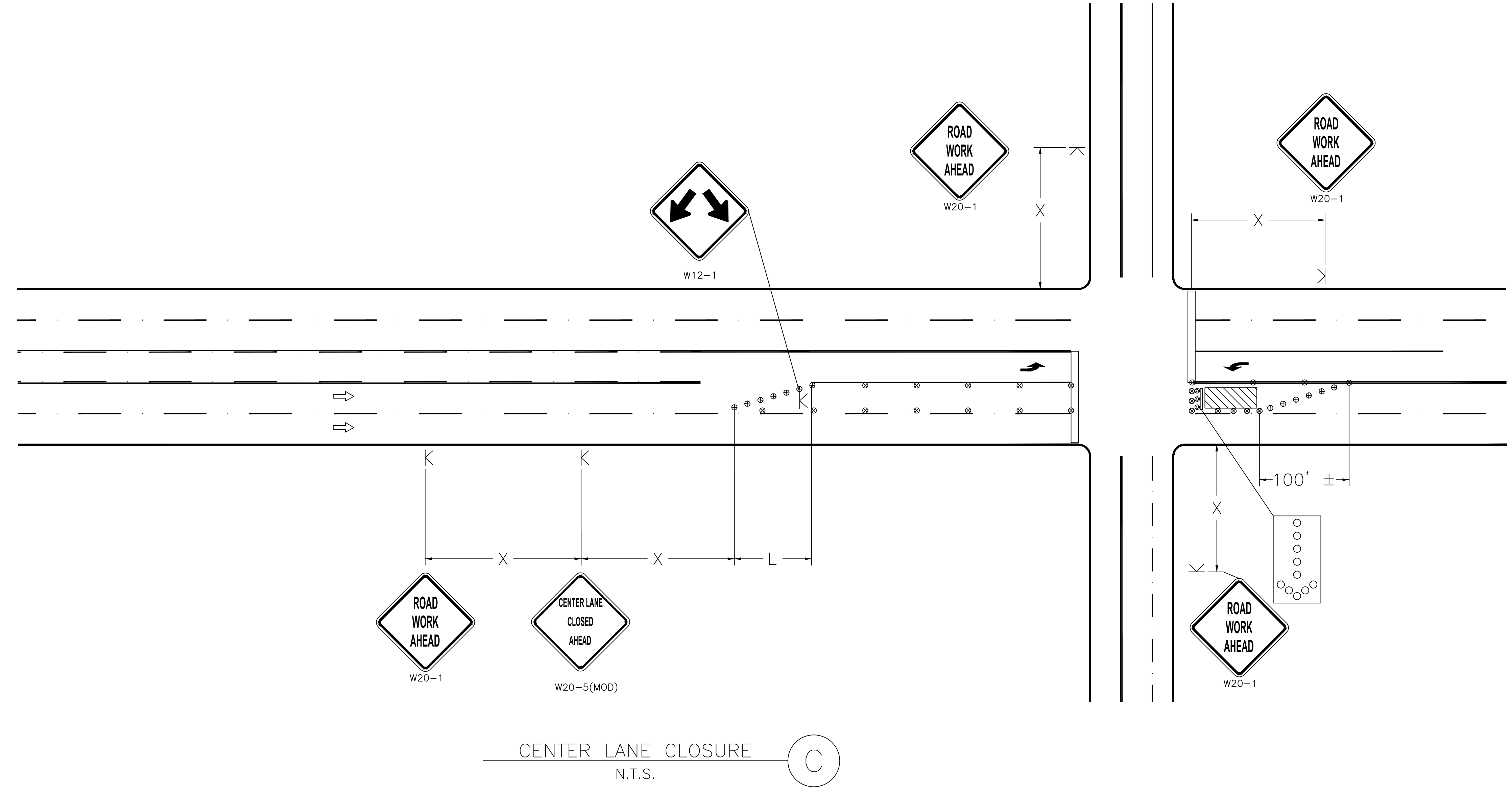
| LANE WIDTH (feet) | MINIMUM LANE CLOSURE TAPER LENGTH = L (feet) | | | | | | | | | |
|-------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Posted Speed (mph) | | | | | | | | | |
| | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| 10 | 105 | 150 | 205 | 270 | 450 | 500 | 550 | - | - | - |
| 11 | 115 | 165 | 225 | 295 | 495 | 550 | 605 | 660 | - | - |
| 12 | 125 | 180 | 245 | 320 | 540 | 600 | 660 | 720 | 780 | 840 |

NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |



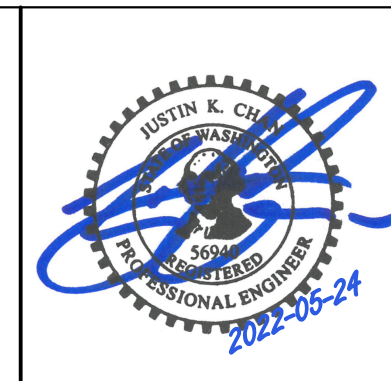
| | DATE | REVISION | BY | DATE |
|-------------|----------------|----------|----|------|
| DESIGNED BY | DGN 05/24/2022 | | | |
| DRAWN BY | DGN 05/24/2022 | | | |
| REVIEWED BY | JC 05/24/2022 | | | |
| | | | | |
| | | | | |
| | | | | |



transpogroup

WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
PHASE 2

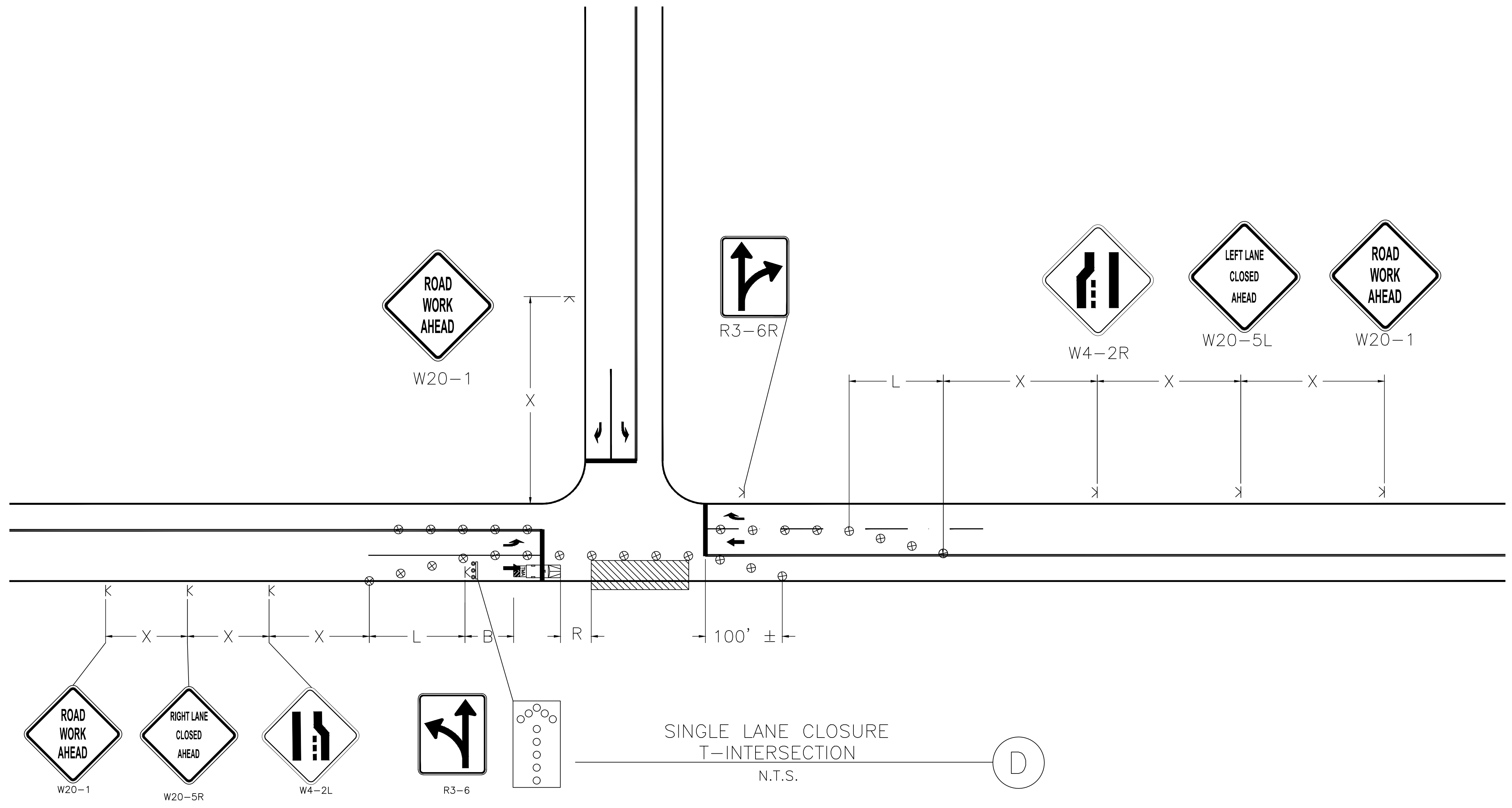
TEMPORARY TRAFFIC CONTROL

DETAIL C

TTC4

SHEET
14
OF
22
SHEETS

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| | | |
|-------|-------|---------|
| MPH | TAPER | TANGENT |
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

SINGLE LANE CLOSURE
T-INTERSECTION
N.T.S. (D)

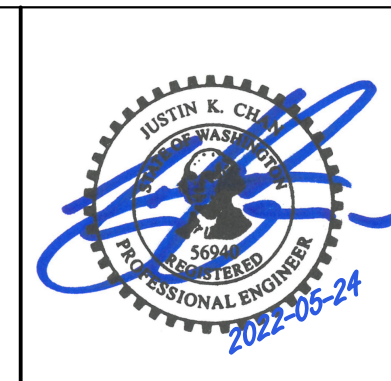
| DESIGNED BY | DATE | REVISION | BY | DATE |
|-------------|------------|----------|----|------|
| DGN | 05/24/2022 | | | |
| DGN | 05/24/2022 | | | |
| JC | 05/24/2022 | | | |
| | | | | |
| | | | | |



transpogroup

WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
PHASE 2

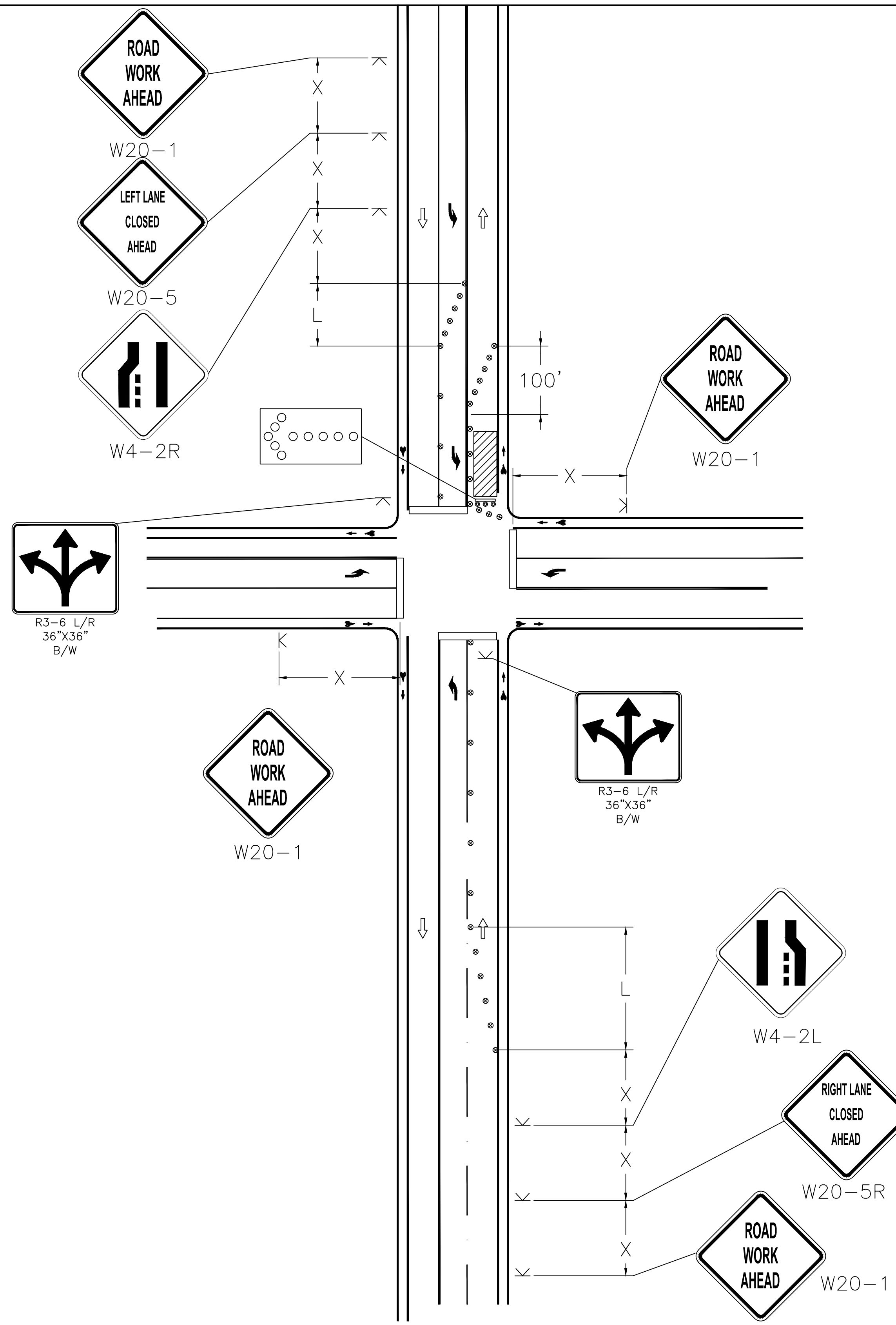
TEMPORARY TRAFFIC CONTROL

DETAIL D

TTC5

SHEET
15
OF
22
SHEETS

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RIGHT-LANE CLOSURE WITH SHIFT TO LEFT-TURN LANE
N.T.S. (E)

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| MPH | TAPER | TANGENT |
|-------|-------|---------|
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

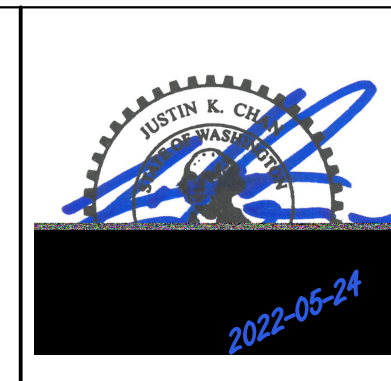
| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |
| | | | | | |



WHAT TRANSPORTATION CAN BE.

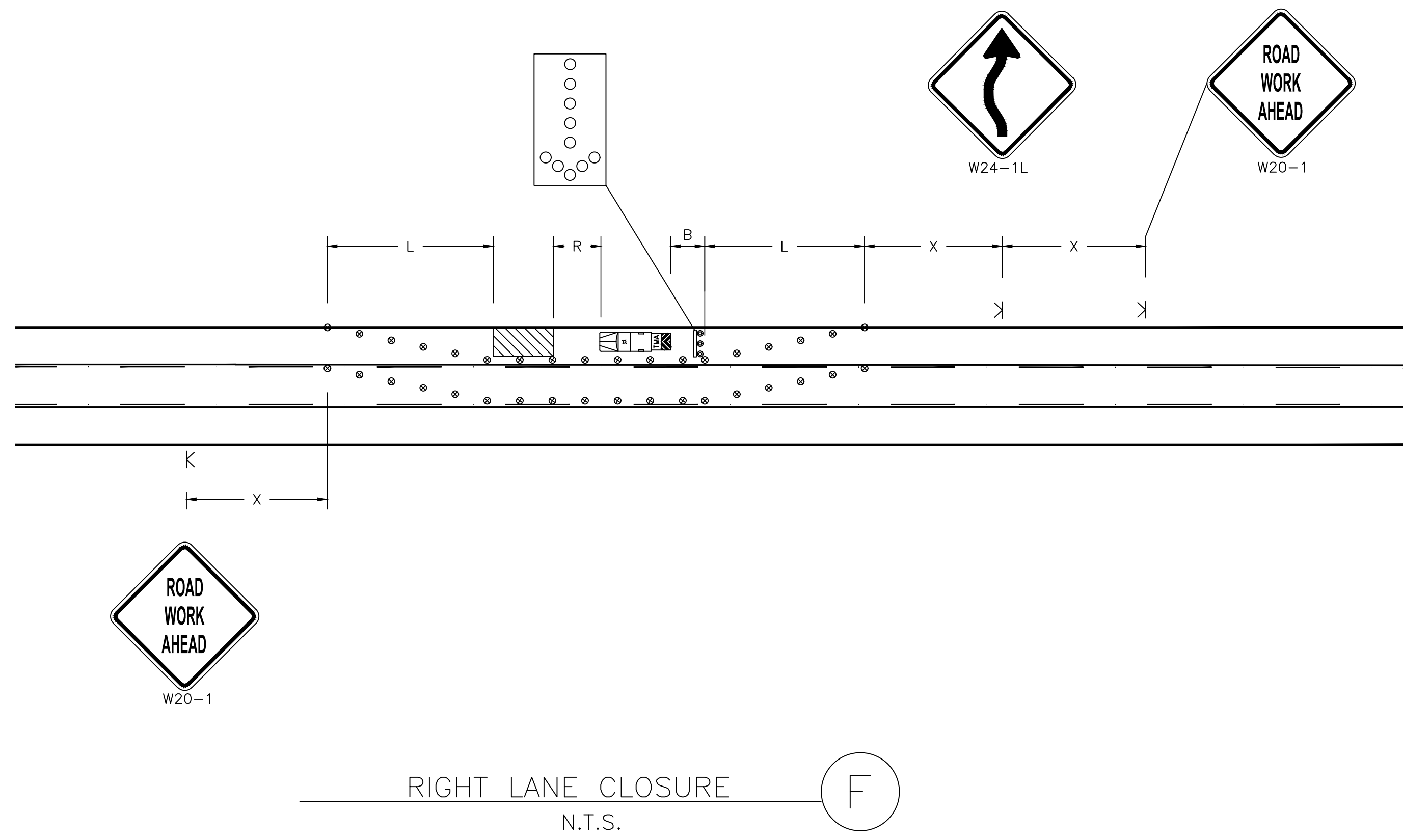
12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL E

TTC6
SHEET 16 OF 22 SHEETS

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RIGHT LANE CLOSURE
N.T.S. (F)

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| | | |
|-------|-------|---------|
| MPH | TAPER | TANGENT |
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| | DATE | REVISION | BY | DATE |
|-------------|------|------------|----|------|
| DESIGNED BY | DGN | 05/24/2022 | | |
| DRAWN BY | DGN | 05/24/2022 | | |
| REVIEWED BY | JC | 05/24/2022 | | |
| | | | | |
| | | | | |



12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434

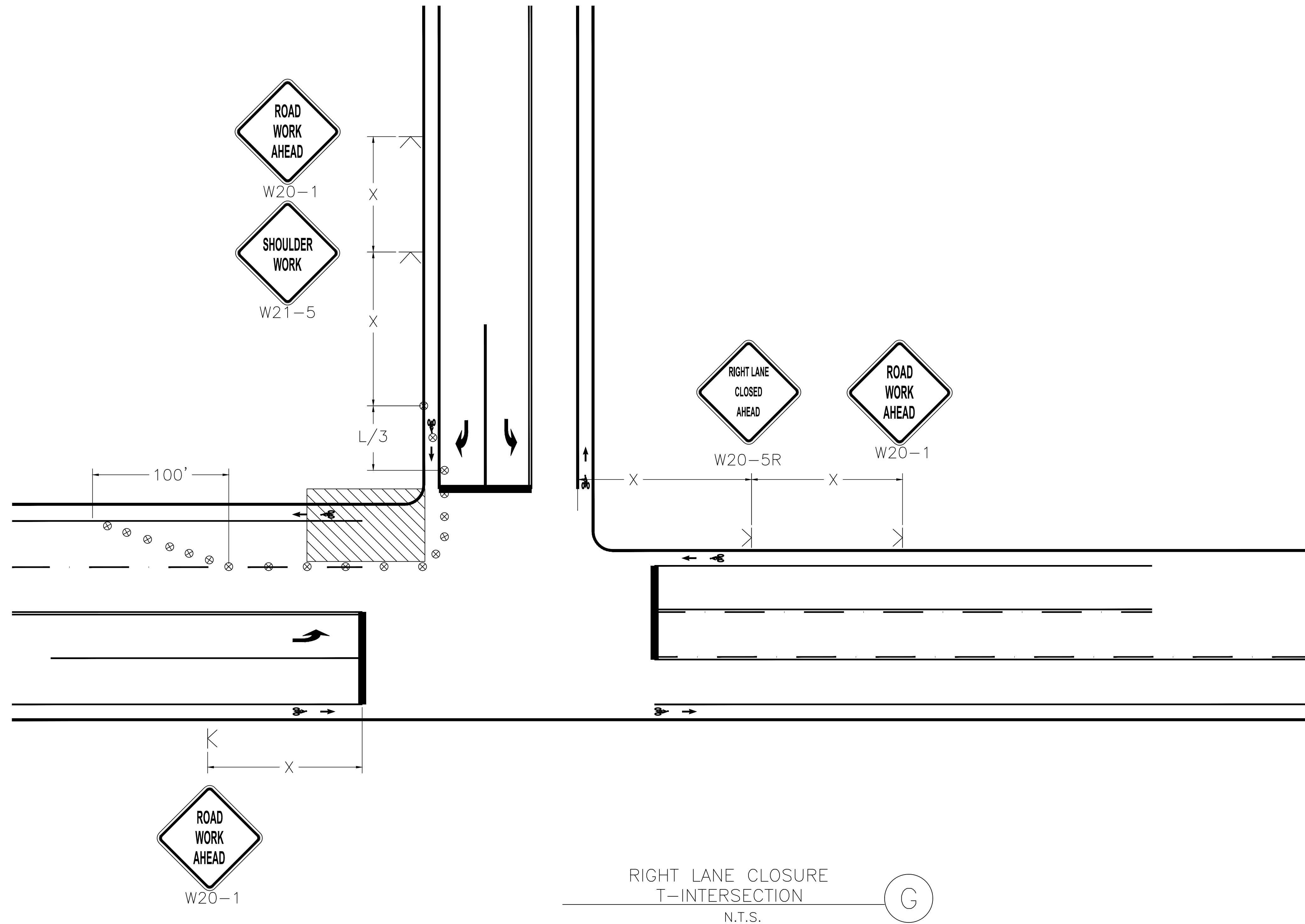


CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL F

TTC7

SHEET
17
OF
22
SHEETS

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| MPH | TAPER | TANGENT |
|-------|-------|---------|
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

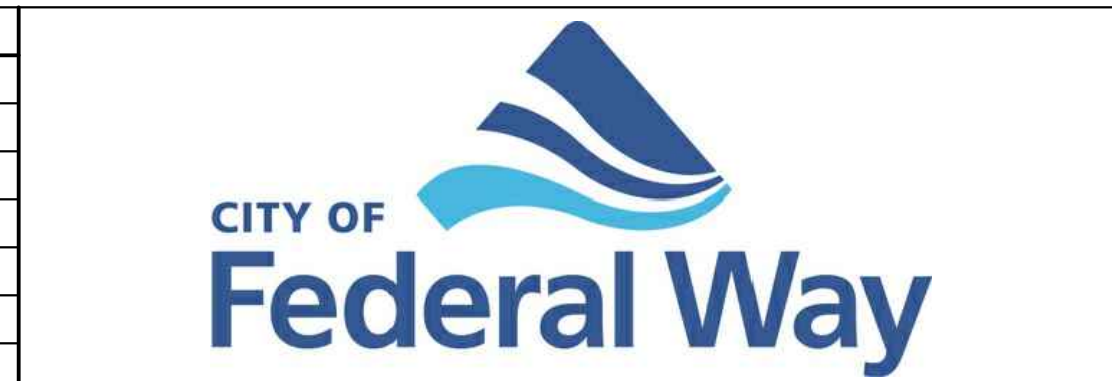
NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

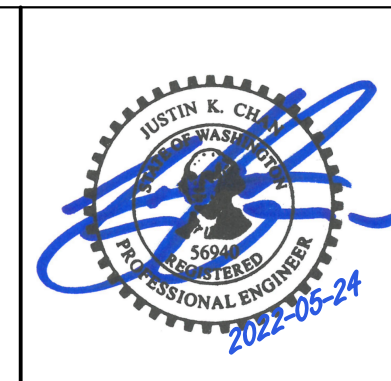
| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| DESIGNED BY | DATE | REVISION | BY | DATE |
|-------------|------------|----------|----|------|
| DGN | 05/24/2022 | | | |
| DGN | 05/24/2022 | | | |
| JC | 05/24/2022 | | | |
| | | | | |
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WHAT TRANSPORTATION CAN BE.

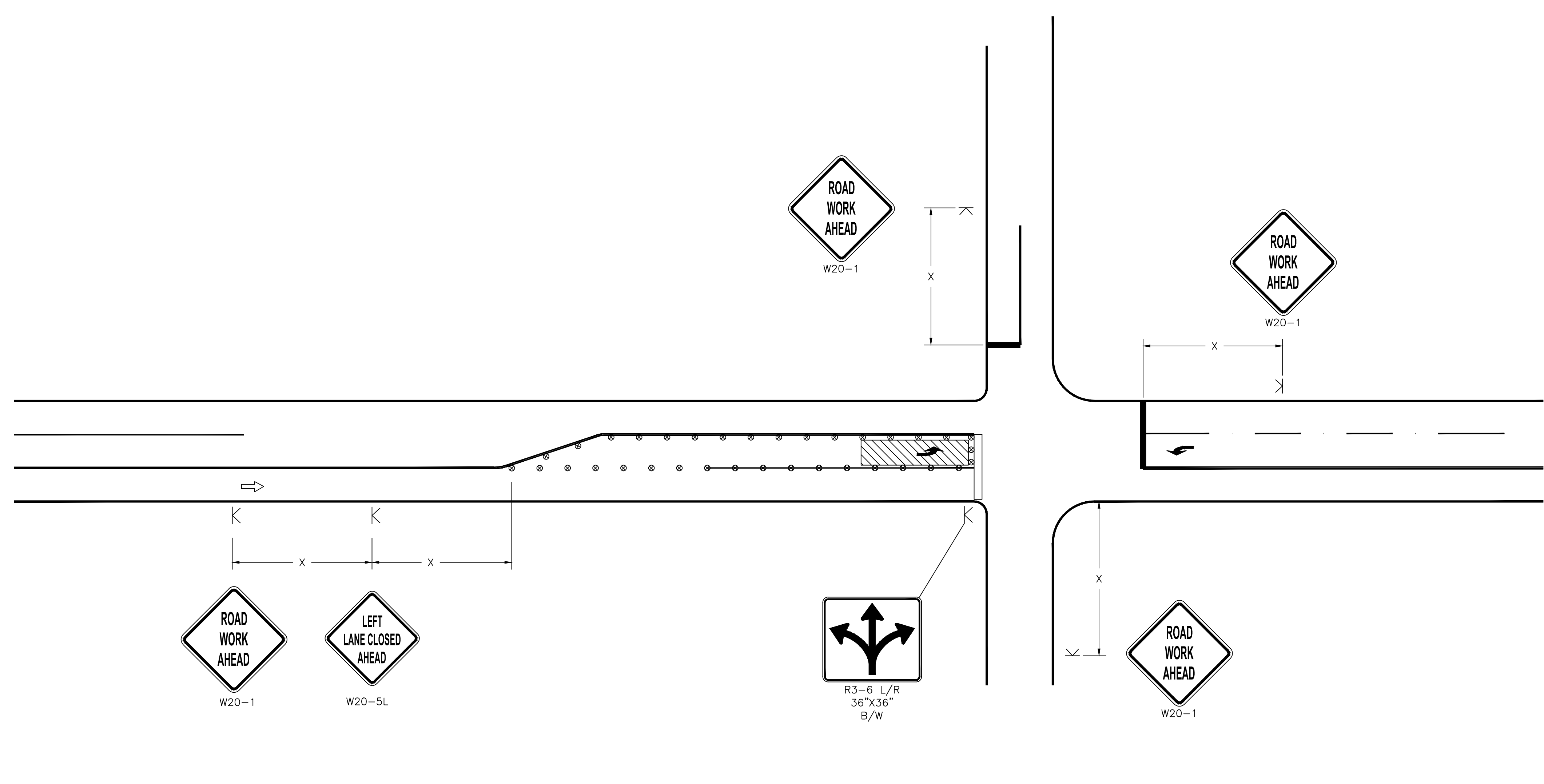
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CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL G

TTC8
SHEET 18 OF 22 SHEETS

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LEFT-TURN LANE CLOSURE
N.T.S. H

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

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' |

CHANNELIZATION DEVICE
SPACING (feet)

| | | |
|-------|-------|---------|
| MPH | TAPER | TANGENT |
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

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 |

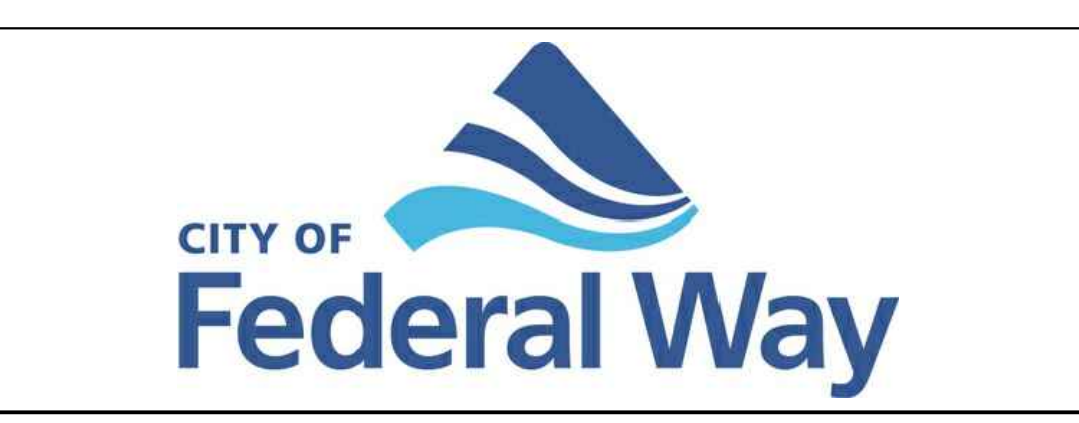
NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

LEGEND

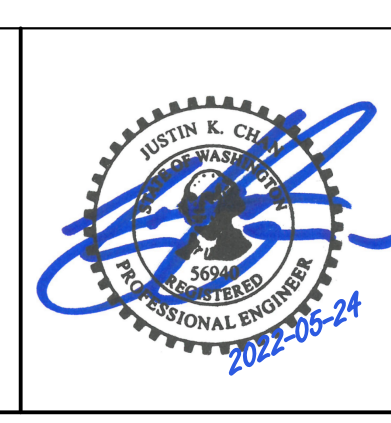
| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| | DATE | REVISION | BY | DATE |
|-------------|------|------------|----|------|
| DESIGNED BY | DGN | 05/24/2022 | | |
| DRAWN BY | DGN | 05/24/2022 | | |
| REVIEWED BY | JC | 05/24/2022 | | |
| | | | | |
| | | | | |



WHAT TRANSPORTATION CAN BE.

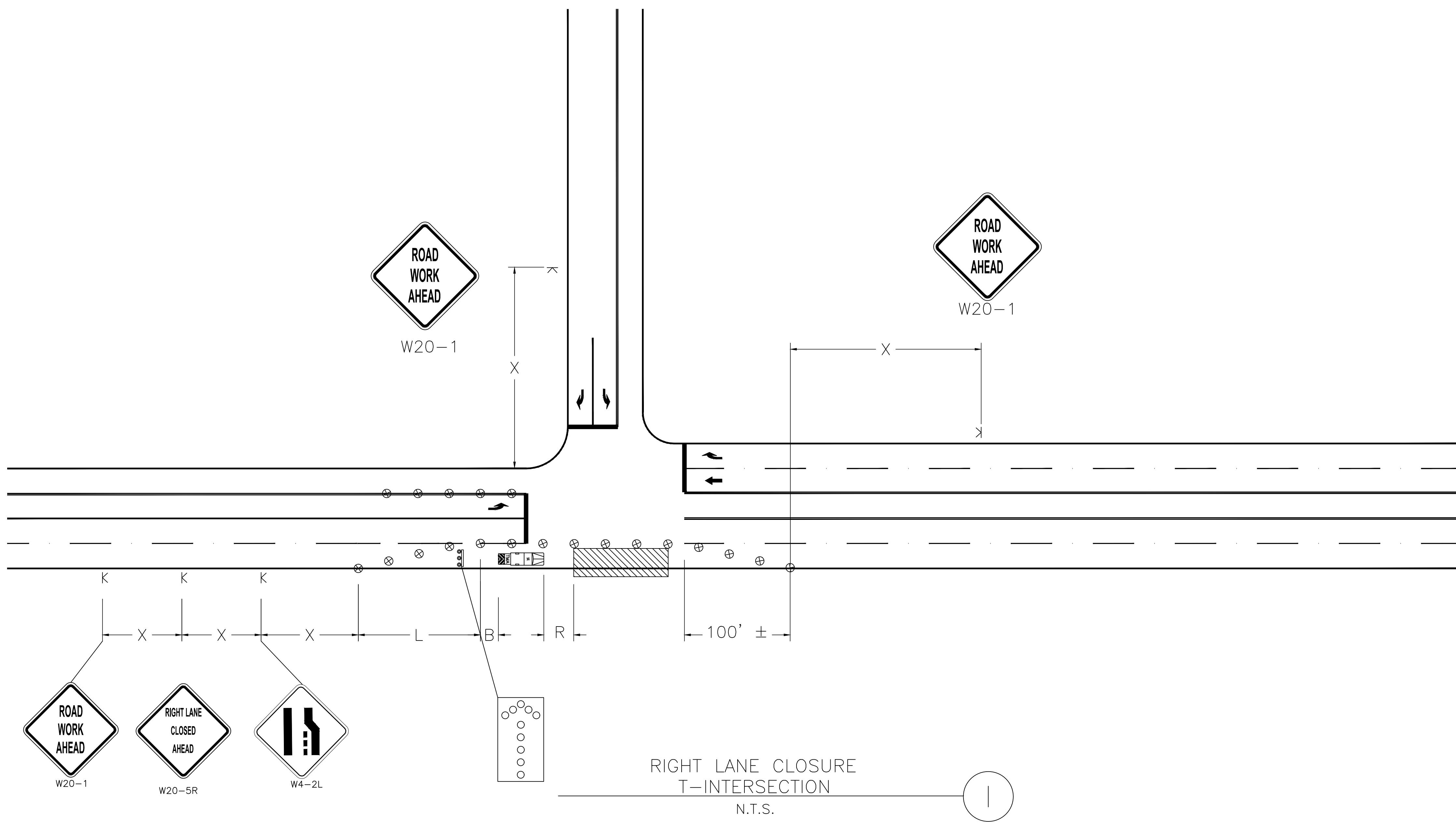
12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL H

TTC9
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 OF
 22
 SHEETS

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| 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 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 RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

| 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' |

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

| LANE WIDTH (feet) | MINIMUM LANE CLOSURE TAPER LENGTH = L (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 |

- NOTES:
- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |

| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
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 WHAT TRANSPORTATION CAN BE.
 12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2
 TEMPORARY TRAFFIC CONTROL
 DETAIL 1

TTC10
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 20
 OF
 22
 SHEETS

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| 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 RESIDENTIAL & BUSINESS DISTRICTS | 25 / 30 MPH | 200' +/--(2) |
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| 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' |

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

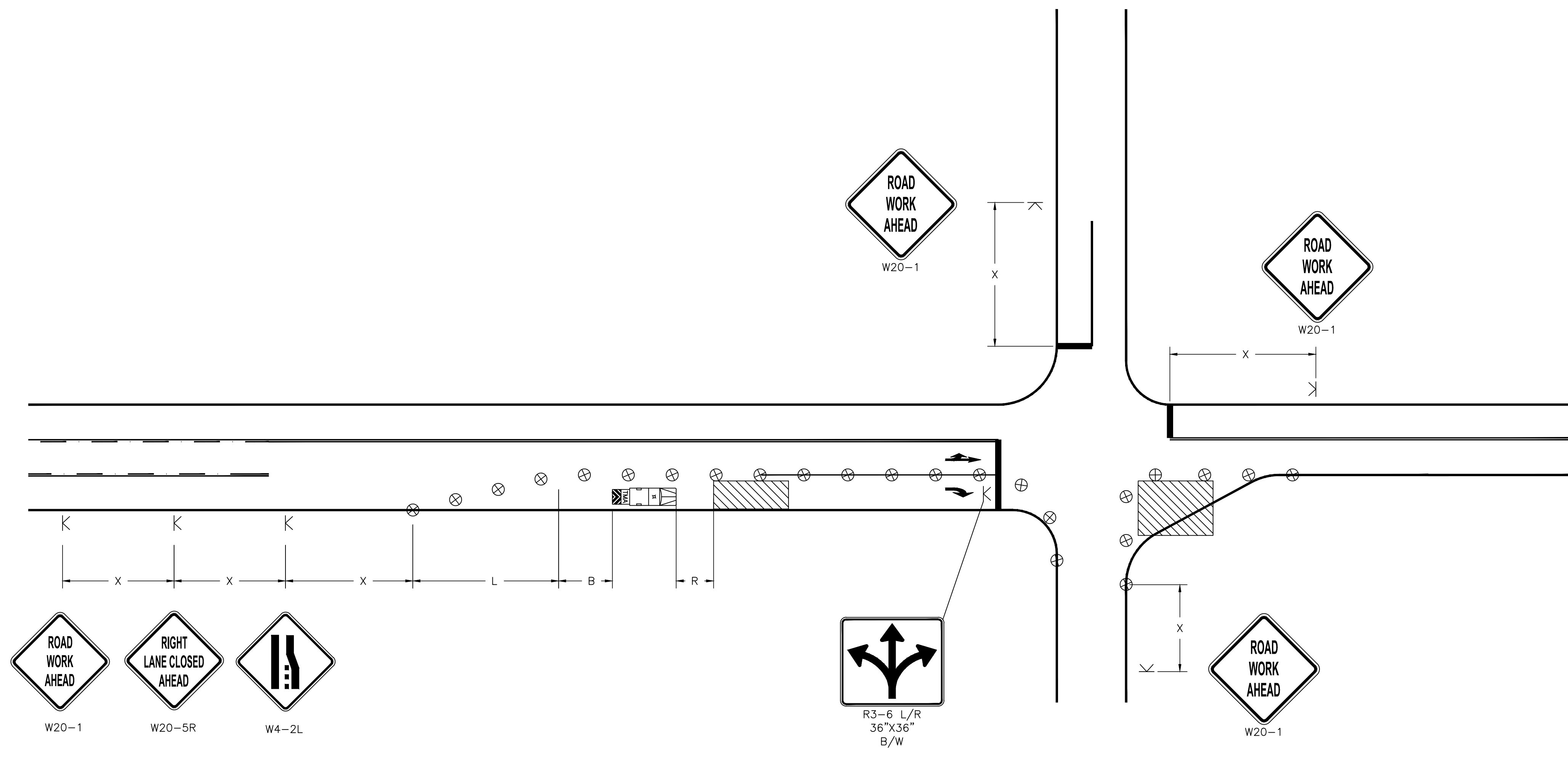
| LANE WIDTH (feet) | MINIMUM LANE CLOSURE TAPER LENGTH = L (feet) | | | | | | | | | |
|-------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Posted Speed (mph) | | | | | | | | | |
| | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| 10 | 105 | 150 | 205 | 270 | 450 | 500 | 550 | - | - | - |
| 11 | 115 | 165 | 225 | 295 | 495 | 550 | 605 | 660 | - | - |
| 12 | 125 | 180 | 245 | 320 | 540 | 600 | 660 | 720 | 780 | 840 |

NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

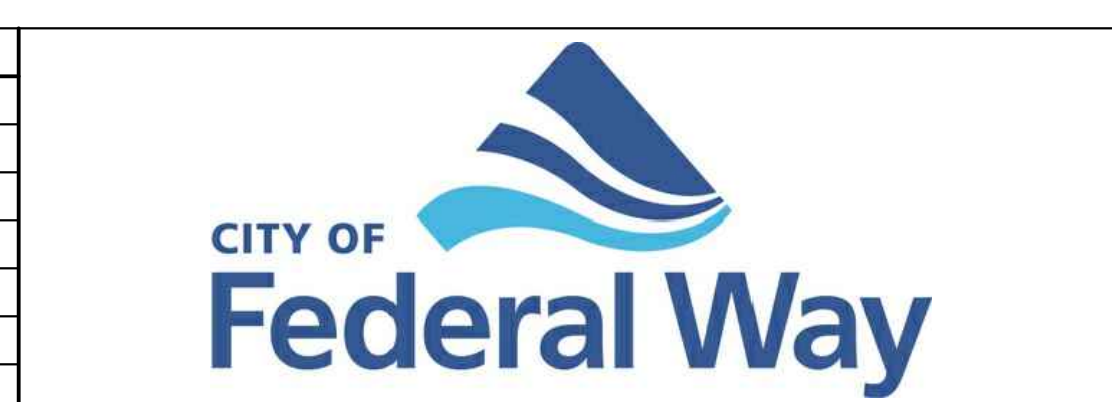
LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | TEMPORARY SIGN |
| | WORK ZONE |
| | CHANNELIZATION DEVICE (HIGH VISIBILITY) |
| | ARROW BOARD SUPPORT |
| | ARROW BOARD |
| | TRANSPORTABLE ATTENUATOR |



SINGLE LANE CLOSURE
N.T.S. J

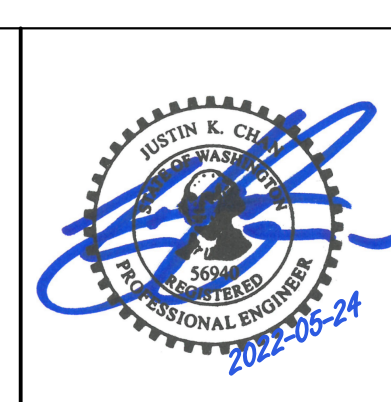
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|-------------|----------------|----------|----|------|
| DESIGNED BY | DGN 05/24/2022 | | | |
| DRAWN BY | DGN 05/24/2022 | | | |
| REVIEWED BY | JC 05/24/2022 | | | |
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WHAT TRANSPORTATION CAN BE.

12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



CITY OF FEDERAL WAY
ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
PHASE 2

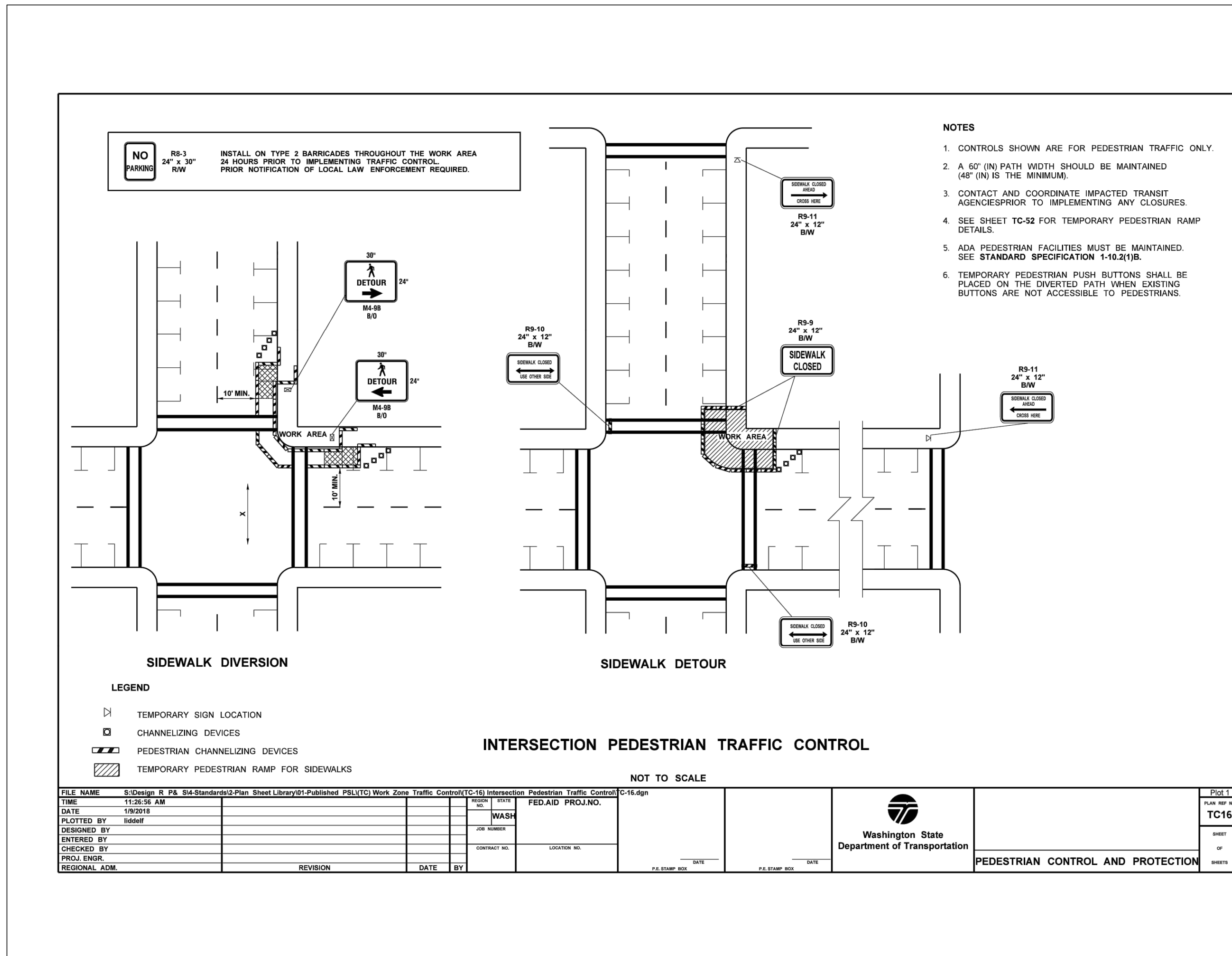
TEMPORARY TRAFFIC CONTROL

DETAIL J

TTC11

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22
SHEETS

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NOTES:

- SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

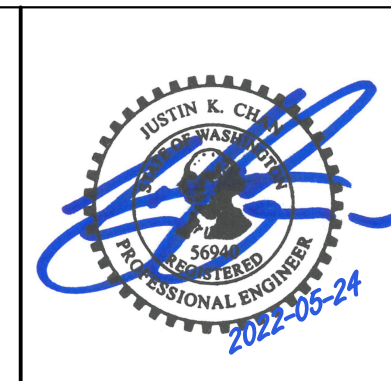
| DESIGNED BY | DGN | DATE | REVISION | BY | DATE |
|-------------|-----|------------|----------|----|------|
| DRAWN BY | DGN | 05/24/2022 | | | |
| REVIEWED BY | JC | 05/24/2022 | | | |
| | | | | | |
| | | | | | |



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WHAT TRANSPORTATION CAN BE.

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CITY OF FEDERAL WAY
 ADAPTIVE TRAFFIC SIGNAL CONTROL – CITY CENTER
 PHASE 2

TEMPORARY TRAFFIC CONTROL
 PEDESTRIAN TRAFFIC CONTROL

TTC12

SHEET
 22
 OF
 22
 SHEETS