

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

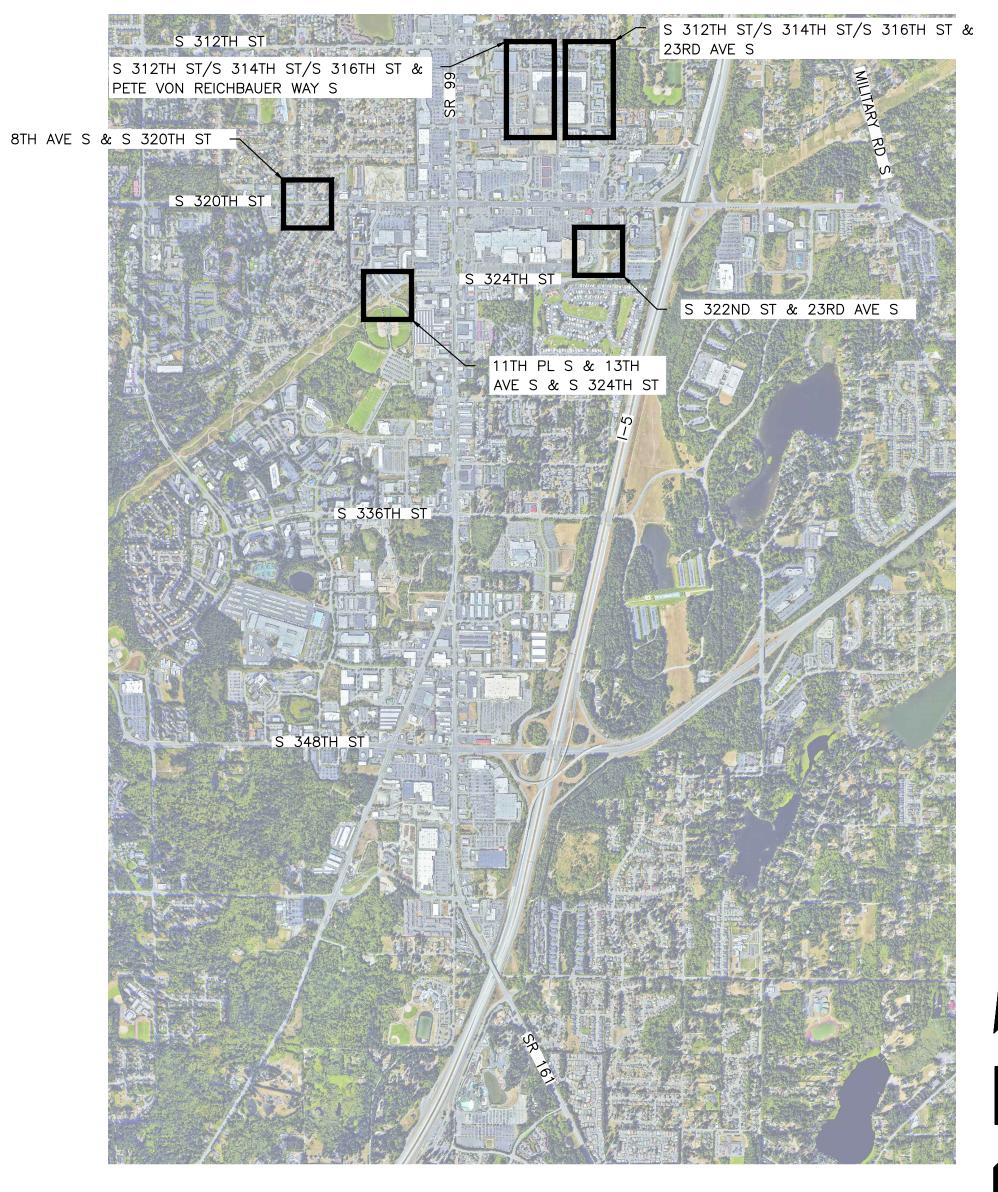
S-24-22

Desireé S. Winkler, P.E.

Deputy Public Works Director

MAY 2022

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



<u>VICINITY MAP</u>

N.T.S

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

SHEET INDEX

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 S
5	TS04	TRAFFIC SIGNAL PLAN - PETE VON REICHBAUER WAY S & S 314TH S
6	TS05	TRAFFIC SIGNAL PLAN - PETE VON REICHBAUER WAY S & S 312TH S
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

LEGEND

DESCRIPTION	<u>DESCRIPTION</u>	DESCRIPTION
CONSTRUCTION NOTE		(#)
WIRE NOTE		_ #
CONDUIT	_	
SIGNAL POLE, MAST ARM, AND LUMINAIRE	\longrightarrow	
VIDEO DETECTION CAMERA		
HYBRID RADAR/VIDEO DETECTION CAMERA		
CCTV CAMERA		
TRAFFIC SIGNAL CONTROLLER CABINET		
SERVICE CABINET		
JUNCTION BOX, TYPE 1		⊠
JUNCTION BOX, TYPE 2		
JUNCTION BOX, TYPE 3 OR 8		
LOOP DETECTOR	OR	
STOP LINE VIDEO DETECTION ZONE (6' X 35')		· — — — — · — — — —
STOP LINE BICYCLE VIDEO DETECTION ZONE (4' X 10')		
ADVANCE RADAR DETECTION ZONE (6' X 6')		
FILTER VIDEO/RADAR DETECTION ZONE (6' X 6')		[F]

DETECTION NOTES

- 1. ALL DETECTION LOOPS/ZONES SHALL BE LOCATED IN THE CENTER OF THE TRAVEL
- 2. FILTER DETECTION LOOPS/ZONES SHALL BE LOCATED 4' ON-CENTER BACK FROM THE STOP LINE, UNLESS OTHERWISE NOTED.
- 3. EXIT VIDEO DETECTION ZONES SHALL BE LOCATED AS SHOWN, UNLESS OTHERWISE NOTED.
- 4. CONTRACTOR SHALL COORDINATE DETECTOR CHANNEL ASSIGNMENTS WITH KING COUNTY ROADS LEAD TRAFFIC SIGNAL TECHNICIAN.
- 5. ALL EXISTING LOOPS AND VIDEO DETECTION ZONES SHALL BE MAINTAINED UNLESS OTHERWISE NOTED IN THESE PLANS.
- ADVANCE LEFT-TURN LANE DETECTION LOOPS/ZONES SHALL BE LOCATED AT THE BEGINNING OF THE LEFT-TURN LANE, UNLESS OTHERWISE NOTED.
- ADVANCE THRU-LANE RADAR DETECTION ZONES SHALL BE LOCATED BASED ON THE FOLLOWING ON-CENTER DISTANCES BACK FROM THE STOP LINE, BASED ON THE APPROACH'S POSTED SPEED LIMIT:

25 MPH: 260' 30 MPH: 310' 35 MPH: 360'

CONSTRUCTION NOTES (NOT ALL NOTES ARE USED ON ALL SHEETS)

- (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 DETECTION ZONES AS SHOWN ON THIS SHEET.
- (5) MAINTAIN AND PROTECT EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- (6) MAINTAIN AND PROTECT EXISTING INDUCTION LOOP DETECTOR
- $\langle 7 \rangle$ 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.
- (9) INSTALL TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.10-04.
- (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.
- (11) SALVAGE EXISTING GRIDSMART VIDEO DETECTION CAMERA AND ASSOCIATED EQUIPMENT FROM EXISTING UMINAIRE ARM AND RETURN BACK TO CITY OF FEDERAL WAY.
- (12) SALVAGE EXISTING GRIDSMART VIDEO DETECTION CONTROL UNIT FROM EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AND RETURN BACK TO CITY OF FEDERAL WAY.
- (13) SALVAGE EXISTING TRAFICON VIDEO DETECTION CAMERA AND ASSOCIATED EQUIPMENT FROM EXISTING LUMINAIRE ARM AND RETURN BACK TO CITY OF FEDERAL WAY.
- (14) SALVAGE EXISTING VIDEO DETECTION CAMERA AND ASSOCIATED EQUIPMENT FROM EXISTING SIGNAL MAST ARM AND RETURN BACK TO CITY OF FEDERAL WAY.
- (15) EXISTING FLIR 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.
- (18) INSTALL NEW CONDUIT INTO EXISTING JUNCTION BOX.
- (19) 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.
- (21) 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.
- 22 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.
- RESTORE EXISTING CURB, GUTTER, AND SIDEWALK TO MATCH EXISTING CONDITIONS PER CITY OF FEDERAL WAY STANDARD DRAWINGS 3-3, 3-4, AND 3-4A.
- (25) RESTORE EXISTING CURB AND GUTTER TO MATCH EXISTING CONDITIONS PER CITY OF FEDERAL WAY STANDARD DRAWINGS 3-4 AND 3-4A.

NOTES

- 1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF FEDERAL WAY STANDARDS AND SPECIFICATIONS AND WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARDS AND SPECIFICATIONS.
- 2. THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORK.
- 3. ALL WORK SHALL BE CONSISTENT WITH UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT ALL PERTINENT UTILITY AGENCIES 48 HOURS PRIOR TO COMMENCING WORK, AND SHALL COORDINATE WITH AFFECTED UTILITY AGENCIES
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANY AND THE CITY IMMEDIATELY UPON DAMAGE AND BE RESPONSIBLE FOR REPLACING ANY DAMAGED EQUIPMENT TO THE SATISFACTION OF THE AFFECTED UTILITY COMPANY AND/OR THE CITY.
- 5. THE CONTRACTOR SHALL CALL FOR UTILITY LOCATES PRIOR TO PERFORMING ANY UNDERGROUND WORK, SUCH AS CONDUIT TRENCHING, TO AVOID DAMAGE TO ANY UNDERGROUND UTILITIES. UTILITIES TO BE CONTACTED THROUGH THE ENGINEER IF PROPOSED CONSTRUCTION CONFLICTS WITH ANY EXISTING UTILITIES.
- 6. APPROVED CONSTRUCTION PLANS (INCLUDING ANY APPROVED REVISIONS) SHALL BE AVAILABLE ON THE CONSTRUCTION SITE. ALL APPROPRIATE PERMITS AND EASEMENTS SHALL BE IN PLACE PRIOR TO START OF WORK.
- 7. ANY EXISTING UTILITIES THAT ARE IN SERVICE SHALL REMAIN OPERATIONAL AT ALL TIMES
- 8. ANY SIDEWALK, LANDSCAPE, SHOULDER, OR ROADWAY DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO EQUAL OR BETTER CONDITIONS. FULL DEPTH SAWCUT REQUIRED AT PAVEMENT PATCH EDGE FOR ROADWAY TRENCH WORK. ALL SIDEWALK REPAIR SHALL BE DONE TO FULL DEPTH BY WHOLE PANELS BETWEEN SIDEWALK JOINTS. PARTIAL PANEL REPLACEMENT WILL NOT BE ALLOWED. USE CDF IF COMPACTION CANNOT BE ACHIEVED UNDER ADJACENT SIDEWALK
- 9. CONTRACTOR SHALL SUBMIT ALL MATERIAL CUT SHEETS TO THE CITY ENGINEER FOR APPROVAL PRIOR TO ORDERING AND INSTALLATION.
- 10. ALL CABLES INSTALLED BY THE CONTRACTOR SHALL BE LABELED IN EACH JUNCTION BOX AND TRAFFIC SIGNAL CONTROLLER
- 11. EXISTING CONDUCTORS LISTED IN THE WIRING SCHEDULE ARE FOR REFERENCE ONLY. CONTRACTOR SHALL CONFIRM CONDUIT CONTENTS IN THE FIELD.
- 12. PROPOSED ELECTRICAL EQUIPMENT SUCH AS JUNCTION BOXES AND CONDUIT ARE SHOWN SCHEMATICALLY AND MAY BE FIELD ADJUSTED TO AVOID CONFLICTS, AS DIRECTED BY THE ENGINEER.
- 13. ALL NEW JUNCTION BOXES AND SIDEWALK PANELS SHALL BE INSTALLED TO MATCH THE GRADE OF THE EXISTING SIDEWALK OR LANDSCAPE AREA. THE CONTRACTOR SHALL AVOID PLACEMENT OF ANY CONDUITS OR JUNCTION BOXES IN LOCATIONS THAT WILL AFFECT EXISTING PEDESTRIAN CURB RAMPS.
- 14. ALL LIDS AND FRAMES FOR JUNCTION BOXES AND CABLE VAULTS LOCATED IN SIDEWALKS SHALL HAVE NON-SLIP SURFACES.
- 15. CONTRACTOR SHALL PROVIDE AND INSTALL A NO. 8 GREEN GROUND WIRE IN CONDUIT WHERE NEW CONDUCTORS/FIBER OPTIC CABLE ARE BEING INSTALLED WITHOUT AN EXISTING NO. 8 GROUND, PER NEC REQUIREMENTS
- 16. NEW JUNCTION BOXES SHALL BE INSTALLED PER WSDOT STANDARD PLAN J-40.10-04.
- 17. DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
- 18. TRAFFIC SIGNAL CONDUCTOR TERMINATIONS SHALL BE MADE IN THE PRESENCE OF THE KING COUNTY LEAD TRAFFIC SIGNAL TECHNICIAN IN THE FIELD.
- 19. ACCESS TO ALL ADJACENT PROPERTIES IN THIS PROJECT IS NOT AVAILABLE. ALL WORK SHALL BE PERFORMED WITHIN THE RIGHT-OF-WAY

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



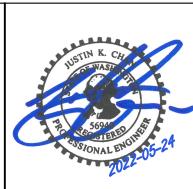


(TEL) 425 821-3665

(FAX) 425 825-8434

12131 113TH AVENUE NE, SUITE 203

KIRKLAND, WASHINGTON 98034



CITY OF FEDERAL WAY ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER TSN01 PHASE 2

SHEET OF 22 NOTES & LEGEND

SHEETS

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

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

DESIGNED BY

REVIEWED BY

DRAWN BY

DATE

DGN 05/24/2022

DGN 05/24/2022

JC 05/24/2022

REVISION



BY

√ FYA

12131 113TH AVENUE NE, SUITE 203

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FYA 📥

	CITY OF FEDERAL WAY ADAPTIVE TRAFFIC SIGNAL CONTROL — CITY CENTER PHASE 2	
)	TRAFFIC SIGNAL PLAN	

8TH AVE S & S 320TH ST

2 OF 22 SHEETS

PROTECTED MOVEMENT

PEDESTRIAN MOVEMENT

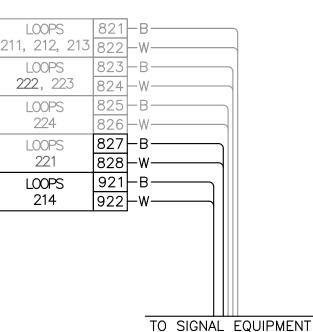
PERMITTED MOVEMENT

NOTE

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CABINET WIRE TERMINATIONS



*NOT ALL TERMINATIONS SHOWN

NOTES

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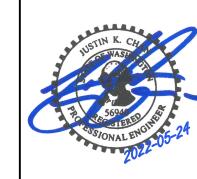
									WIRING SCHEDULE (THIS SHEET ONLY)												
	NO	RACEWAY CONDUIT SIZE*	PPB/ IN 2C(LOOP/ ND (SH)	LC 2C	OP (SH)	E/V DET 3C(SH)		VEH/PED HEAD 5C		VEH HEAD 7C		HYBRID RADAR/VIDEO CAT6		CCTV CAMERA CAT6		INTERC	INTERCONNECT		WER ⁴ 8	NOTES
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5730	3	EX. 2"	2				1														
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		DATE	REVISION	BY	DATE
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REVIEWED BY	JC	05/24/2022			





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



CITY OF FEDERAL WAY ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER | TSO2 PHASE 2

TRAFFIC SIGNAL PLAN 11TH PL S & 13TH AVE S & S 324TH ST

22 SHEETS

1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

CONSTRUCTION NOTES

- 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.
- (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.
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- (16) EXISTING CCTV CAMERA TO REMAIN.

EXISTING TRAFFIC SIGNAL SHALL REMAIN

FULLY OPERATIONAL AT

ALL TIMES

CALL 48 HOURS

BEFORE YOU DIG 1-800-424-5555

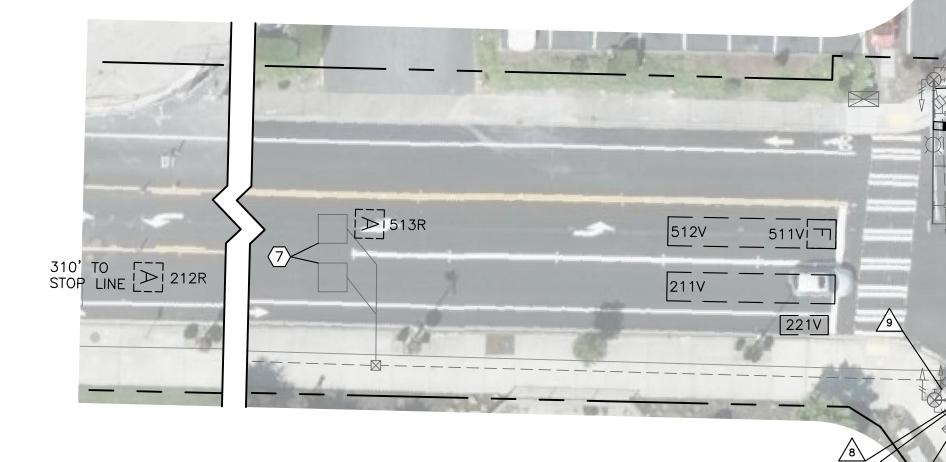
										WIF	RING	SCHE	EDUL	E (ΓHIS	SH	EET	ONL	.Y)				
N	10	RACEWAY CONDUIT SIZE*			E/V 3C	DET (SH)	VEH, HE	/PED EAD SC	VEH 7	HEAD 'C	INTERC	ONNECT	CCTV/V WIREL CAT	ESS	RADAR	BRID /VIDEO .T6		.UM ¹ 8	PHOT	OCELL 14		WER 4	NOTE
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(R) REMOVE EXISTING CONDUCTOR.

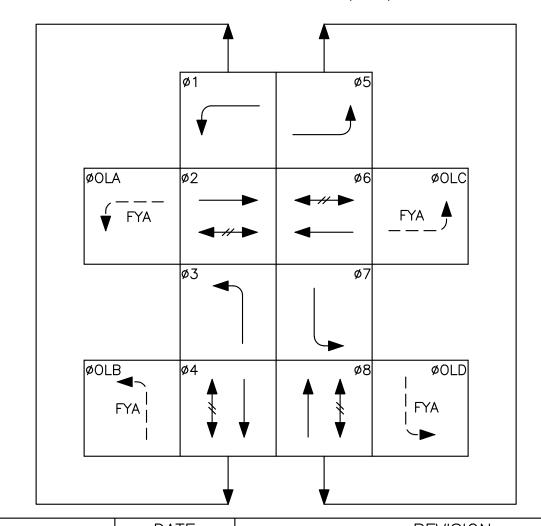
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PETE VON REICHBAUER WAY S

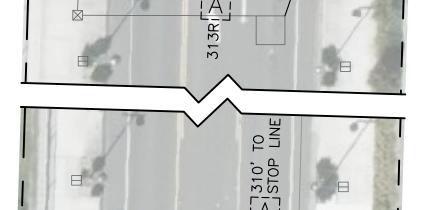
THE RESIDENCE OF THE PERSON OF



PHASE DIAGRAM (EX.)



PROTECTED MOVEMENT PEDESTRIAN MOVEMENT PERMITTED MOVEMENT



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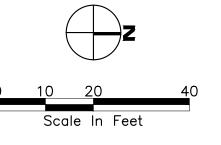
310' TO STOP LINE AT S 314TH ST

* 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.

621V

LL 111V 112V



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



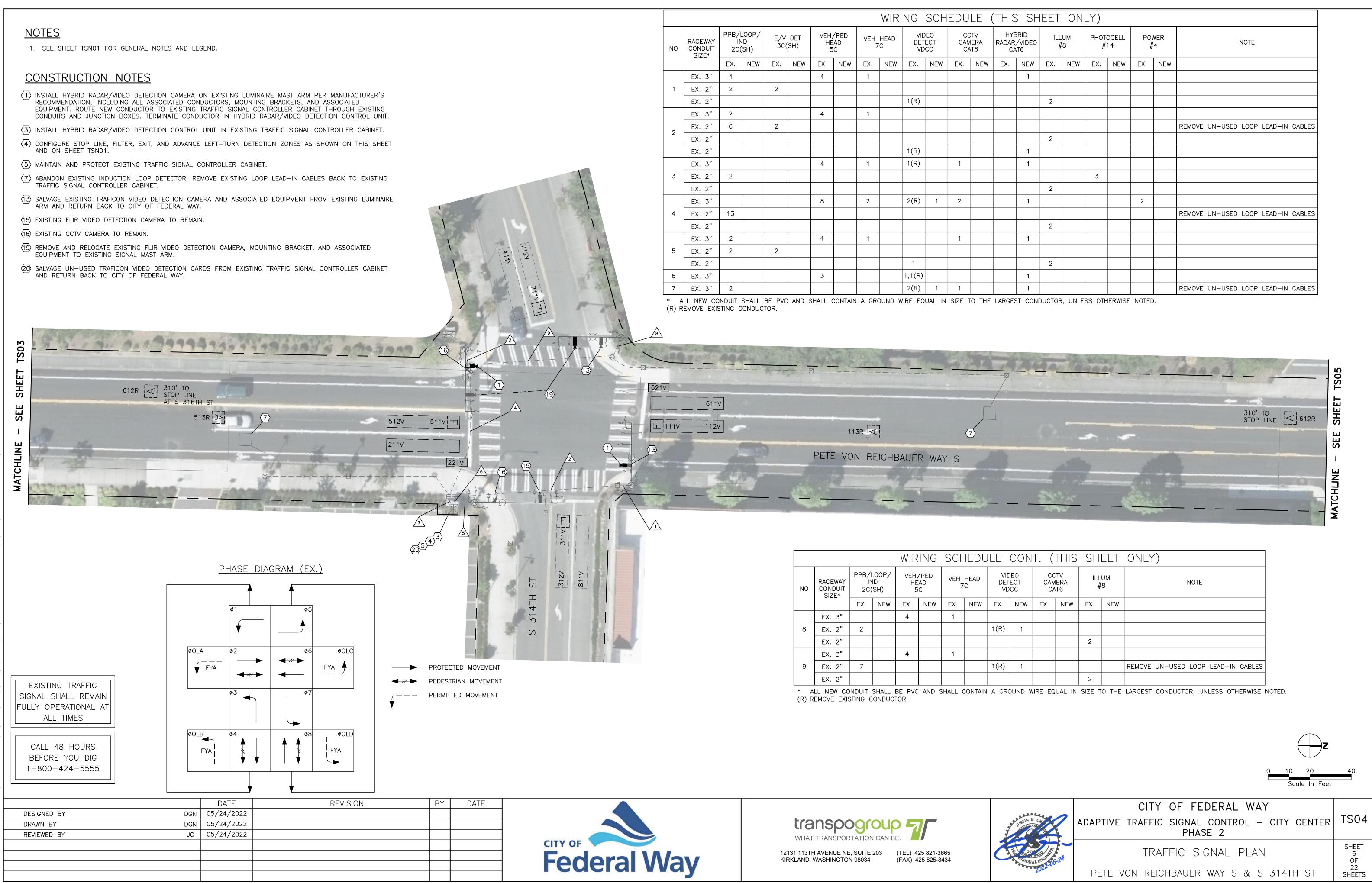


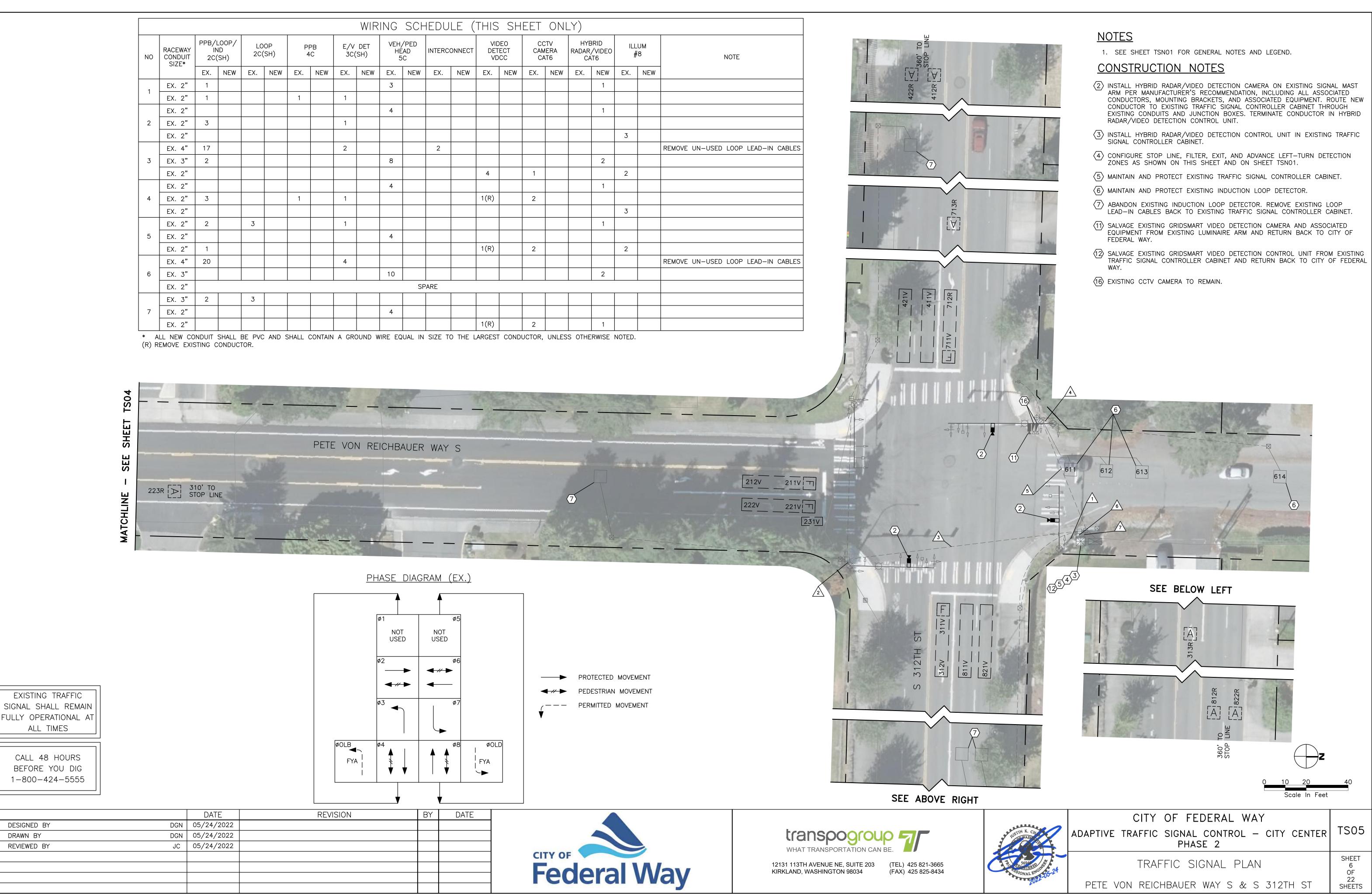
12131 113TH AVENUE NE, SUITE 203 KIRKLAND, WASHINGTON 98034 (TEL) 425 821-3665 (FAX) 425 825-8434

USTIN K. CA
JUSTE WASH
3 5694
STONAL ENGINE
2022-05-24

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

SHEET TRAFFIC SIGNAL PLAN OF 22 SHEETS PETE VON REICHBAUER WAY S & S 316TH ST





ALL TIMES

DESIGNED BY

REVIEWED BY

DRAWN BY

CONSTRUCTION NOTES

EXISTING TRAFFIC SIGNAL SHALL REMAIN

FULLY OPERATIONAL AT

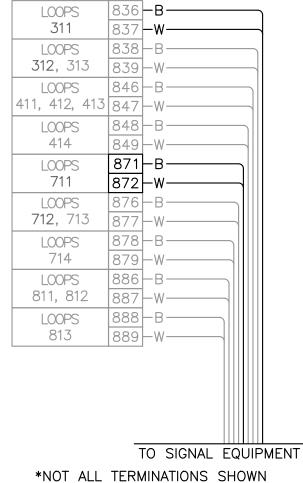
ALL TIMES

CALL 48 HOURS

BEFORE YOU DIG 1-800-424-5555

- 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.
- $\langle \overline{3} \rangle$ install hybrid radar/video detection control unit in existing traffic signal controller cabinet.
- 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.
- ABANDON EXISTING INDUCTION LOOP DETECTOR. REMOVE EXISTING LOOP LEAD—IN CABLES BACK TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- (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.
- 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.





ONDUCTIONS TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET
STOP
CITION BOXES. TERMINATE IN EXISTING POCH ETHERNET SWITCH.

70 | 512V | 511V | 70 |
23 (A1)

70 | 512V | 511V | 70 |
23 (A2)

70 | 512V | 511V | 70 |
24 | 23 RD AVE S

PHASE DIAGRAM (EX.)

→ PROTECTED MOVEMENT

--- PERMITTED MOVEMENT

PEDESTRIAN MOVEMENT

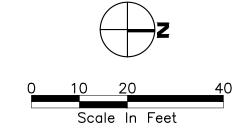
FYA 🖣

FYA

WIRING SCHEDULE (THIS SHEET ONLY) ILLUM/ VEH HEAD **RACEWAY** INTERCONNECT | RADAR/VIDEO | POWER CAMERA 2C(SH) 3C(SH) CONDUIT NOTE 2C(SH) EX. | NEW | EX. | NEW EX. 3" EX. 2" 4 EX. 2" 2 EX. 3.5" 4 REMOVE UN-USED LOOP LEAD-IN CABLES EX. 3.5" EX. 2" 3 EX. 2.5" 2(A1) EX. 2" REMOVE UN-USED LOOP LEAD-IN CABLES EX. 2" REMOVE UN-USED LOOP LEAD-IN CABLES 2 EX. 3.5" REMOVE UN-USED LOOP LEAD-IN CABLES EX. 3.5" EX. 2" EX. 3" REMOVE UN-USED LOOP LEAD-IN CABLES EX. 2.5" REMOVE UN-USED LOOP LEAD-IN CABLES 2(A1) 4 | 1 EX. 2" EX. 2" SPARE EX. 2" EX. 3"

* 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			

√ FYA





EX. 2"

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

Janes Committee of the
USTIN K. CA
TO STEEL STE
TOTAL ENGINE NO. 105-24
2022-0

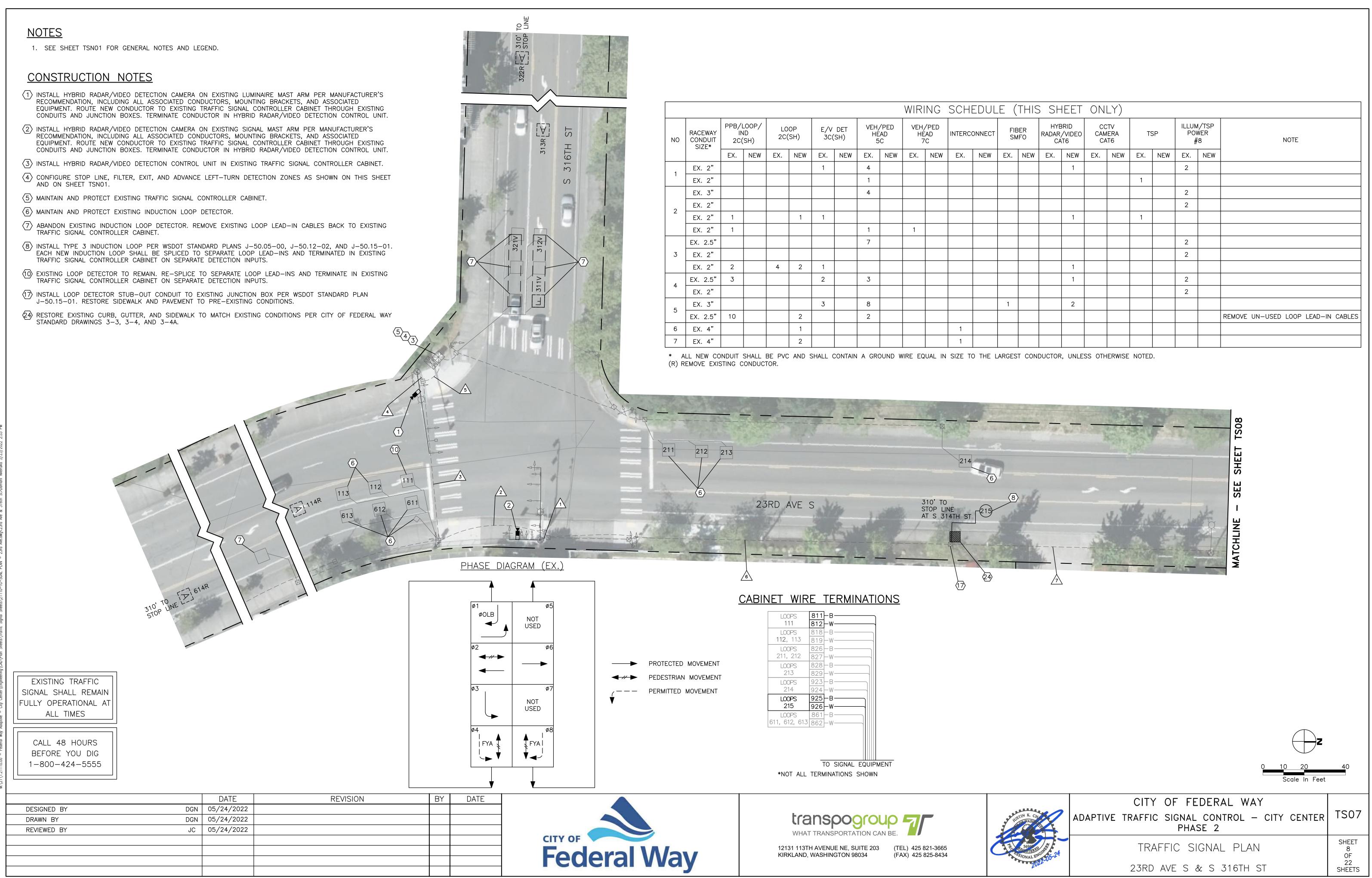
ADAPTIVE TR	CITY OF	 ONTRO	 CENTER	TS06
				SHFFT

2

TRAFFIC SIGNAL PLAN

7
0F
23RD AVE S & S 322ND ST

SHEET
7
SHEETS

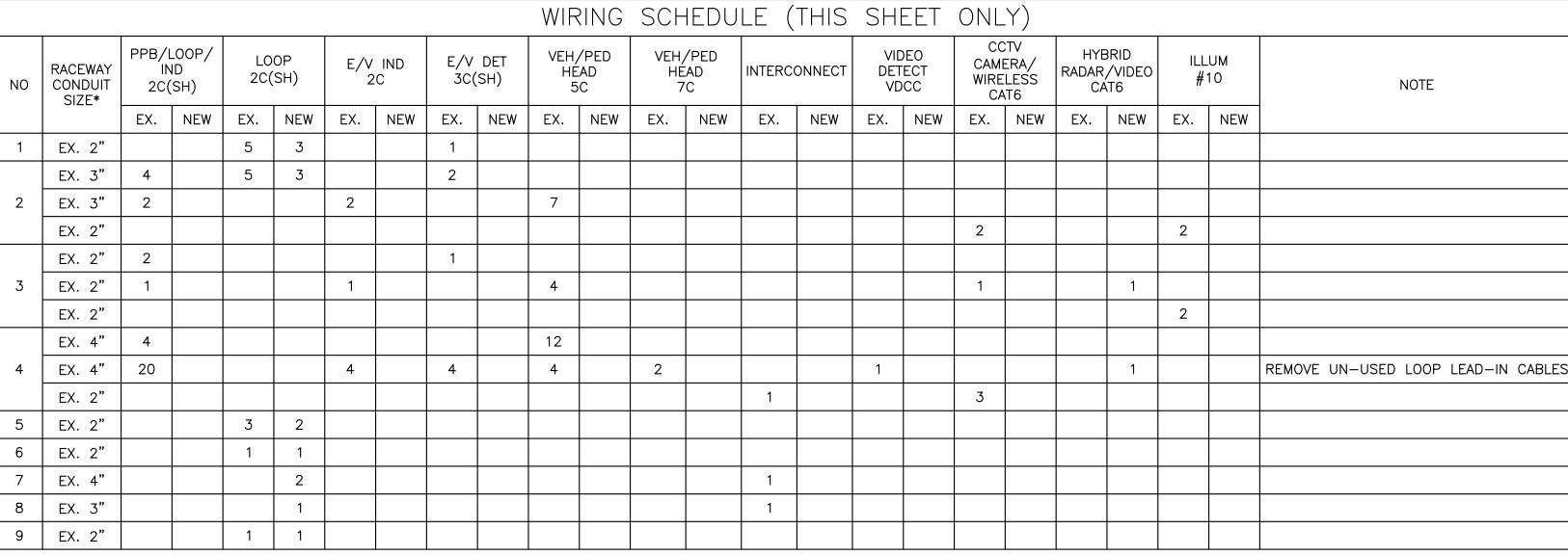


1. SEE SHEET TSN01 FOR GENERAL NOTES AND LEGEND.

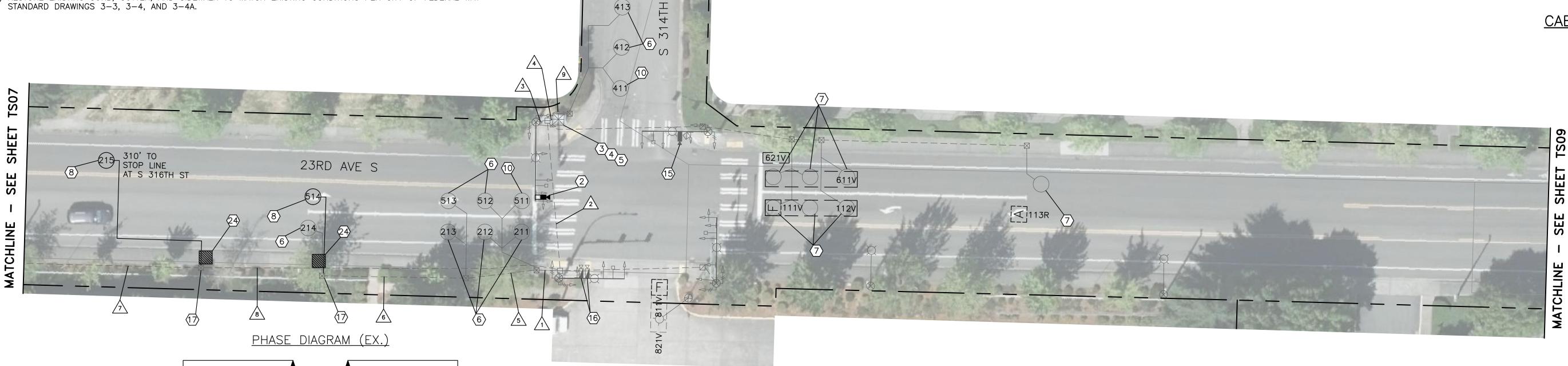
CONSTRUCTION NOTES

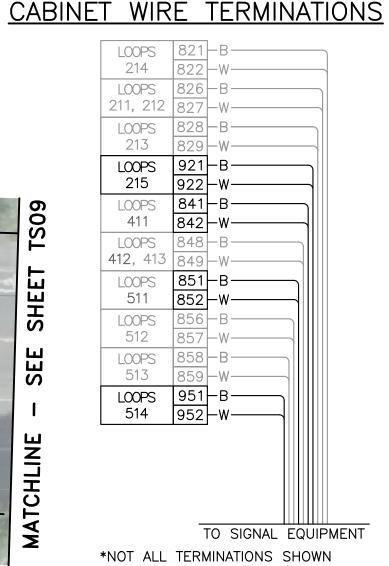
- $\langle 2 \rangle$ INSTALL HYBRID RADAR/VIDEO DETECTION CAMERA ON EXISTING SIGNAL MAST ARM PER MANUFACTURER'S RECOMMENDATION, INCLUDING ALL ASSOCIATED CONDUCTORS, MOUNTING BRACKETS, AND ASSOCIATED EQUIPMENT. ROUTE NEW CONDUCTOR TO EXISTING TRAFFIC SIGNAL CONTROLLER CABINET THROUGH EXISTING CONDUITS 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.
- 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.
- 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.
- (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.

(24) RESTORE EXISTING CURB, GUTTER, AND SIDEWALK TO MATCH EXISTING CONDITIONS PER CITY OF FEDERAL WAY STANDARD DRAWINGS 3-3, 3-4, AND 3-4A.



* 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.





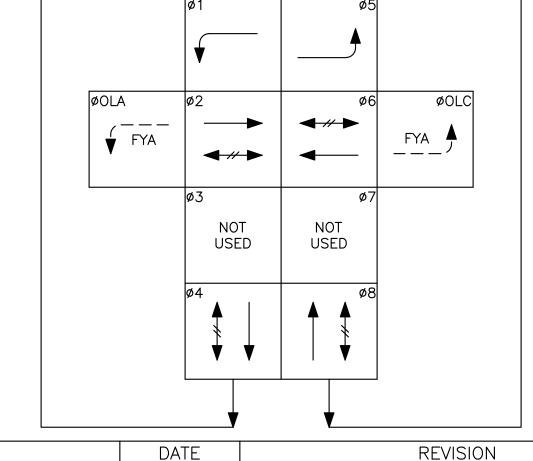
EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

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

DESIGNED BY

REVIEWED BY

DRAWN BY



DGN 05/24/2022

DGN 05/24/2022

JC 05/24/2022

→ PROTECTED MOVEMENT PEDESTRIAN MOVEMENT PERMITTED MOVEMENT

BY

DATE

WHAT TRANSPORTATION CAN BE.

(TEL) 425 821-3665

(FAX) 425 825-8434

12131 113TH AVENUE NE, SUITE 203

KIRKLAND, WASHINGTON 98034

CITY OF FEDERAL WAY					
ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER PHASE 2	TS08				
TRAFFIC SIGNAL PLAN	SHEET 9 OF 22				
23RD AVE S & S 314TH ST					

Federal Way

CONSTRUCTION NOTES

- 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.
- $\langle 3 \rangle$ 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.

SEE

- 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.
- 22 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.

612R STOP LINE

AT S 314TH ST

DATE

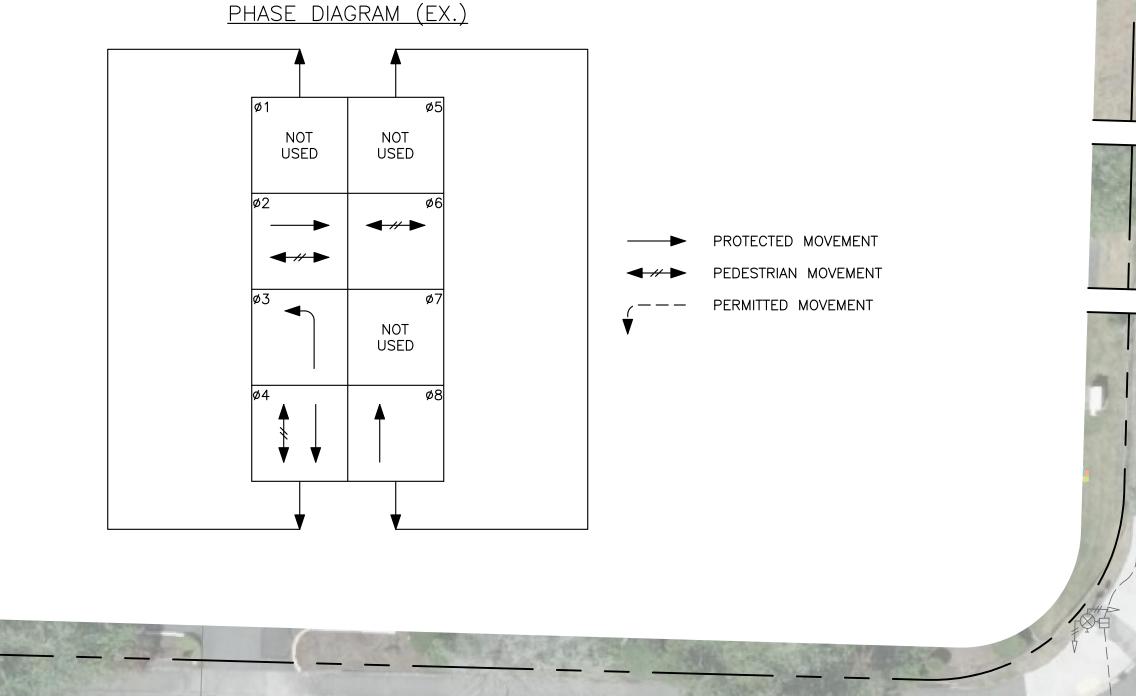
DGN 05/24/2022

DGN 05/24/2022

JC 05/24/2022

23RD AVE S

REVISION



						100	C SALE				70								100	
					\	WIRII	NG S	SCHE	EDUL	E (THIS	SHI	EET	ONL	Y)					
NO	RACEWAY CONDUIT SIZE*			OOP E/V IND E/V DET VEH C(SH) 2C 3C(SH)		VEH, HE	/PED EAD SC	VIDEO DETECT VDCC		HYBRID RADAR/VIDEO CAT6		CCTV CAMERA CAT6		ILLUM #8		NOTE				
	0.22	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	
	EX. 2"	1				1		1				1(R)								
1	EX. 2"									3					1		2(A2)			
	EX. 2"																	3		
	EX. 2"	1				1		1				1(R)								
2	EX. 2"									3					1		2(A2)			
7	EX. 2"	1						1												
3	EX. 2"					1				2					1					
	EX. 2"	2		5		2		2												
4	EX. 3"									5		1(R)			2		2(A2)			
	EX. 2"																	2		
	EX. 2"	2						1												
5	EX. 2"					1				3					1					
	EX. 2"																	3		
	EX. 3"	4				3		3												
6	EX. 3"									8		1(R)			1		2(A2)			

* 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.

BY

DATE

BEFORE YOU DIG 1-800-424-5555

EXISTING TRAFFIC SIGNAL SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES

CALL 48 HOURS

DESIGNED BY

REVIEWED BY

DRAWN BY

CITY OF
Federal Way



212V

231V

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

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NUSTIN K. CA	
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THE STEEL OF 24	
2022-0	

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CITY OF FEDERAL WAY ADAPTIVE TRAFFIC SIGNAL CONTROL — CITY CENTER PHASE 2	TS09				
TRAFFIC SIGNAL PLAN 23RD AVE S & S 312TH ST					

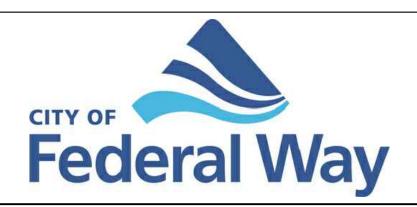
*** PLAN CENTER COPY *** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com

- 3. ALL W-SERIES SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND, UNLESS OTHERWISE SPECIFIED.
- 4. ALL R-SERIES SIGNS SHALL BE BLACK LEGEND ON WHITE BACKGROUND, UNLESS OTHERWISE SPECIFIED.
- 5. ALL DIAMOND SHAPED WARNING SIGNS SHALL BE 48"x48".
- 6. A UNIFORMED POLICE OFFICER OR STATE TROOPER SHALL CONTROL INTERSECTION TRAFFIC WHENEVER SIGNAL OPERATIONS ARE IMPACTED, A TRAFFIC SIGNAL IS NOT OPERATIONAL, OR AS SHOWN IN THESE PLANS. TRAFFIC SIGNALS SHALL BE SET TO ALL RED "FLASH" MODE WHEN THE INTERSECTION IS BEING CONTROLLED BY A UNIFORMED POLICE OFFICER OR STATE TROOPER.
- 7. REDUCE SPACING OF DEVICES SHOWN IN THE "CHANNELIZATION DEVICE SPACING" TABLE BY 1/2 WHERE DEVICES ARE USED AS A "CENTERLINE" TO SEPARATE ADJACENT OPPOSING LANES OF TRAFFIC.
- 8. ALL STREET LIGHT INSTALLATIONS ON EXISTING POLES SHALL BE COMPLETED DURING LANE CLOSURES FOR OTHER WORK OR COMPLETED WITHOUT BLOCKING TRAVEL LANES. ALL WORK TRUCKS REQUIRED TO INSTALL STREET LIGHTS SHALL HAVE A ROTATING BEACON IN COMPLIANCE WITH MUTCD CHAPTER 6H.
- 9. TYPE 3 BARRICADES SHALL CONFORM TO WSDOT STANDARD PLAN K-80.20-00.
- 10. PROVIDE ALL PEDESTRIANS WITH AN ALTERNATE ACCESSIBLE ROUTE WHEN THE CONSTRUCTION ACTIVITY OR TTC CLOSES AN ACCESSIBLE PEDESTRIAN ROUTE. THE FOLLOWING GUIDANCE AND DETAIL ON SHEET TTC12 ARE PROVIDED REGARDING TEMPORARY TRAFFIC CONTROL FOR PEDESTRIANS:
- 10.1. TTC DEVICES AND OTHER CONSTRUCTION MATERIALS/FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF PEDESTRIAN ROUTES.
- 10.2. PROVIDE A MINIMUM 84" VERTICAL CLEARANCE FOR PEDESTRIAN ROUTES. SIGNS AND OTHER DEVICES MOUNTED LOWER THAN 84" ABOVE THE PEDESTRIAN ROUTE SHALL NOT PROJECT MORE THAN 4" INTO THE PEDESTRIAN ROUTE.
- 10.3. MAINTAIN THE WIDTH OF EXISTING PEDESTRIAN FACILITIES WHEN FEASIBLE. WHEN IT IS NOT FEASIBLE TO MAINTAIN A MINIMUM WIDTH OF 60" THROUGHOUT THE LENGTH OF THE PEDESTRIAN ACCESSIBLE ROUTE, A MINIMUM WIDTH OF 48" SHALL BE PROVIDED WITH 60" X 60" PASSING ZONES SPACED AT MAXIMUM INTERVALS OF 200' TO ALLOW INDIVIDUALS IN WHEELCHAIRS TO PASS.
- 10.4. PROVIDE A SMOOTH, CONTINUOUS HARD SURFACE THROUGHOUT THE ENTIRE LENGTH AND WIDTH OF THE PEDESTRIAN ROUTE THROUGH THE WORK ZONE. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN ½" IN GRADE OR TERRAIN THAT COULD CAUSE TRIPPING OR BE A BARRIER TO WHEELCHAIR USE. VERTICAL ELEVATION DIFFERENCES BETWEEN ¼" AND ½" SHALL BE BEVELED AT A MAXIMUM 2:1 SLOPE.
- 10.5. WHEN CHANNELIZATION IS USED TO DELINEATE A PEDESTRIAN PATHWAY, A CONTINUOUS DETECTABLE EDGING SHALL BE PROVED THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT PEDESTRIANS USING A CANE CAN FOLLOW IT. EDGING SHALL PROTRUDE AT LEAST 6" ABOVE THE SURFACE OF THE SIDEWALK OR PATHWAY WITH THE BOTTOM OF EDGING A MAXIMUM OF 2.5" ABOVE THE SURFACE.
- 10.6. AT LOCATIONS WHERE ADJACENT ALTERNATE ROUTES CANNOT BE PROVIDED, APPROPRIATE SIGNS SHALL BE POSTED IN ADVANCE OF THE CLOSURE AT THE NEAREST MARKED CROSSWALK OR INTERSECTION TO DETOUR PEDESTRIANS ACROSS THE STREET. PHYSICAL BARRICADES SHALL BE INSTALLED TO PREVENT VISUALLY IMPAIRED PEOPLE FROM INADVERTENTLY ENTERING A CLOSED AREA. APPROPRIATE SIGNING SHALL BE PLACED AT THE INTERSECTIONS PRIOR TO ANY PEDESTRIAN ROUTE CLOSURE.
- 10.7. PROVIDE TEMPORARY RAMPS WHEN AN ALTERNATE PEDESTRIAN ROUTE CROSSES A CURB AND NO PERMANENT CURB RAMPS ARE IN PLACE. THE WIDTH OF THE CURB RAMP SHALL BE A MINIMUM OF 48" AND THE MAXIMUM SLOPE OF THE RAMP SHALL BE 8.3%. THE MAXIMUM CROSS SLOPE SHALL BE 2%. THE BOTTOM OF THE CURB RAMP SHALL BE FLUSH WITH THE ROADWAY. TEMPORARY DETECTABLE WARNING MATS SHALL BE INSTALLED AT STREET CROSSINGS.
- 10.8. INFORMATION REGARDING CLOSED PEDESTRIAN ROUTES, ALTERNATE CROSSINGS, AND SIGN AND SIGNAL INFORMATION SHALL BE COMMUNICATED TO PEDESTRIANS WITH VISUAL DISABILITIES BY PROVIDING DEVICES SUCH AS AUDIBLE INFORMATION DEVICES, ACCESSIBLE PEDESTRIAN SIGNALS, OR BARRIERS/CHANNELIZATION DEVICES THAT ARE DETECTABLE TO PEDESTRIANS TRAVELING WITH THE AID OF A CANE OR WHO HAVE LOW VISION.
- 11. WORK DURING HOURS OF DARKNESS SHALL PROVIDE:
- 11.1. ILLUMINATION AT ALL FLAGGING STATIONS.
- 11.2. TYPE C STEADY BURNING LIGHTS ON TRAFFIC CONTROL DEVICES.
- 12. ALL WORK INVOLVING THE INSTALLATION OF NEW LOOP DETECTORS SHALL BE PERFORMED AT NIGHT, IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- 13. WHERE BICYCLE FACILITIES ARE IMPACTED BY CONSTRUCTION ACTIVITIES, PROVIDE W11-1 AND W16-1 SIGNS AT A DISTANCE OF "L" IN ADVANCE OF THE CLOSURE OF THE BICYCLE FACILITY. SIGNS SHALL BE PLACED SUCH THAT THE PATH OF TRAVEL FOR BICYCLISTS IS NOT BLOCKED.

TTC SHEET REFERENCE TABLE:

SHEET NO.	WORK ELEMENT	TTC DETAIL
	NB, SB RADAR	A
RTIL AVE C. 8. C. 720TH CT	WB RADAR	В
8TH AVE S & S 320TH ST	EB RADAR	С
	EB CCTV	В
11TH PL S & 13TH AVE S &	SB, EB RADAR. EB CCTV	D
S 324TH ST	WB LOOP	F
PETE VON REICHBAUER WAY S & S 316TH ST	NB, EB, SB, WB RADAR	E
PETE VON REICHBAUER WAY S & S 314TH ST	NB, SB RADAR. SB TO WB VIDEO RELOCATION	E
PETE VON REICHBAUER WAY S	NB RADAR	J
& S 312TH ST	EB, WB RADAR	В
23RD AVE S & S 322ND ST	NB, SB RADAR. SB CCTV	В
	NB RADAR	G
23RD AVE S & S 316TH ST	EB RADAR	D
	NB LOOP TO S 314TH ST	F
23DD AVE S & S 314TH ST	SB RADAR, NB LT LOOP	Н
23RD AVE S & S 314TH ST	SB LOOP TO S 316TH ST	Е
23RD AVE S & S 312TH ST	NB, WB RADAR. WB CCTV	I
ZUND AVE 3 & 3 JIZIN 31	EB RADAR	А

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





(FAX) 425 825-8434

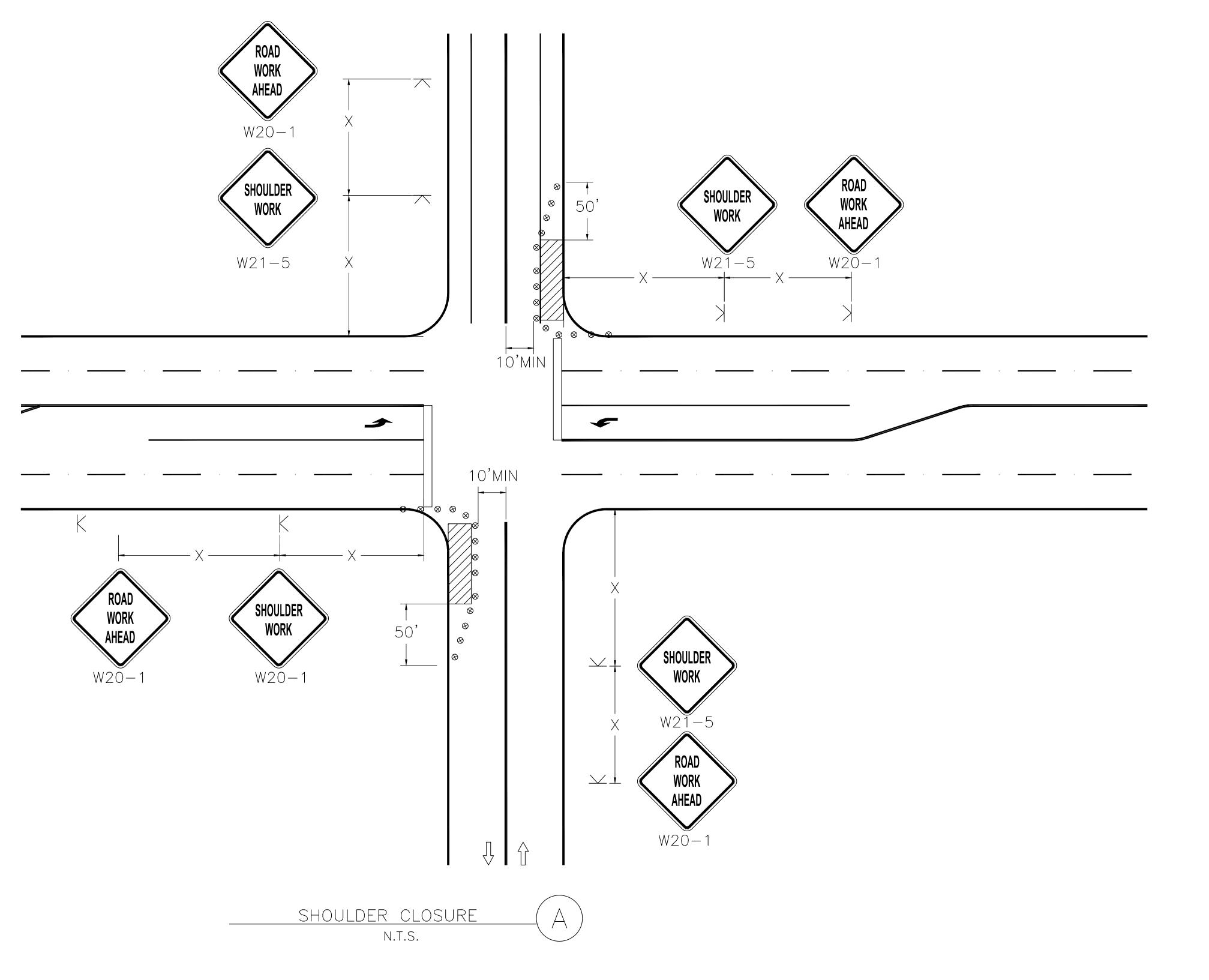
KIRKLAND, WASHINGTON 98034



		CITY	OF FEDERAL	_ WAY	
	ADAPTIVE	TRAFFIC	SIGNAL CONTR	ROL - CITY	CENTER
			PHASE 2		
_					

TEMPORARY TRAFFIC CONTROL

TTC1



SIGN SPACING	S = 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
RESIDENTAL & BUSINESS DISTRICTS	
URBAN STREETS 2	25 MPH OR LESS 100' + /-(2)
(1) ALL SPACING MAY BE ADJUSTED TO A RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTERCHANGE DRIVEWAYS.

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

	BUFFER DATA										
	l	_ONGI	TUDIN	VAL E	BUFFE	ER SF	ACE	= B			
SPEED (MF	PH)	25	30	35	40	45	50	55	60	65	70
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730
TRANS	PORT	ABLE	ATTE	NUAT	OR R	OLL A	HEAD	DIST	ANCE	= R	
	VEHICI							/EHICLE 22,000		HT	
< 45 MPH	45-55	MPH	> !	55 MPH	<	45 MPH	1	45-55 MPH		> 55 MPH	
100'	12	23'		172'		74'		100'		150'	

	PER TANGENT 40 80 30 60		
TAPER	TANGENT		
40	80		
30	60		
20	40		
	TAPER 40 30		

	MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)											
LANE WIDTH	Posted Speed (mph)											
(feet)	25 30 35 40 45 50 55 60 65									70		
10	105	150	205	270	450	500	550	_	ı	_		
11	115	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.

<u>LEGEND</u>

<u>SYMBOL</u> <u>DESCRIPTION</u>

TEMPORARY SIGN
WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY)

OOO ARROW BOARD SUPPORT

RROW 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			

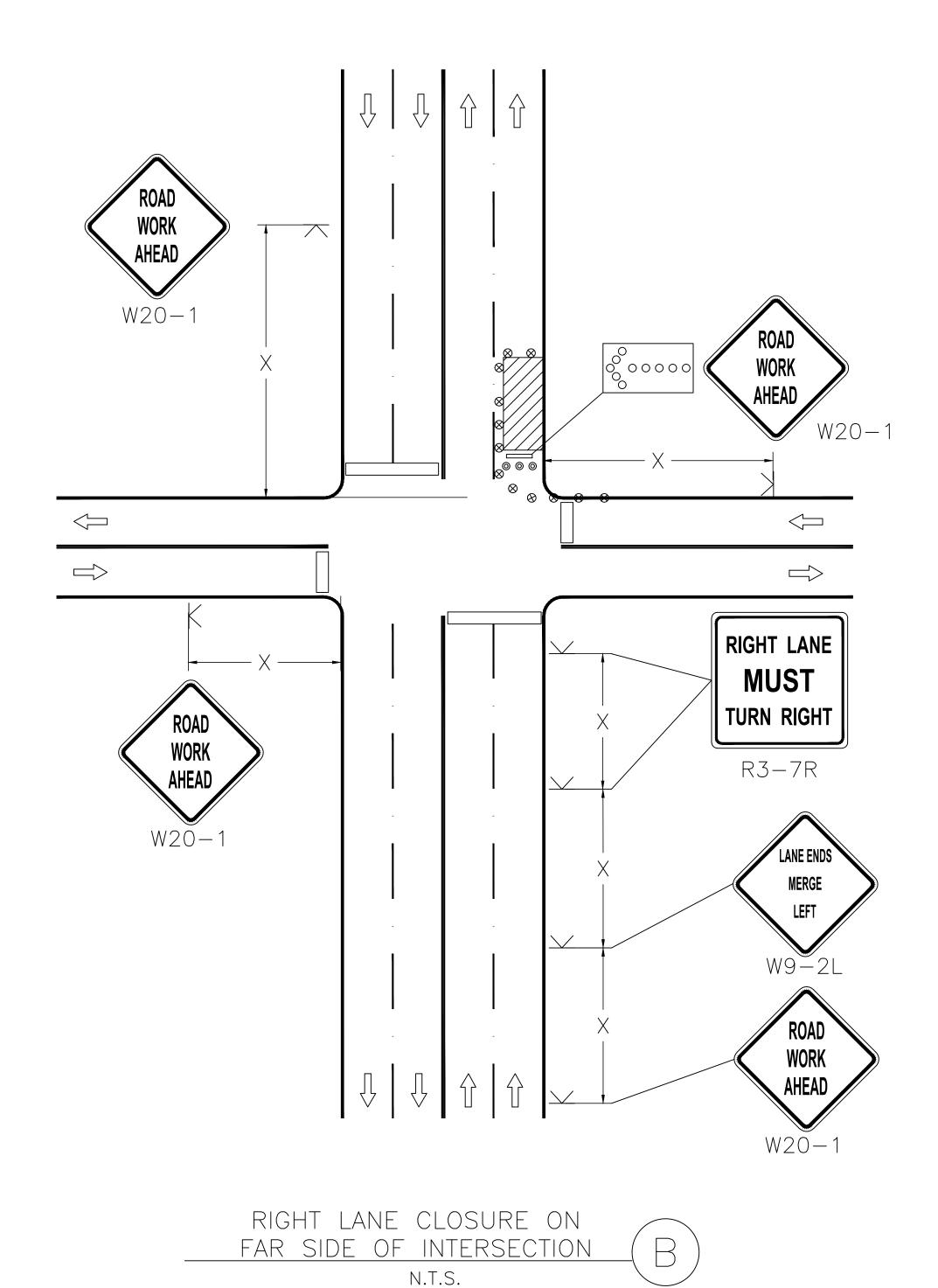






	•	OF FEDERAL WAY	
ADAPTIVE	TRAFFIC	SIGNAL CONTROL - CITY CENTER	TTC2
		PHASE 2	

SHEET 12 OF 22 SHEETS



SIGN SPACING	$= \times (1)$	
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	2)
RESIDENTAL & BUSINESS DISTRICTS		
URBAN STREETS 25	5 MPH OR LESS 100' +/-(2	2)
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTERCHANGE DRIVEWAYS.	
(2) THIS SPACING MAY BE REDUCED IN UR ROADWAY CONDITIONS.	BAN AREAS TO FIT	

BUFFER DATA											
		_ONGI	TUDIN	VAL E	BUFFE	R SF	ACE	= B			
SPEED (MF	MPH) 25 30 35 40 45 50 55 60 65 70										
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730
TRANS	PORT	ABLE	ATTE	NUAT	OR RO	DLL A	HEAD	DIST	ANCE	= R	
	VEHICL 00 TO 2							/EHICLE 22,000		HT	
< 45 MPH							ИРН				
100')'		

	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	Posted Speed (mph)											
(feet)	25 30 35 40 45 50 55 60 65									70		
10	105	150	205	270	450	500	550	_	ı	_		
11	115	115 165 225 295 495 550 605 660										
12	125	180	245	320	540	600	660	720	780	840		

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

<u>DESCRIPTION</u> <u>SYMBOL</u> TEMPORARY SIGN

WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY) 000 ARROW BOARD SUPPORT

ARROW BOARD TRANSPORTABLE ATTENUATOR

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





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



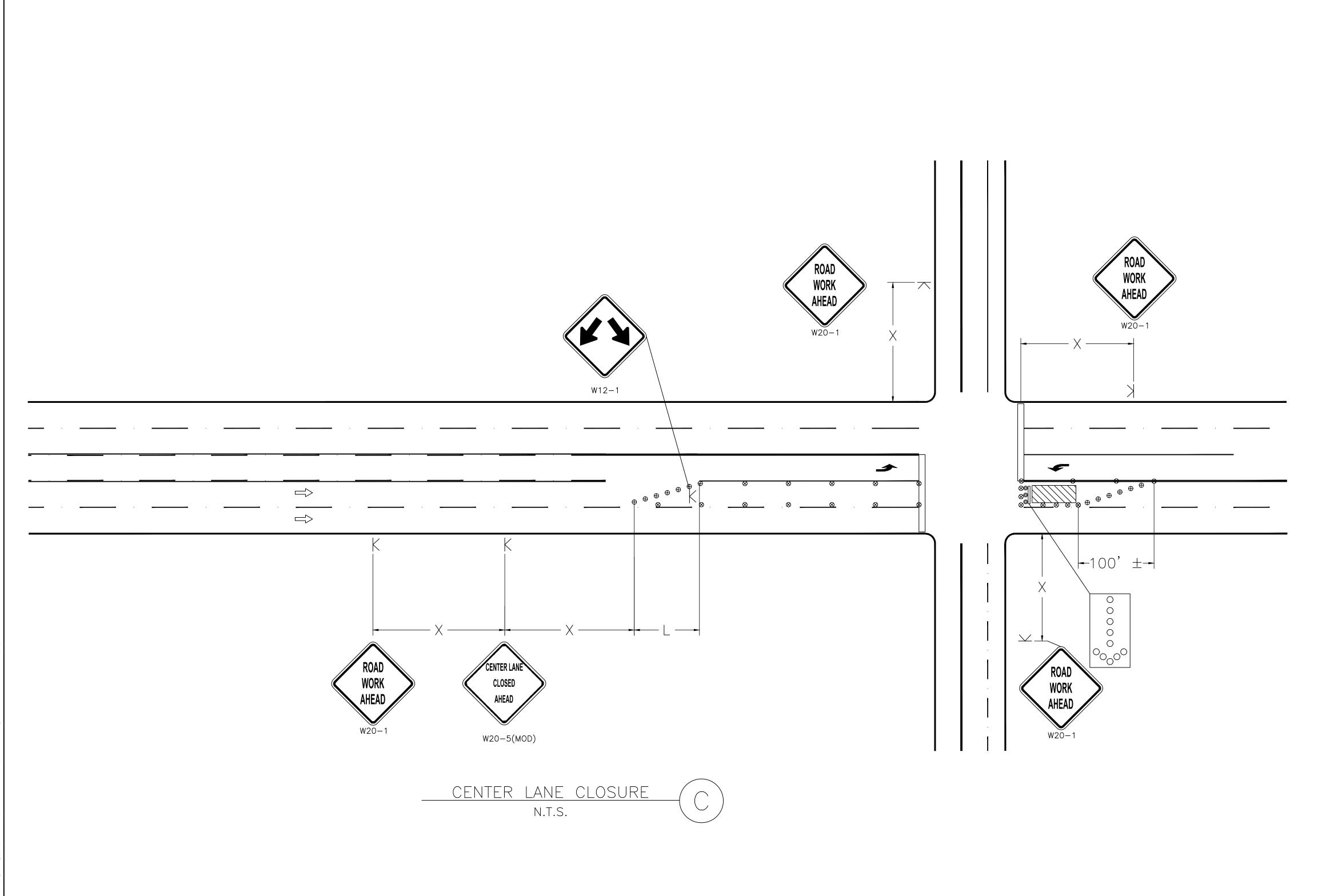
CITY OF FEDERAL WAY TRAFFIC SIGNAL CONTROL - CITY CENTER TTC3
PHASE 2

TEMPORARY TRAFFIC CONTROL

DETAIL B

SHEET 13 OF 22 SHEETS

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



SIGN SPACING	$= \times (1)$
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
RESIDENTAL & BUSINESS DISTRICTS	
URBAN STREETS 25	5 MPH OR LESS 100' +/-(2
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	COMMODATE INTERCHANGE DRIVEWAYS.

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

BUFFER DATA											
	LONGITUDINAL BUFFER SPACE = B										
SPEED (MF	SPEED (MPH) 25 30 35 40 45 50 55 60 65 70								70		
LENGTH (fe	LENGTH (feet) 155 200 250 305 360 425 495 570 645 730									730	
TRANS	PORT	ABLE	ATTE	NUAT	OR RO	DLL A	HEA	DIST	ANCE	= R	
HOST VEHICLE WEIGHT HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs. > 22,000 lbs.											
< 45 MPH							ИРН				

	ELIZATION PACING (fe	
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)	25	30	35	40	45	50	55	60	65	70	
10	105	150	205	270	450	500	550	ı	ı	_	
11	115	115 165 225 295 495 550 605 660									
12	125	180	245	320	540	600	660	720	780	840	

NOTES:

100'

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

<u>SYMBOL</u> <u>DESCRIPTION</u>

TEMPORARY SIGN
WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY)

ARROW BOARD SUPPORT

ROW 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			



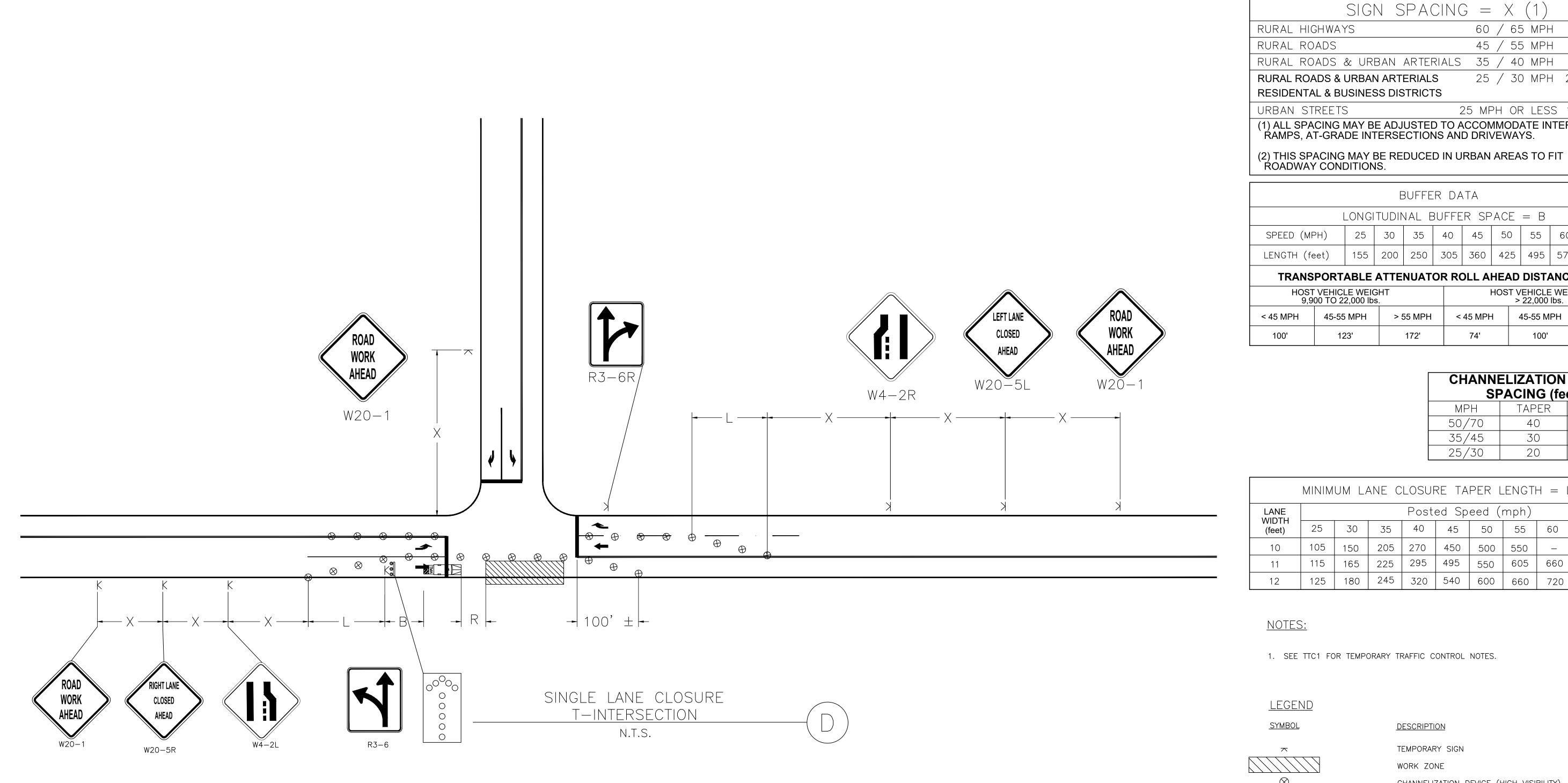


12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665 KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434



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

SHEET 14 OF 22 SHEETS



SIGN SPACINO	G = 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
RESIDENTAL & BUSINESS DISTRICTS		
URBAN STREETS 2	25 MPH OR LESS	100' +/-(2
(1) ALL SPACING MAY BE ADJUSTED TO A RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTI D DRIVEWAYS.	ERCHANGE

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
TRANSPORT	TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R									
HOST VEHIC 9,900 TO 2							EHICLE 22,000	WEIGI	-IT	

< 45 MPH

> 55 MPH

172'

45-55 MPH

	ELIZATION PACING (fe	
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

45-55 MPH

> 55 MPH

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)											
LANE WIDTH											
(feet)	25	30	35	40	45	50	55	60	65	70	
10	105	150	205	270	450	500	550	ı	1	_	
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.

<u>LEGEND</u>

<u>DESCRIPTION</u> <u>SYMBOL</u> TEMPORARY SIGN

WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY) 000 ARROW BOARD SUPPORT

800000 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			



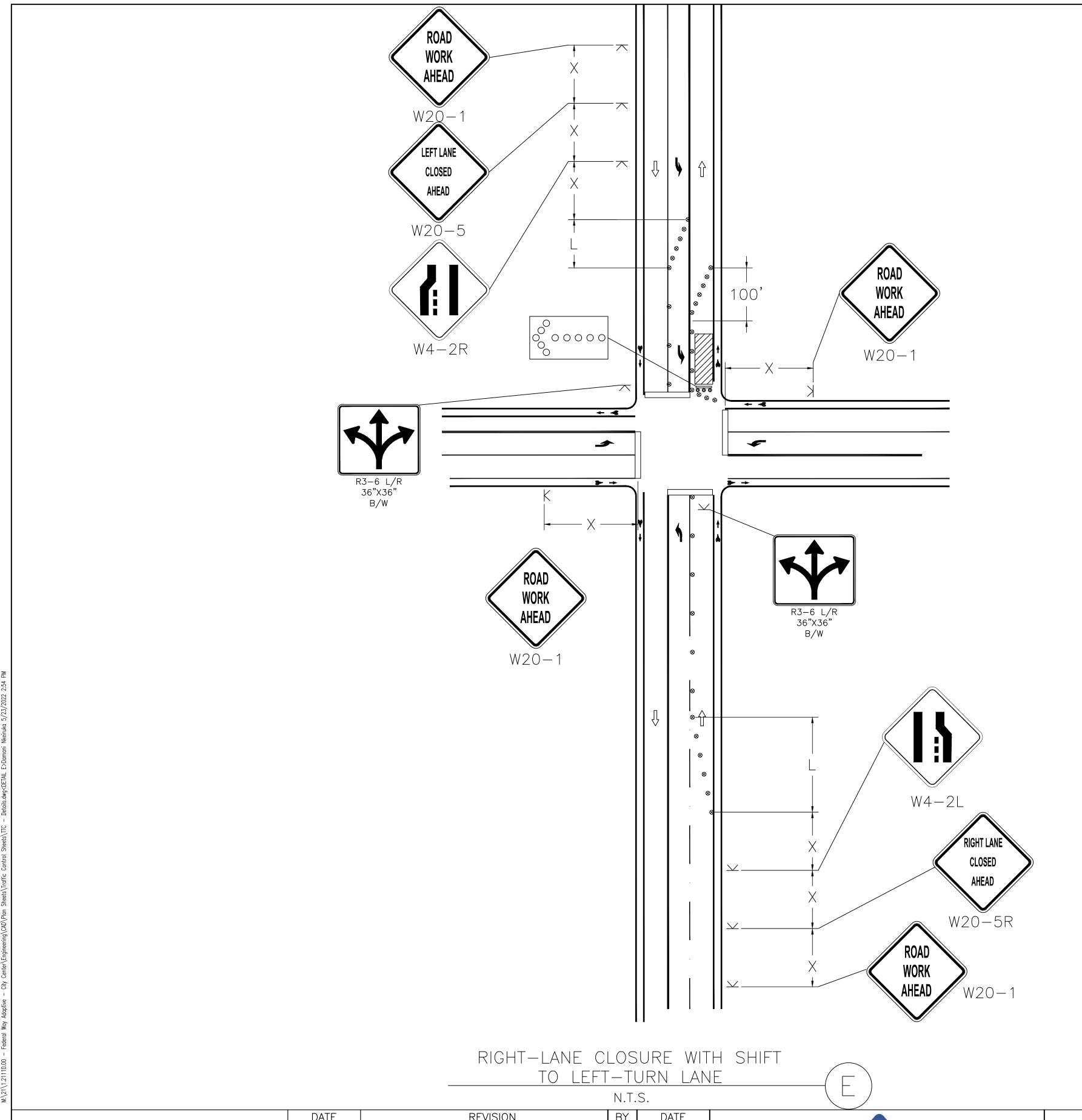


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	CITY	OF FEDERAL WAY	
ADAPTIVE	TRAFFIC	SIGNAL CONTROL - CITY CENTER	TT
		PHASE 2	

SHEET 15 OF 22 SHEETS



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
RESIDENTAL & BUSINESS DISTRICTS	
URBAN STREETS 2:	5 MPH OR LESS 100' +/-(2
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTERCHANGE DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN UF ROADWAY CONDITIONS.	RBAN AREAS TO FIT

BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH) 25 30 35 40 45 50 55 60 65 70											
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730
TRANS	PORT	ABLE	ATTE	NUAT	OR R	DLL A	HEA	D DIST	ANCE	= R	
		LE WEIC 2,000 lb:					HOST	VEHICLE > 22,000		HT	
< 45 MPH	45-55	MPH	> !	55 MPH	<	< 45 MPH 45-5			45-55 MPH > 5		ИРН
100' 123' 172'				74' 100' 150')'				

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

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

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

<u>SYMBOL</u> <u>DESCRIPTION</u>

TEMPORARY SIGN
WORK ZONE

OOO ARROW BOARD SUPPORT

ARROW BOARD

TRANSPORTABLE ATTENUATOR

				1 1 . 1 .	
		DATE	REVISION	BY	DATE
DESIGNED BY	DGN	05/24/2022			
DRAWN BY	DGN	05/24/2022			
REVIEWED BY	JC	05/24/2022			
				T	





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



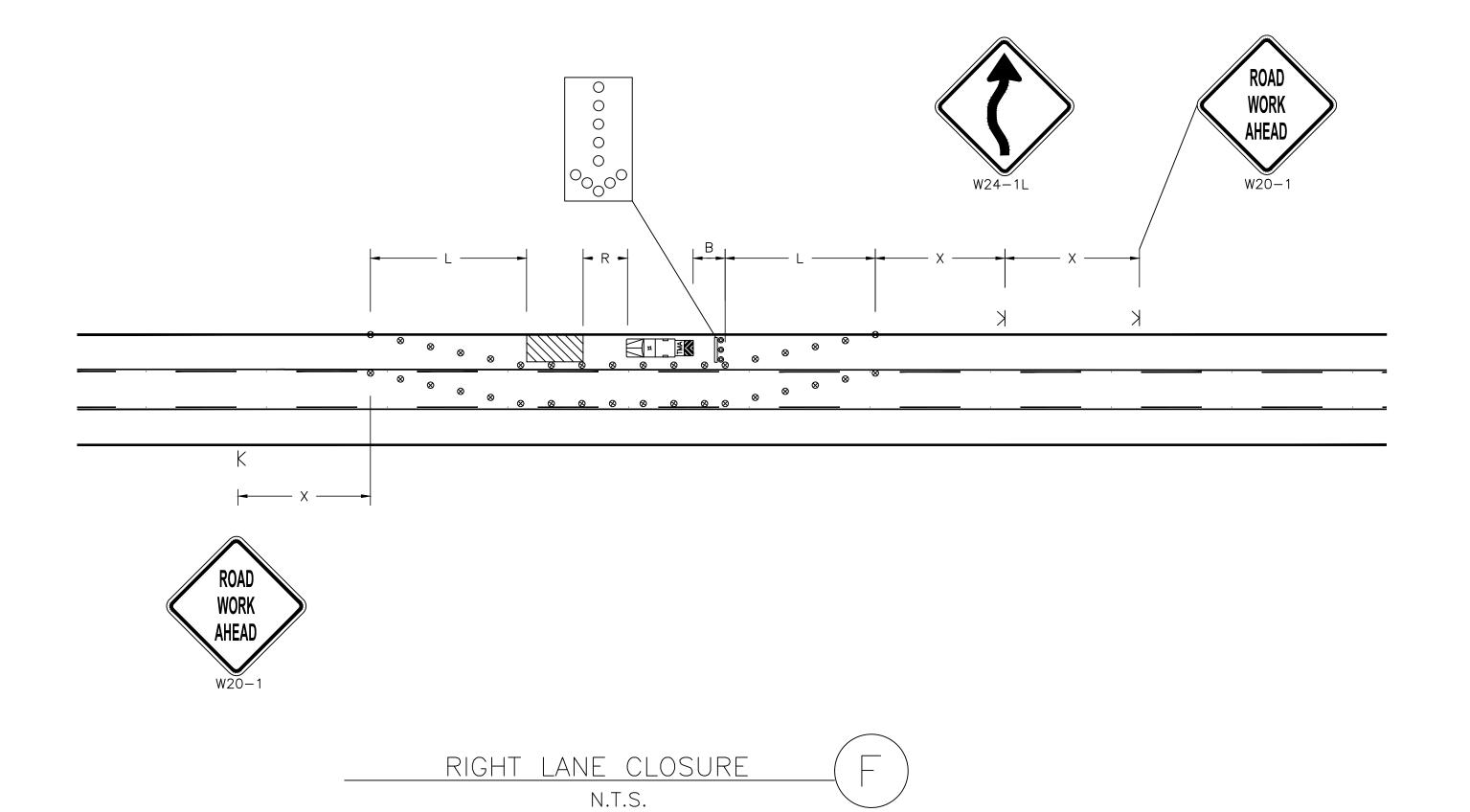
	CITY	OF FEDERAL WAY	
ADAPTIVE	TRAFFIC	SIGNAL CONTROL - CITY CENTER	TTC6
		PHASE 2	

TEMPORARY TRAFFIC CONTROL

SHEET 16 OF 22 SHEETS

DETAIL E

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



SIGN SPACING	s = 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
RESIDENTAL & BUSINESS DISTRICTS	
	5 MPH OR LESS 100' +/-(2
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTERCHANGE DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN UR ROADWAY CONDITIONS.	RBAN AREAS TO FIT

	BUFFER DATA													
LONGITUDINAL BUFFER SPACE = B														
SPEED (MPH) 25 30 35 40 45 50 55 60 65 70								70						
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730			
TRANS	PORT	ABLE	ATTE	NUAT	OR R	OLL A	HEAD	DIST	ANCE	= R				
	VEHICI 00 TO 2							VEHICLE > 22,000		HT				
< 45 MPH	45-55	MPH	> !	55 MPH	<	< 45 MPH				1PH				
100'	100' 123' 172'						74' 100' 150')'			

CHANNELIZATION DEVICE SPACING (feet)										
ANGENT										
80										
60										
40										
60 40										

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

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

<u>SYMBOL</u> <u>DESCRIPTION</u>

TEMPORARY SIGN
WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY)

◎ ◎ ◎ ARROW BOARD SUPPORT

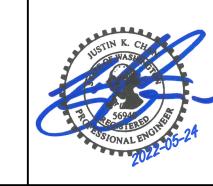
goooo ARROW BOARD

TRANSPORTABLE ATTENUATOR

		DATE	REVISION	BY	DATE
DESIGNED BY	DGN	05/24/2022			
DRAWN BY	DGN	05/24/2022			
REVIEWED BY	JC	05/24/2022			
					1

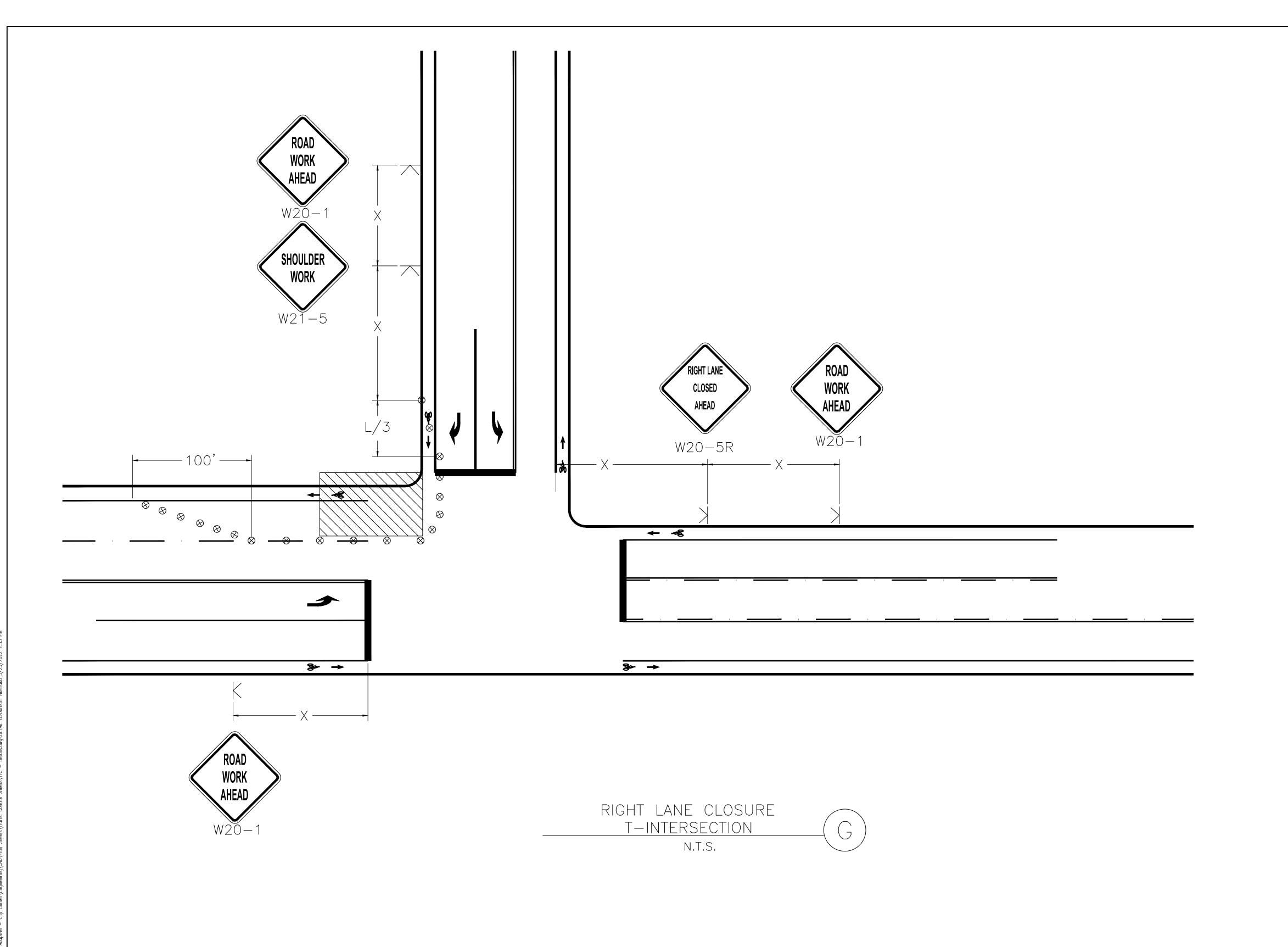






	OF FEDERAL WAY	
ADAPTIVE TRAFFI	C SIGNAL CONTROL - CITY CENTER	TTC7
	PHASE 2	

SHEET 17 OF 22 SHEETS



SIGN SPACING	s = 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)
RESIDENTAL & BUSINESS DISTRICTS	
URBAN STREETS 2	5 MPH OR LESS 100' $+/-(2)$
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	CCOMMODATE INTERCHANGE DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN UF ROADWAY CONDITIONS.	RBAN AREAS TO FIT

BUFFER DATA												
LONGITUDINAL BUFFER SPACE = B												
SPEED (MPH) 25 30 35 40 45 50 55 60 65 70												
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730	
TRANS	PORT	ABLE	ATTE	NUAT	OR R	OLL A	HEA	DIST	ANCE	= R		
	VEHICL							VEHICLE > 22,000		HT		
< 45 MPH	45-55	MPH	> !	55 MPH	<	45 MPH	1	45-55 M	PH	> 55 N	Л РН	
100'	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		Posted Speed (mph)									
(feet)	25	30	35	40	45	50	55	60	65	70	
10	105	150	205	270	450	500	550	ı	ı	_	
11	115	165	225	295	495	550	605	660	1	_	
12	125	180	245	320	540	600	660	720	780	840	

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

SYMBOL <u>DESCRIPTION</u>

→ TEMPORARY SIGN

WORK ZONE

CHANNELIZATION DEVICE (HIGH VISIBILITY)

ARROW BOARD SUPPORT

RROW BOARD

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			

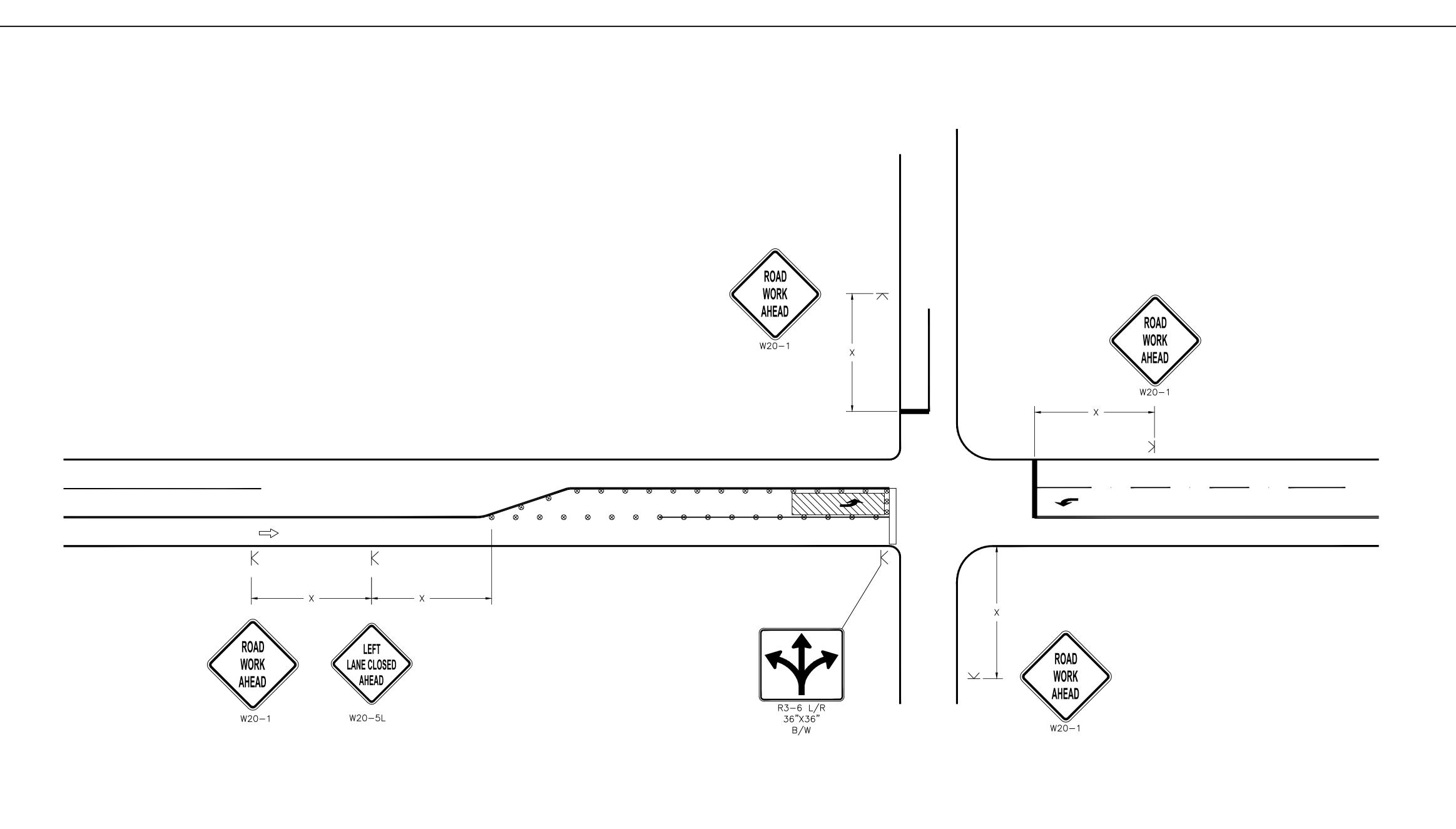






1	OF FEDERAL WAY	
ADAPTIVE TRAFFIC	SIGNAL CONTROL - CITY CENTER	TTC8
	PHASE 2	

SHEET 18 OF 22 SHEETS



LEFT-TURN LANE CLOSURE

N.T.S.

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)

RESIDENTAL & BUSINESS DISTRICTS

URBAN STREETS 25 MPH OR LESS 100' +/-(2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, 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 (fe	eet)	155	200	250	305	360	425	495	570	645	730
TRANS	PORT	ABLE	ATTE	NUAT	OR R	OLL A	HEAD	DIST	ANCE	= R	
	VEHICI 00 TO 2							VEHICLE > 22,000		HT	
< 45 MPH	45-55	MPH	> 5	55 MPH	<	< 45 MPH		45-55 MPH		> 55 MPH	
100'	12	23'		172'		74'		100'		150'	

	ELIZATION PACING (fe	
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

	MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)									
LANE WIDTH	Posted Speed (mph)									
(feet)	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	ı	ı	_
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.

<u>LEGEND</u>

<u>SYMBOL</u>

DESCRIPTION

TEMPORARY SIGN

WORK ZONE

ARROW BOARD

CHANNELIZATION DEVICE (HIGH VISIBILITY)

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ARROW BOARD SUPPORT

TRANSPORTABLE ATTENUATOR

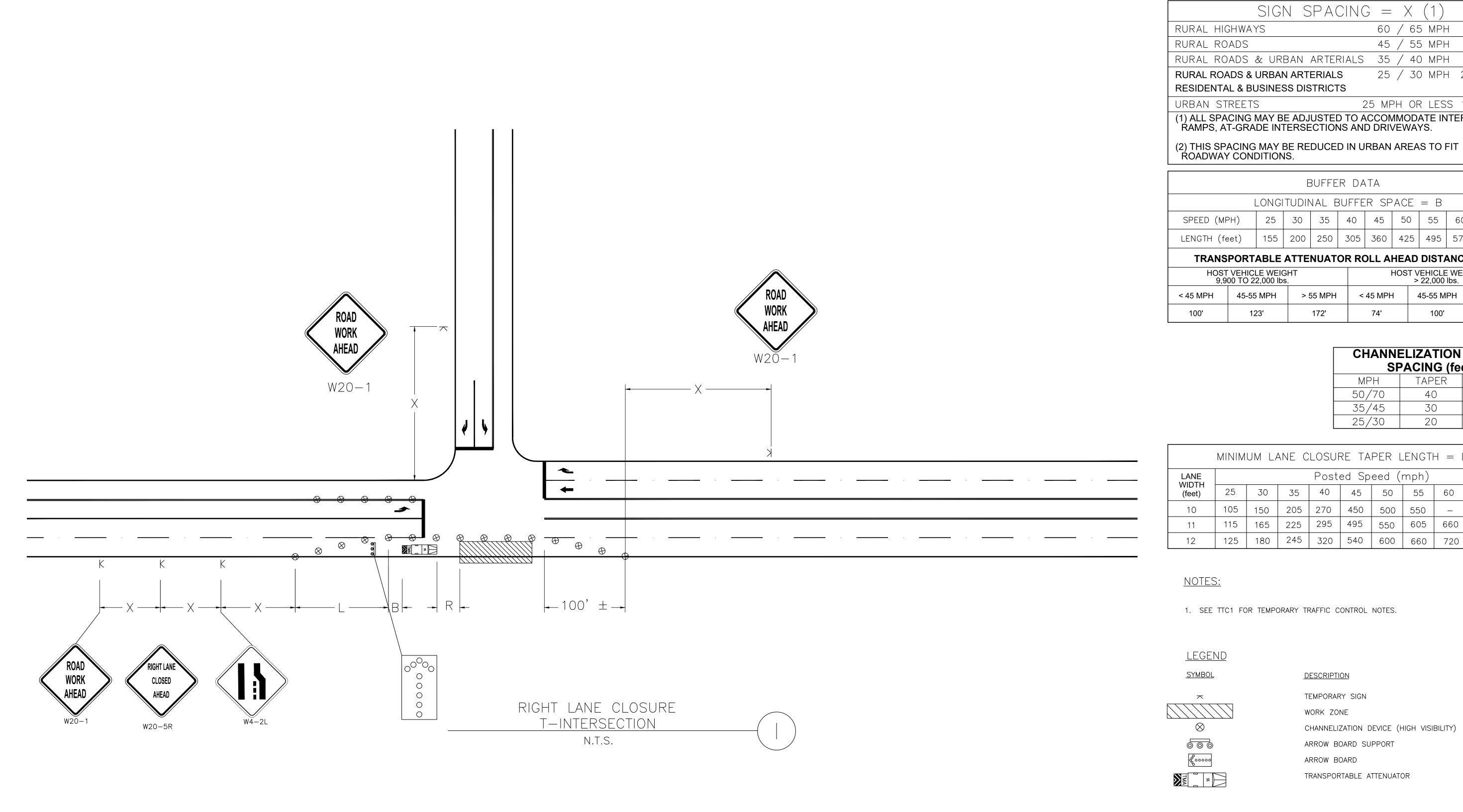






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ADAPTIVE	TRAFFIC	SIGNAL	CONTROL	- CITY	CENTER	T1
		PHAS	SE 2			

SHEET 19 OF 22 SHEETS



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)
RESIDENTAL & BUSINESS DISTRICTS		
URBAN STREETS 25	5 MPH OR LESS	100' +/-(2)
(1) ALL SPACING MAY BE ADJUSTED TO AC RAMPS, AT-GRADE INTERSECTIONS AND	COMMODATE INT DRIVEWAYS.	ERCHANGE

BUFFER DATA											
	LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH) 25 30 35 40 45 50 55 60 65 70											
LENGTH (fe	eet)	155	200	250	305	360	425	495	570	645	730
TRANS	PORT	ABLE	ATTE	NUAT	OR R	OLL A	HEAD	DIST	ANCE	= R	
	VEHICI 00 TO 2							VEHICLE > 22,000		HT	
< 45 MPH	45-55	MPH	> 5	55 MPH	<	< 45 MPH		45-55 MPH		> 55 MPH	
100'	12	23'		172'		74'		100'		150'	

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

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

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

<u>LEGEND</u>

<u>DESCRIPTION</u>

TEMPORARY SIGN WORK ZONE

ARROW BOARD

CHANNELIZATION DEVICE (HIGH VISIBILITY)

000 800000

ARROW BOARD SUPPORT

TRANSPORTABLE ATTENUATOR

_	_	_	_

Federal Way

REVISION

DATE

DGN 05/24/2022

DGN 05/24/2022

JC 05/24/2022

DESIGNED BY

REVIEWED BY

DRAWN BY

BY

DATE



12131 113TH AVENUE NE, SUITE 203 KIRKLAND, WASHINGTON 98034

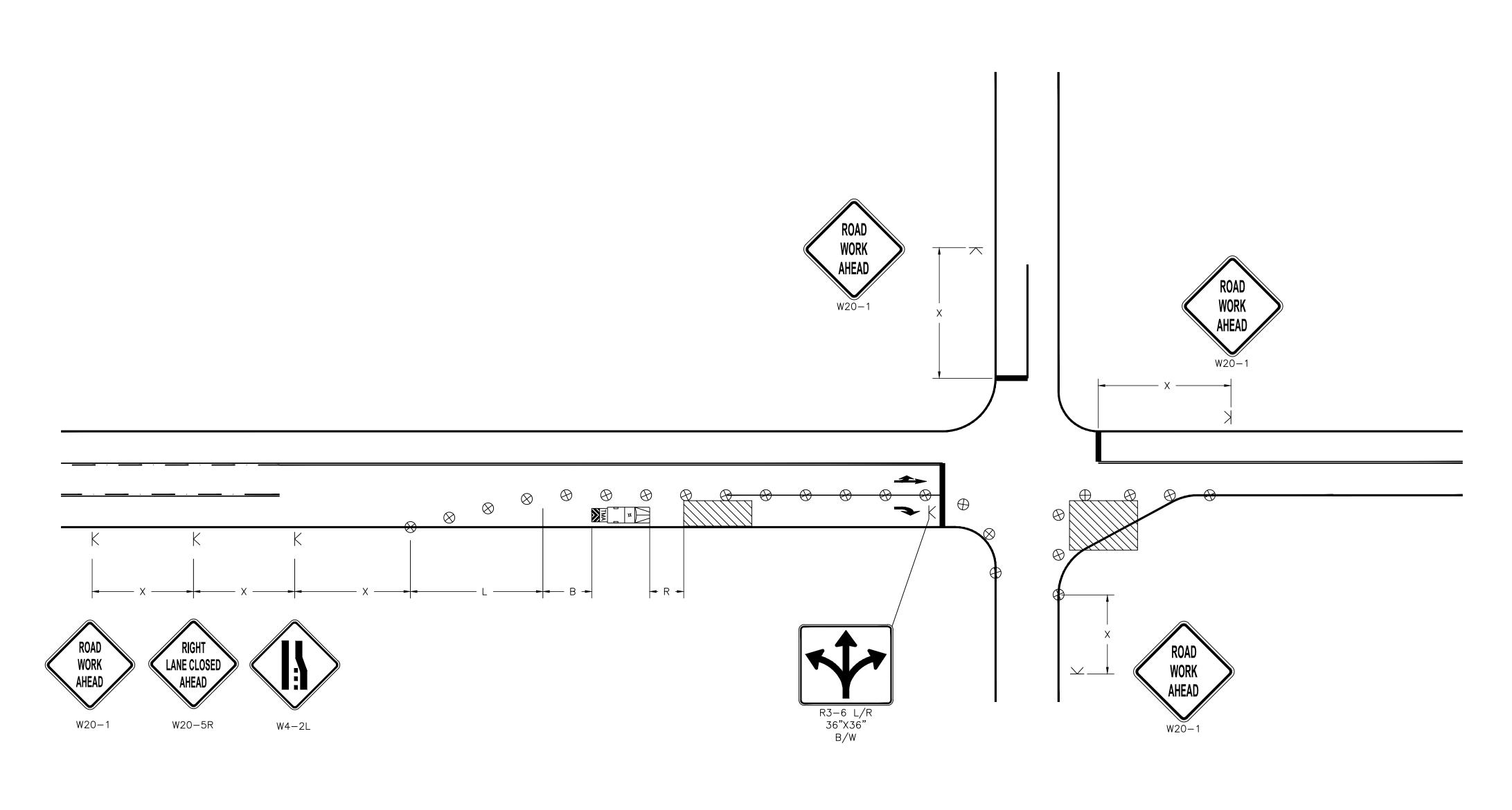
(TEL) 425 821-3665 (FAX) 425 825-8434

Jan Barre
USTIN K. CH
Solve Stere Con
2022-05-24
2022

_		DERAL WAY		
ADAPTIVE TRAI	FFIC SIGNAL	CONTROL -	CITY CENT	ER TTC10
	PHA	SE 2		

DETAIL I

SHEET 20 OF 22 SHEETS



SINGLE LANE CLOSURE

N.T.S.

		SIGN	SPACIN	1G	$=$ \rangle	X (1)		
RURA	_ HIGHWA	YS			60 /	65	MPH	800)' +/-
RURA	ROADS				45 /	55	MPH	500)' +/-
RURA	ROADS	& URBAN	n arterial	_S	35 /	40	MPH	350)' +/-
RURAI	ROADS &	URBAN AF	RTERIALS		25 /	30	MPH	200'	+/-(2
RESID	ENTAL & B	USINESS [DISTRICTS						
URBA	N STREET	S		25	MPH	OR	LESS	100'	+/-(2
(1) ALI RAMI	SPACING PS, AT-GRA	MAY BE A	DJUSTED TO SECTIONS A	AC(COMM(DRIVEV	TADC VAYS	E INTE S.	ERCHA	NGE

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

BUFFER DATA											
	L(ONGI [*]	TUDIN	IAL E	BUFFE	R SP	ACE	= B			
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet	t)	155	200	250	305	360	425	495	570	645	730
TRANSPO	ORTA	BLE	ATTE	NUAT	OR RO	DLL A	HEAD	DIST	ANCE	= R	
HOST VI 9,900	EHICLE TO 22,0					HOST VEHICLE WEIGHT > 22,000 lbs.					
< 45 MPH	45-55 N	МРН	> 5	55 MPH	<	< 45 MPH		45-55 MPH		> 55 N	1PH
100'	123	3'		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)	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.

<u>LEGEND</u>

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

JUSTIN K. CH.
5594 ENCHES TERES 1850 105-24

1	OF FEDERAL WAY	
ADAPTIVE TRAFFIC	SIGNAL CONTROL - CITY CENTER	TTC11
	PHASE 2	

SHEET 21 OF 22 SHEETS

DETAIL J

1. SEE TTC1 FOR TEMPORARY TRAFFIC CONTROL NOTES.

		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							
	ADAPTIVE TRAFFIC SIGNAL CONTROL - CITY CENTER PHASE 2	TTC12						
ı	117/02 2							
•	TEMPORARY TRAFFIC CONTROL	SHEET 22 OF 22						
	PEDESTRIAN TRAFFIC CONTROL							