

City of Federal Way

Public Works Department

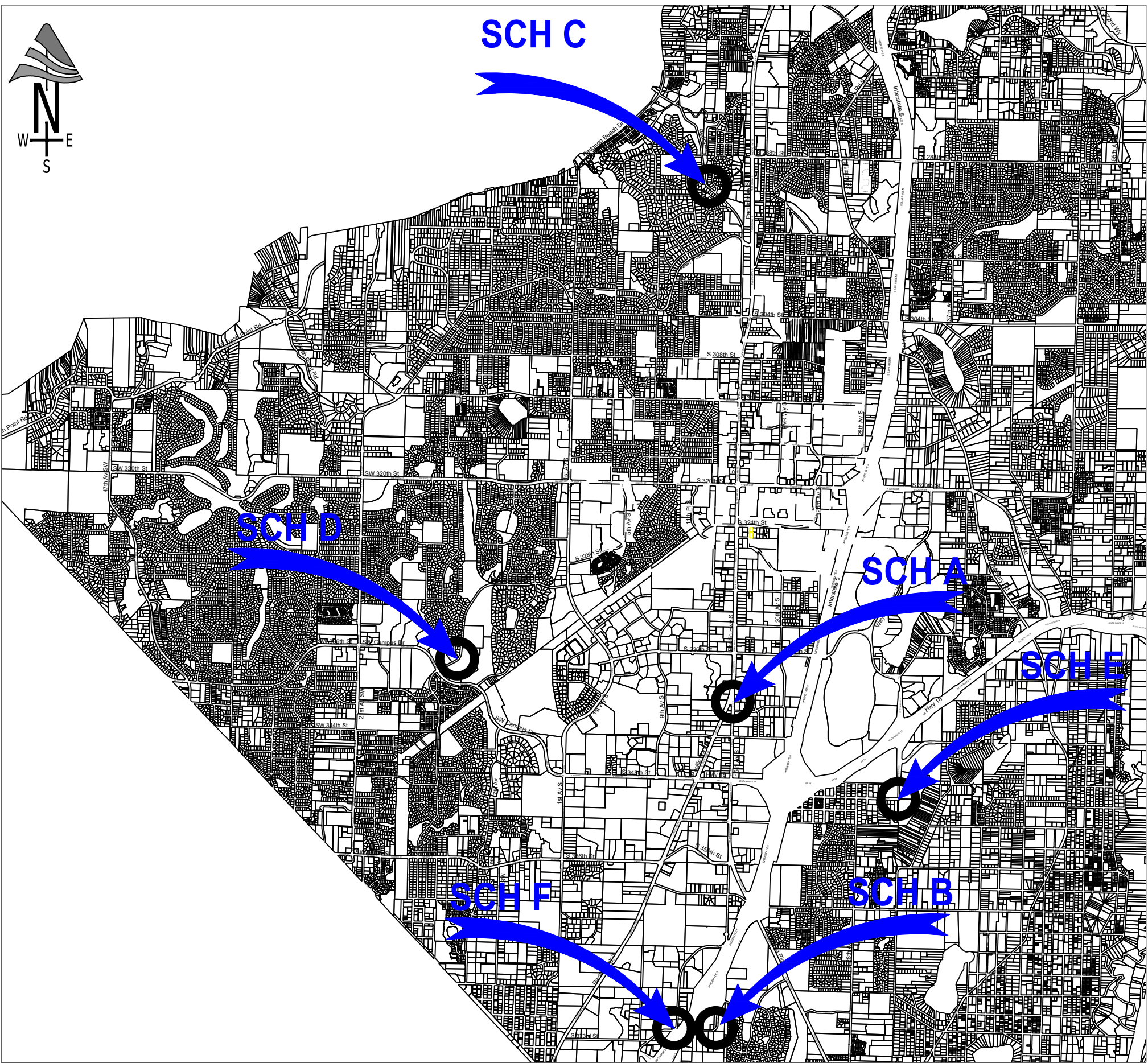
SYS. HIGH FRICTION SURFACE TREATMENT

MAY, 2025

RFB NUMBER : 25-006


HSIP-0005(673)

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- SCH A :  
16TH AVE S CURVE EAST OF SR 99
- SCH B :  
S 372ND ST/MILTON RD S CURVE, SOUTH OF S 369 ST
- SCH C:  
REDANDO WAY S CURVE ,WEST OF 13TH AVE S
- SCH D:  
10TH AVE SW CURVE, SOUTH OF 335TH ST
- SCH E :  
S 349TH ST/ WEYERHAEUSER WY S CURVE EAST OF 30 AVE S
- SCH F:  
S 372ND WAY/12TH AVE S CURVE, NORTH OF S 373 ST

APPROVED FOR CONSTRUCTION




8/6/25

DESIREE S. WINKLER P.E.  
DEPUTY PUBLIC WORKS DIRECTOR

DATE

100% DRAWINGS



CITY OF


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DESIGNED: S.CHATTOPADHYAY

REVIEWED: R.PEREZ

APPROVED: D.WINKLER



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SYS. HIGH FRICTION SURFACE TREATMENT

VICINITY MAP

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CITY PROJECT #:

36245

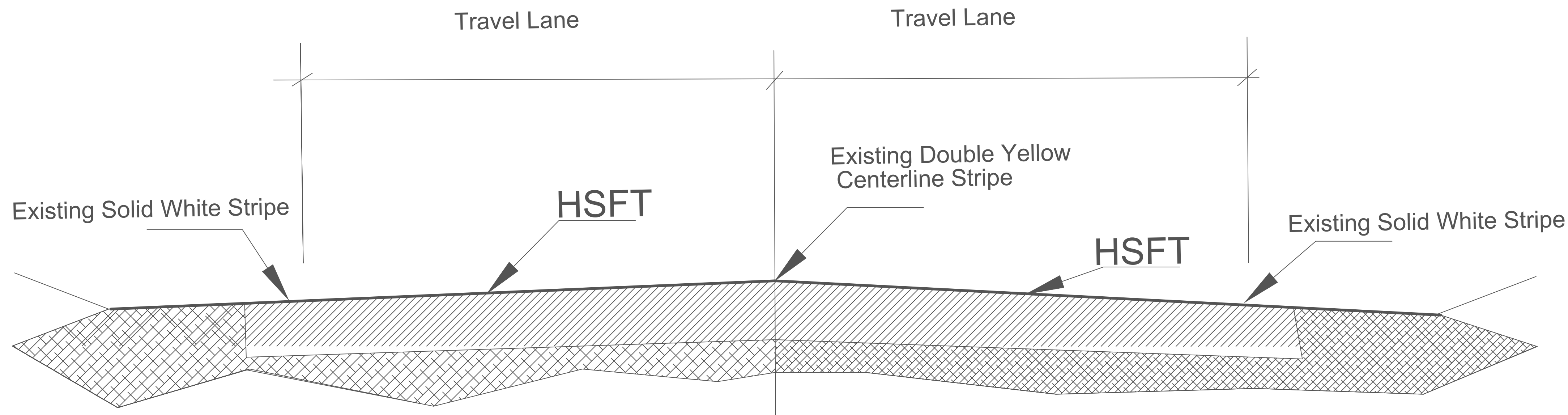
SHEET

COVER

01 OF 13



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# TYPICAL ROADWAY SECTION

## LEGENDS

HSFT BOUNDARY LIMITS

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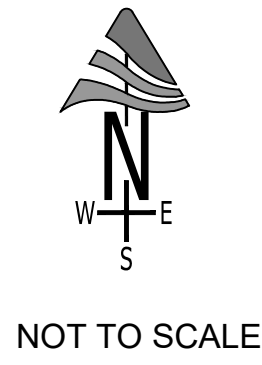
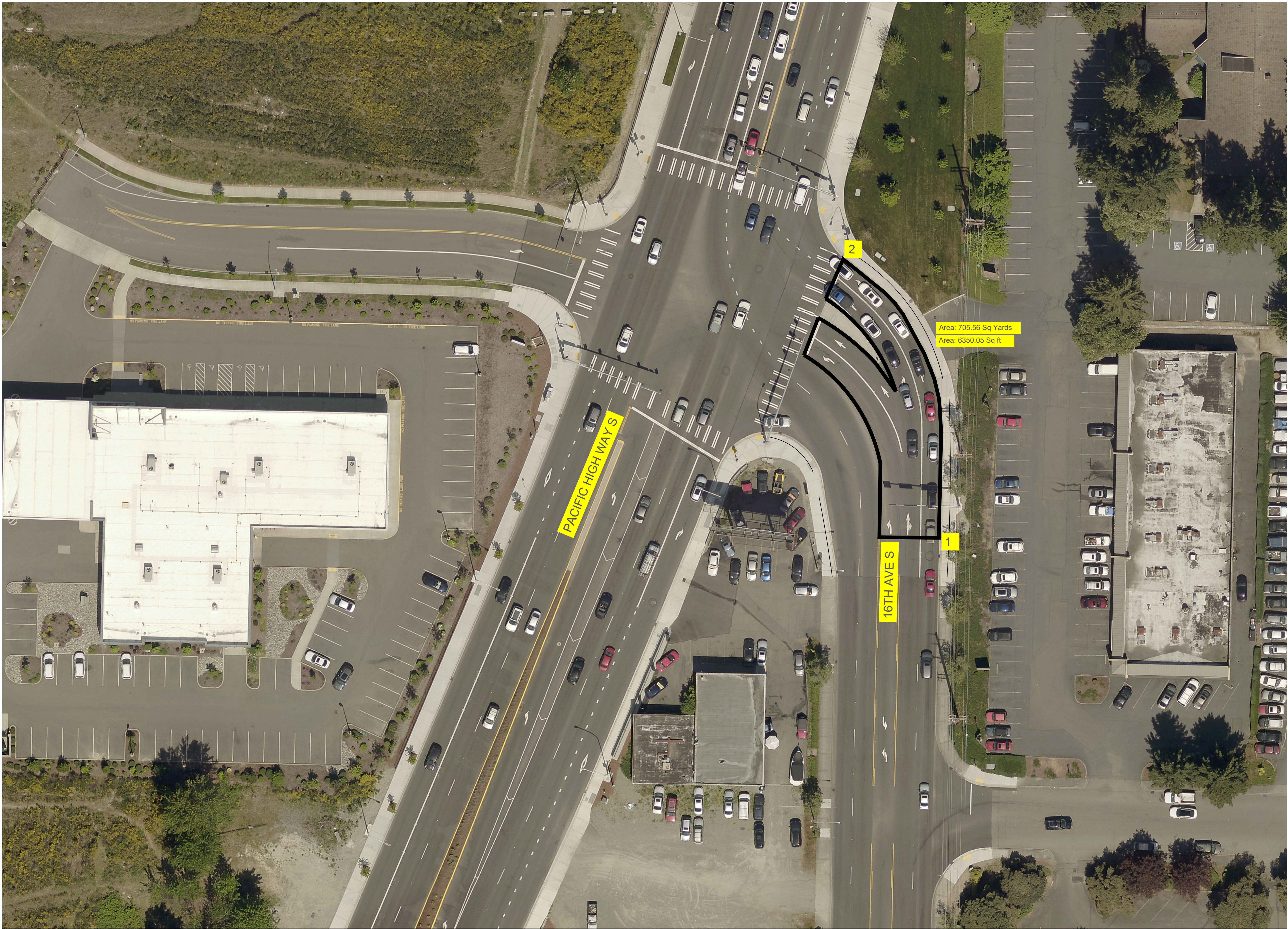
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SYS. HIGH FRICTION SURFACE TREATMENT

TYPICAL ROAD WAY SECTION

CITY PROJECT #:	36245
SHEET	SEC
02 OF 13	





CONSTRUCTION NOTES:

1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT THE BEGINNING OF ARROW SIGN
2. THE FRICTION SURFACE TREATMENT WILL BE ENDED AT THE STOP BAR MARKING.
3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
5. PROTECT THE CATCH BASIN DURING CONSTRUCTION.

LEGENDS

PROJECT BOUNDARY LIMITS

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**SYS. HIGH FRICTION SURFACE TREATMENT**

**16TH AVE S-CURVE , EAST OF SR 99**

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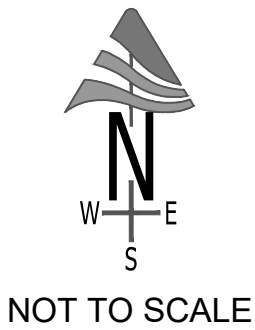
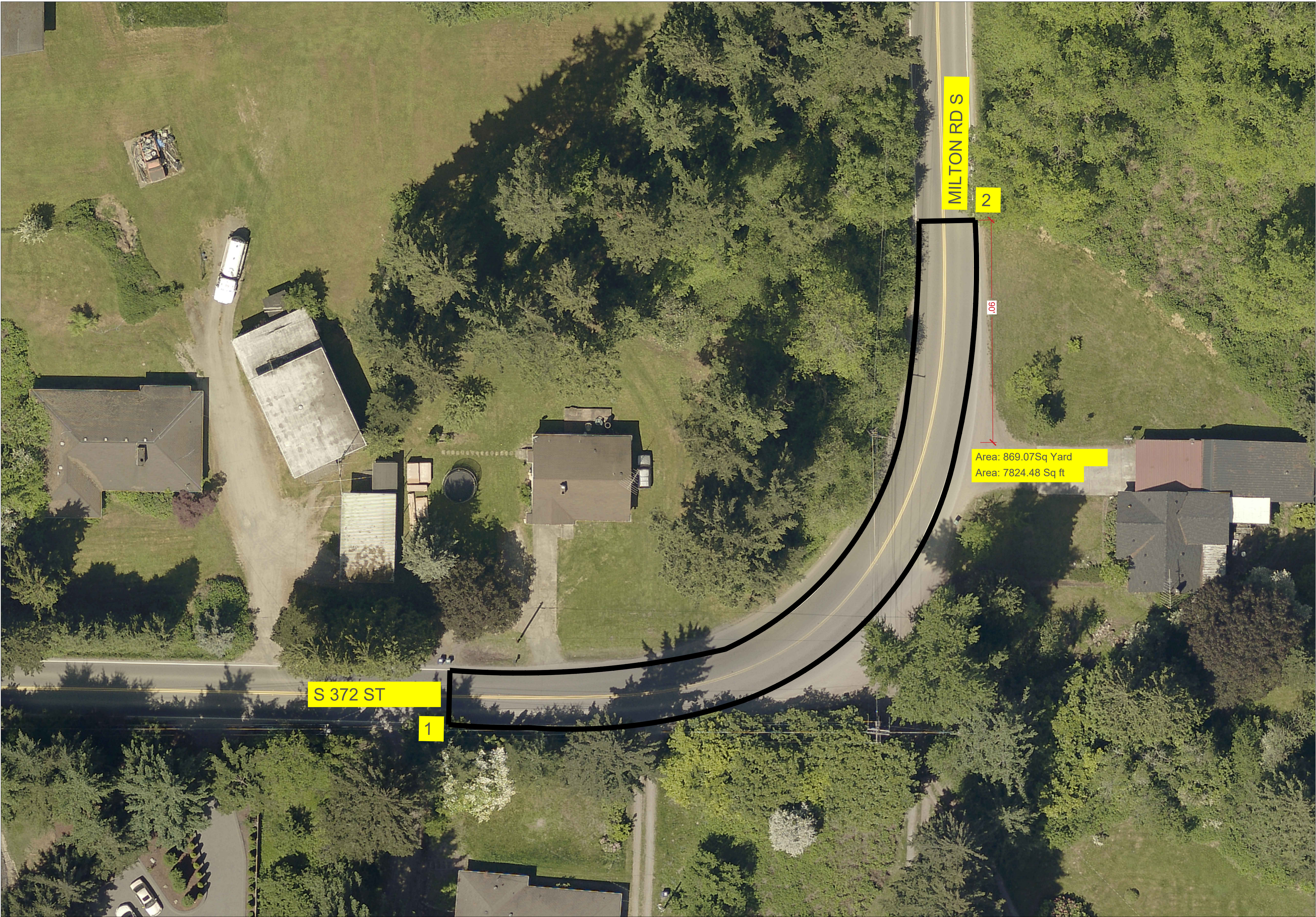
CITY PROJECT #:  
**36245**

SHEET  
**SCH A**

03 OF 13



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CONSTRUCTION NOTES:

- 1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT THE END OF GUARD RAIL
- 2. THE FRICTION SURFACE TREATMENT WILL BE ENDED 90 FT FROM THE DRIVEWAY SHOWN.
- 3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
- 4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
- 5. PROTECT THE CATCH BASIN DURING CONSTRUCTION.

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PROJECT BOUNDARY LIMITS

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**SYS. HIGH FRICTION SURFACE TREATMENT**

**S 372ND ST /MILTON RD S CURVE**

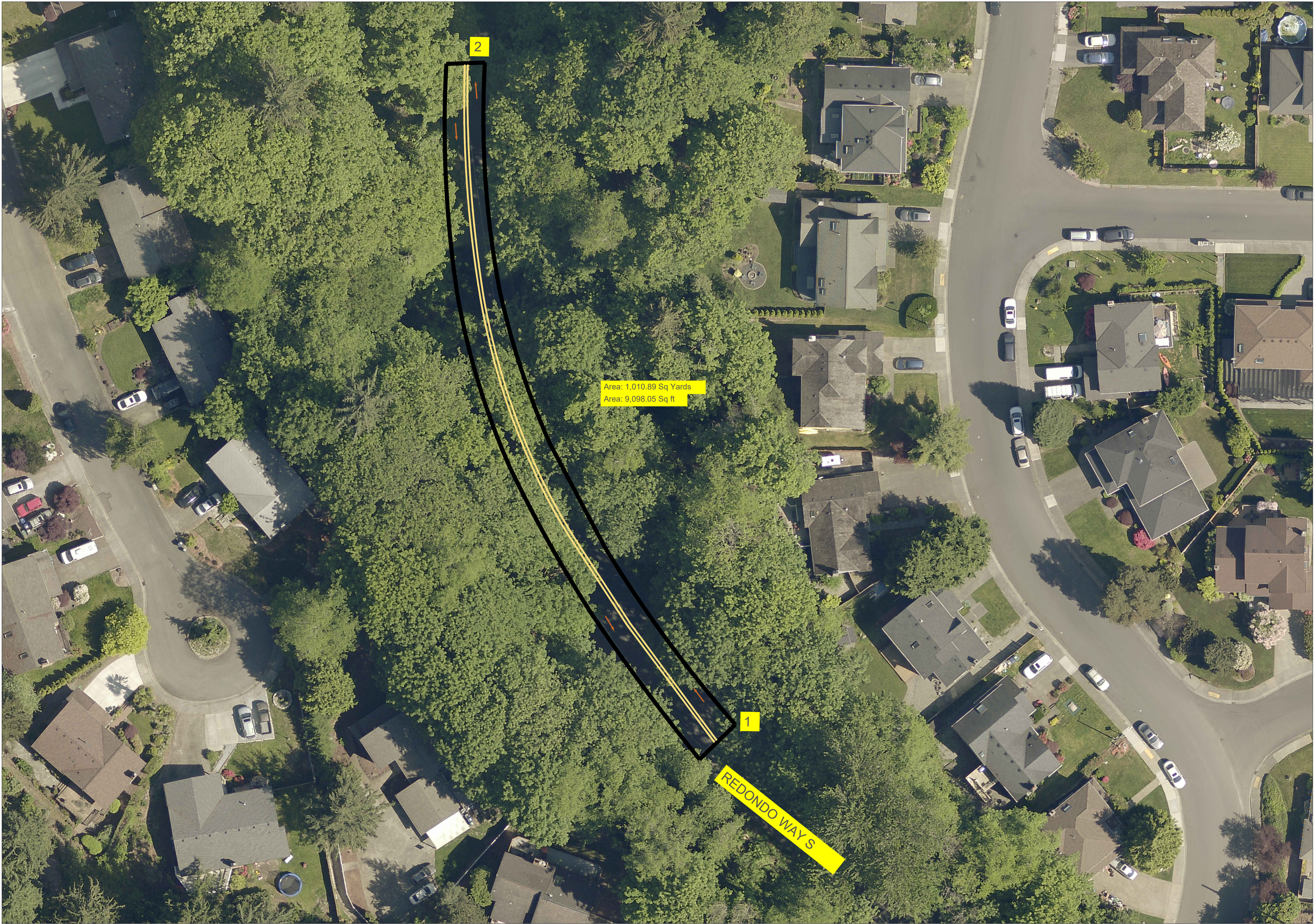
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CITY PROJECT #:  
**36245**

SHEET  
**SCH B**

04 OF 13





NOT TO SCALE

CONSTRUCTION NOTES:

1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT THE 15 MPH SIGN
2. THE FRICTION SURFACE TREATMENT WILL BE ENDED AT THE 30 MPH SIGN
3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
5. PROTECT THE CATCH BASIN DURING CONSTRUCTION.

LEGENDS

PROJECT BOUNDARY LIMITS

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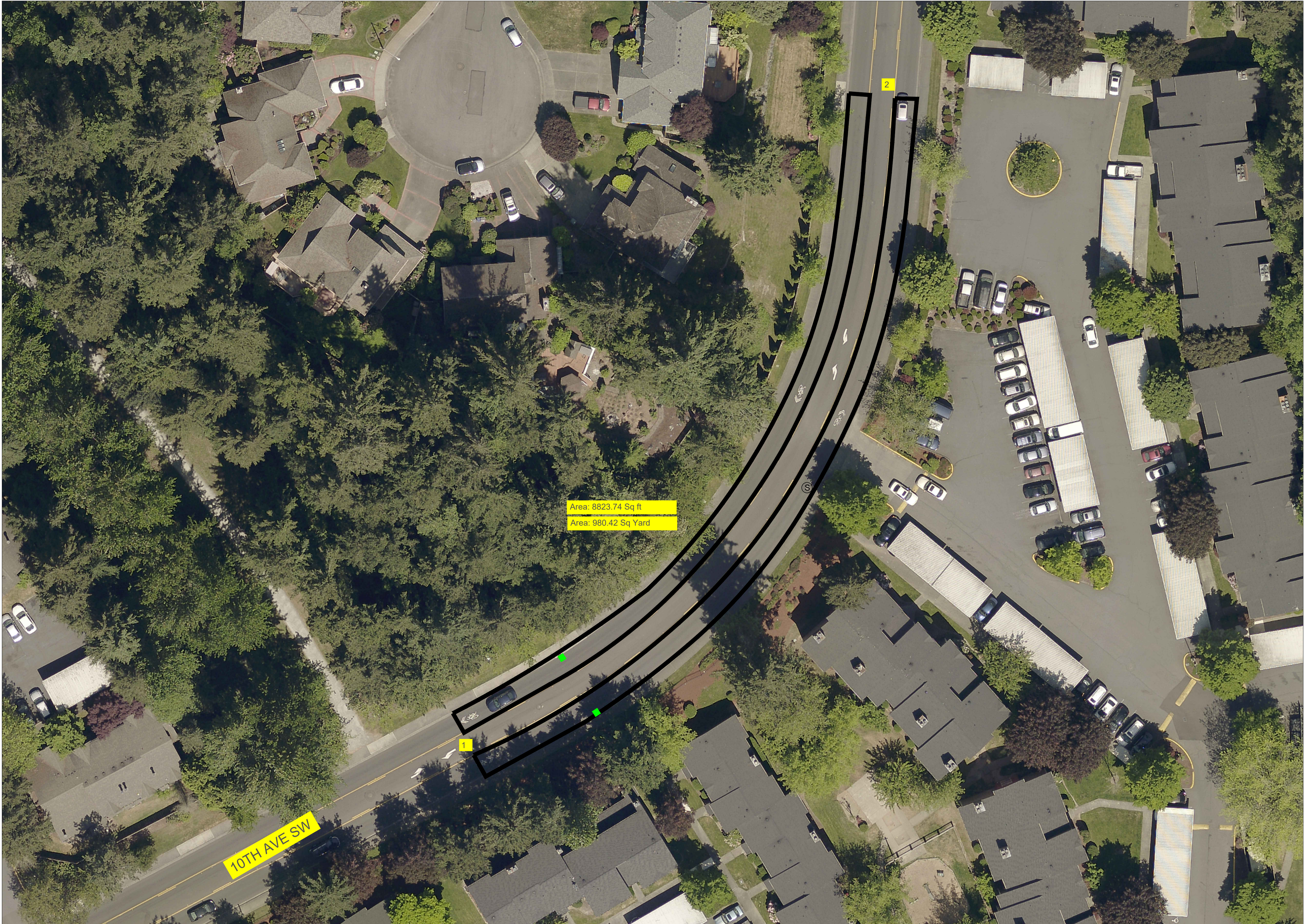
**SYS. HIGH FRICTION SURFACE TREATMENT**

**REDONDO WAY S -CURVE, WEST OF 13TH AVE S**

CITY PROJECT #:	36245
SHEET	SCH C
05	OF 13



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NOT TO SCALE

CONSTRUCTION NOTES:

- 1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT THE START OF CHEVRON SIGN.
- 2. THE FRICTION SURFACE TREATMENT WILL BE ENDED AT THE 35 MPH SIGN.
- 3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
- 4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
- 5. PROTECT THE CATCH BASIN DURING CONSTRUCTION.

LEGENDS

- PROJECT BOUNDARY LIMITS
- SEWER MH
- CATCH BASIN

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**SYS. HIGH FRICTION SURFACE TREATMENT**

**10TH AVE SW-CURVE, SOUTH OF SW 335TH ST**

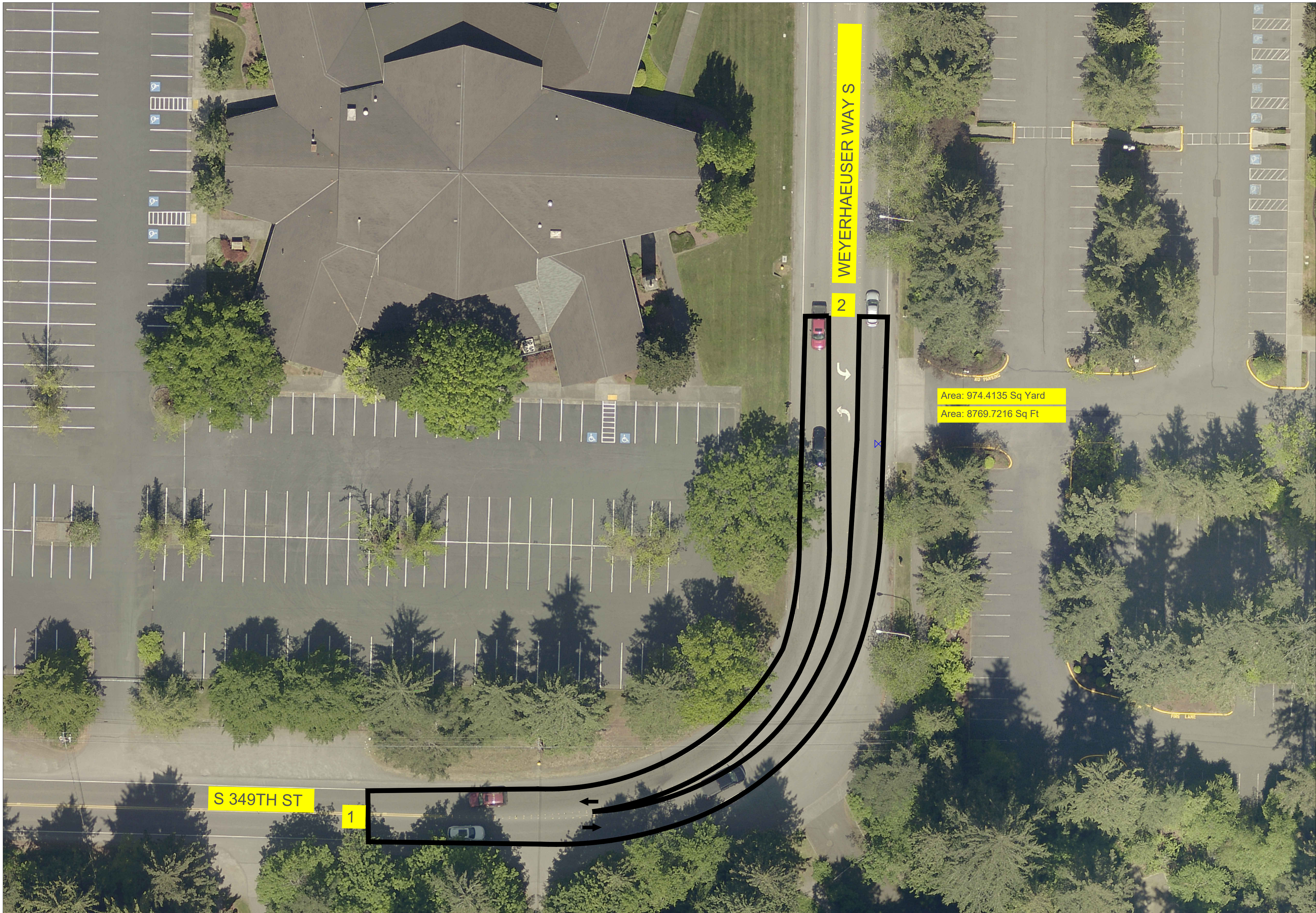
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CITY PROJECT #:  
**36245**

SHEET  
**SCH D**

06 OF 13





NOT TO SCALE

CONSTRUCTION NOTES:

1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT MailBox Number 3121.
2. THE FRICTION SURFACE TREATMENT WILL BE ENDED AT THE 35 MPH SIGN.
3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
5. PROTECT THE CATCH BASIN DURING CONSTRUCTION.

LEGENDS

- PROJECT BOUNDARY LIMITS
- SEWER MH
- CATCH BASIN
- POWER HH
- WATER VALVE

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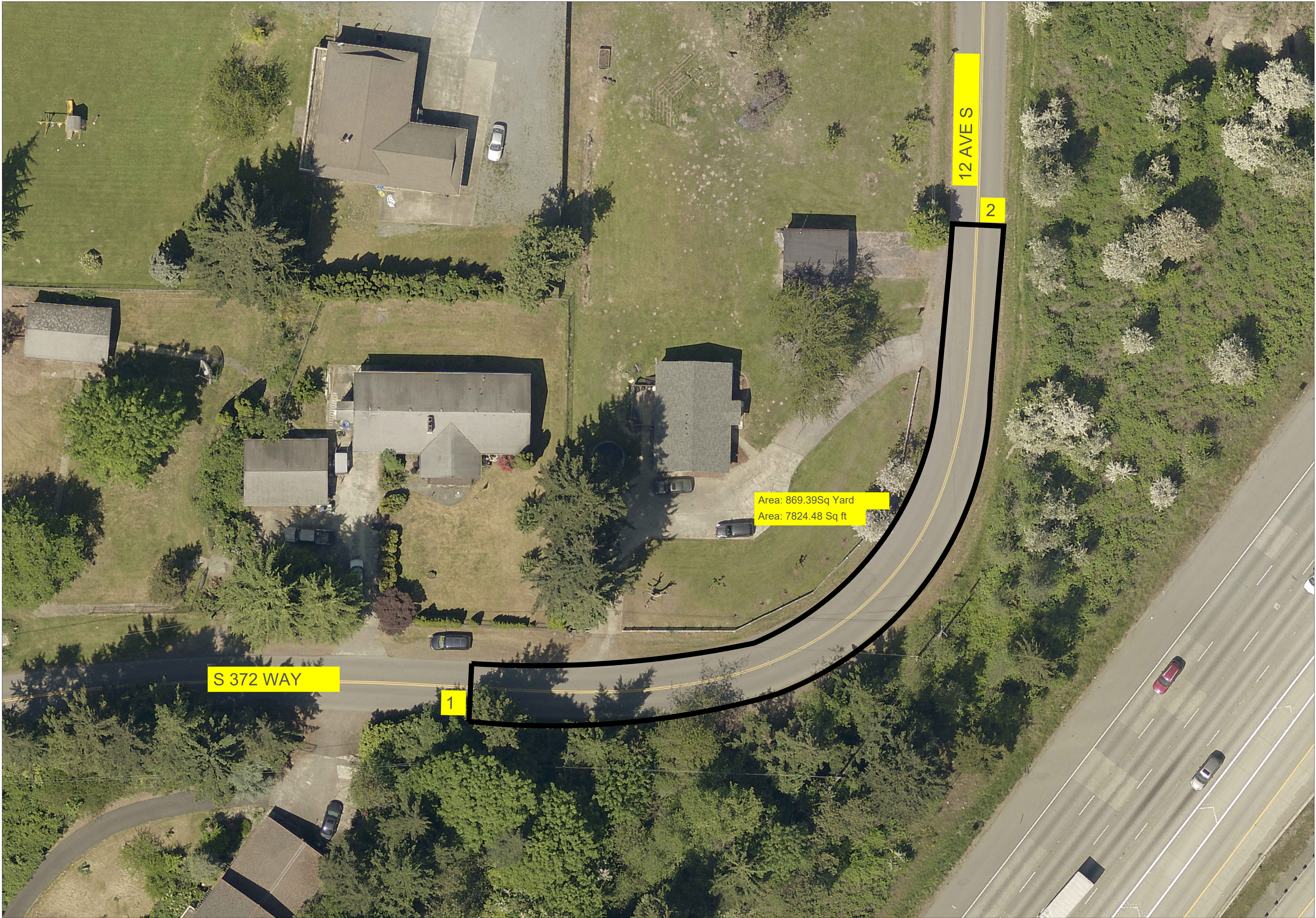
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NO.	DATE	REVISION

**SYS. HIGH FRICTION SURFACE TREATMENT**  
**S 349TH ST/WEYRHSR WY S CURVE,E OF 30TH AVE S**

CITY PROJECT #:  
**36245**  
SHEET  
**SCH E**  
07 OF 13



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NOT TO SCALE

CONSTRUCTION NOTES:

1. THE FRICTION SURFACE TREATMENT WILL BE STARTED AT 45FT FROM EAST DRIVEWAY.
2. THE FRICTION SURFACE TREATMENT WILL BE ENDED AT THE 20 MPH SIGN.
3. THE CENTER LANE IS NOT INCLUDED IN THE FRICTION SURFACE TREATMENT.
4. ALL PAVEMENT MARKING HAVE TO BE RE-STRIPED OR PROTECTED DURING CONSTRUCTION.
5. PROTECT THE CATCH BASIN DURING CONSTRUCITON.

LEGENDS

- PROJECT BOUNDARY LIMITS
- SEWER MH
- CATCH BASIN
- POWER HH
- WATER VALVE

100% DRAWINGS



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**SYS. HIGH FRICTION SURFACE TREATMENT**  
**S 372ND WAY/12 AVE S- CURVE , NORTH OF 373 ST**

CITY PROJECT #:	36245
SHEET	SCH F
08 OF 13	

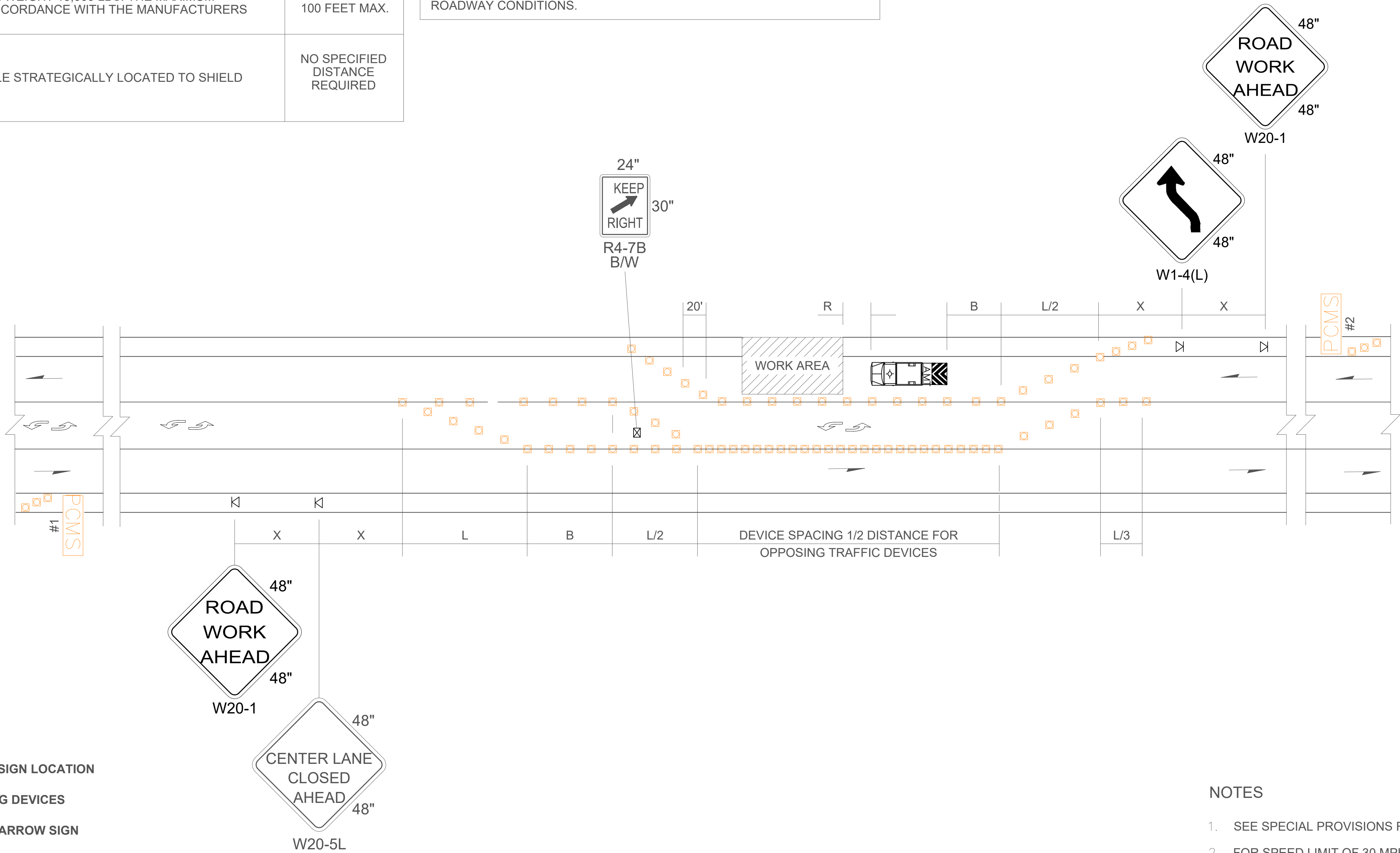


BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	155	200	250	305	360	425	495	570	645	–	
BUFFER VEHICLE ROLL AHEAD DISTANCE = R											
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.	
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED	

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS 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.		

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

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



PCMS #1	
1	2
LEFT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS #2	
1	2
LANE SHIFTS LEFT	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

LANE SHIFT - (TWO WAY TRAFFIC WITH CENTER LANE)

NOT TO SCALE

NOTES

- 1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- 2. FOR SPEED LIMIT OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
- 3. RECOMMENDED EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
- 4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.



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NO.	DATE	REVISION

SYS. HIGH FRICTION SURFACE TREATMENT

TCP\_1

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100% DESIGN

CITY PROJECT #  
36245

SHT. 09

OF 13

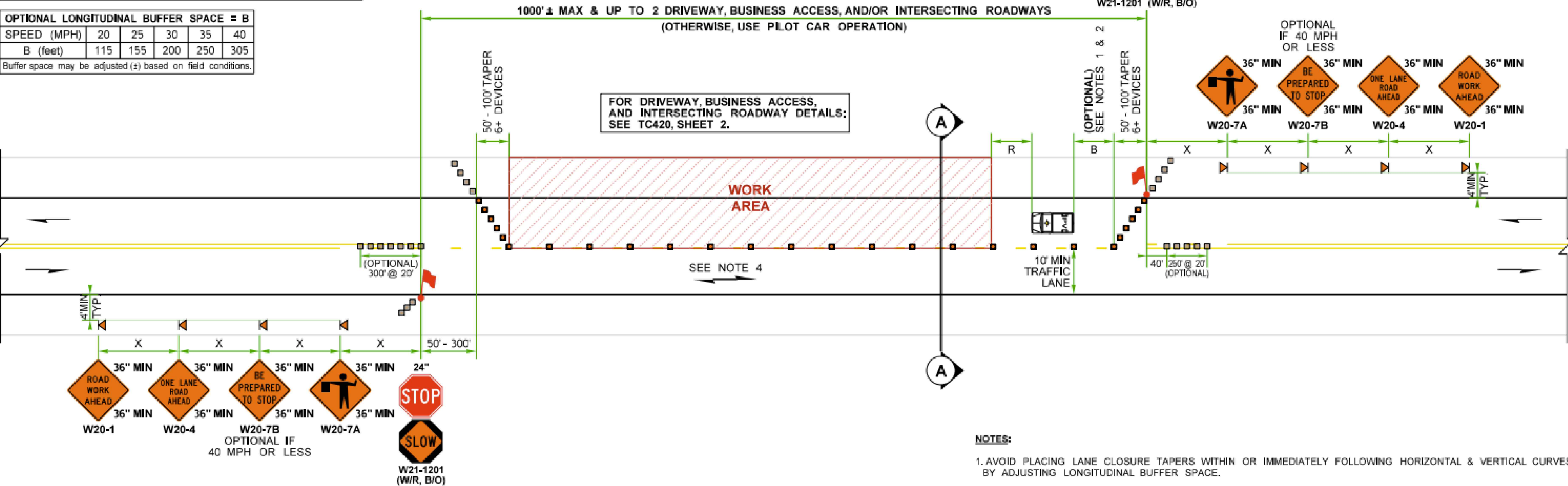


RECOMMENDED SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25-30 MPH	200± (2)
URBAN STREETS	25 MPH OR LESS	100± (2)
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.		

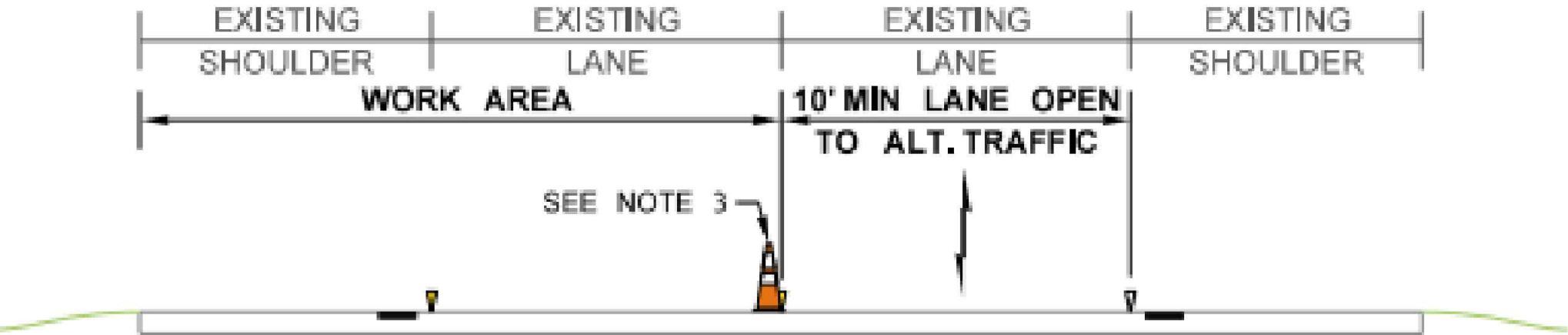
MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
35 - 40	10-20	60
20 - 30	10-20	40

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW. 40' - 80' RECOMMENDED.

OPTIONAL LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	20	25	30	35	40
B (feet)	115	155	200	250	305
Buffer space may be adjusted (±) based on field conditions.					



- NOTES:**
1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
  2. PROTECTIVE VEHICLE MAY ALWAYS BE USED ON ROADWAYS 40 MPH OR LESS, EVEN IF THE LONGITUDINAL BUFFER SPACE IS REDUCED OR ELIMINATED. ADDITIONAL PVs MAY BE ADDED AT SEPARATE WORK CREWS.
  3. MAY SHIFT LATERALLY. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
  4. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):  
(A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA  
(B) COMBINE BIKES & VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO RELEASING ONCOMING TRAFFIC  
(C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
  5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:  
1-07.8(1) HIGH-VISIBILITY APPAREL  
1-10.3(1)A FLAGGERS AND NIGHTTIME ILLUMINATION  
1-10.3(2)A TRAFFIC CONTROL PROCEDURES  
9-35.1 24-INCH STOP/SLOW PADDLE SIZE
  6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
  7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
  8. ACTUAL CENTERLINE PAVEMENT MARKINGS MAY VARY.



SECTION A-A

**ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED  
(HIGHWAYS, 40 MPH OR LESS)**  
NOT TO SCALE

LEGEND:	
	TEMPORARY SIGN LOCATION
	28" REFLECTIVE TRAFFIC CONE (SEE NOTE 3)
	OPTIONAL CHANNELIZATION DEVICE
	PROTECTIVE VEHICLE (SEE NOTE 2)
	FLAGGER



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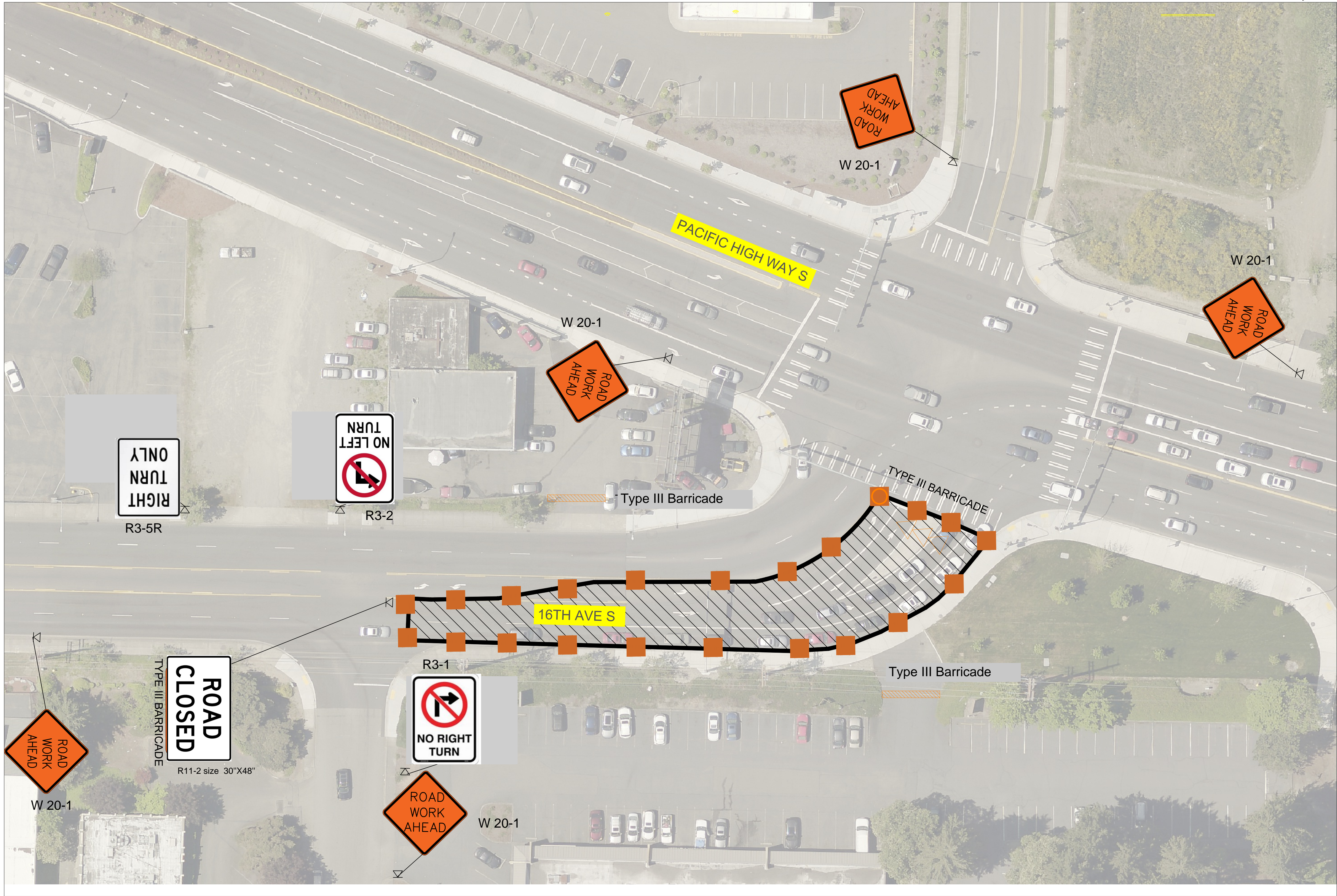
**SYS. HIGH FRICTION SURFACE TREATMENT**

TCP\_2

100% DESIGN	
CITY PROJECT #	12523
SHT.	10
OF	13



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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	—
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)			
RURAL HIGHWAYS	60 / 65 MPH	800'	
RURAL ROADS	45 / 55 MPH	500'	
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'	
RURAL ROADS & URBAN ARTERIALS 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.			

LANE WIDTH (feet)	MINIMUM 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	—

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

REFER TO DETOUR ROUTE FOR ADDITIONAL SIGNAGE  
**LEGENDS**

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN
- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE
- Type III Barricade

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STATE OF WASHINGTON  
REGISTERED PROFESSIONAL ENGINEER

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**SYS. HIGH FRICTION SURFACE TREATMENT**

**16TH AVE S & SR 99**

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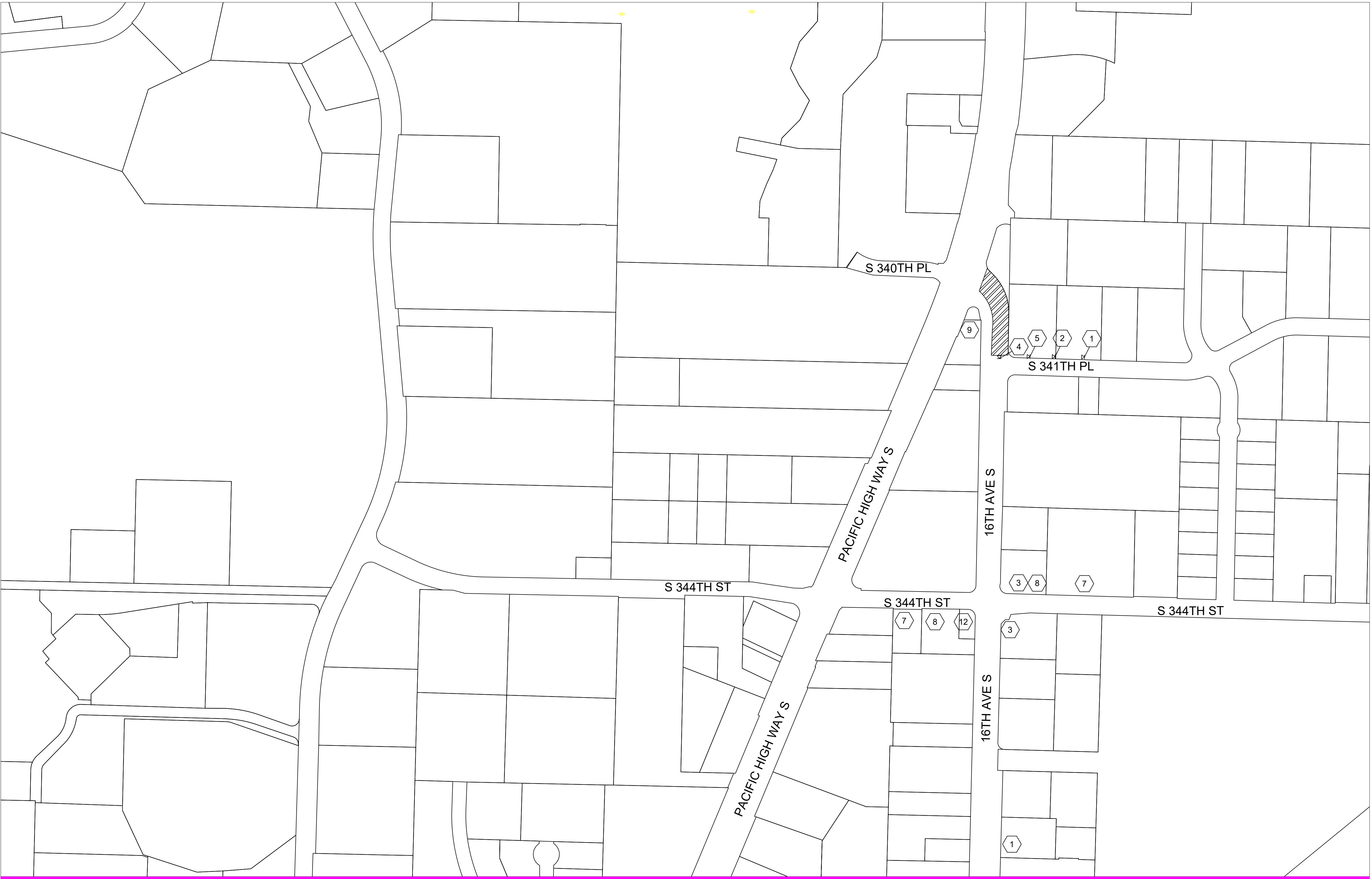
CITY PROJECT #:  
**36245**

SHEET  
**TCP 3**

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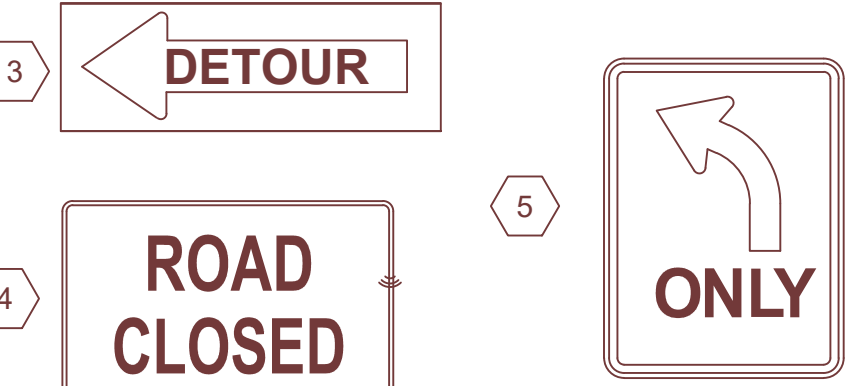
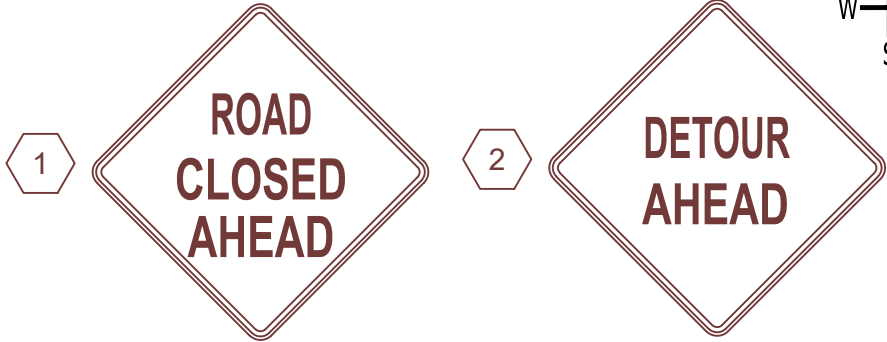
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MATCHLINE SEE SHEET 12

LEGENDS

PROJECT BOUNDARY LIMITS



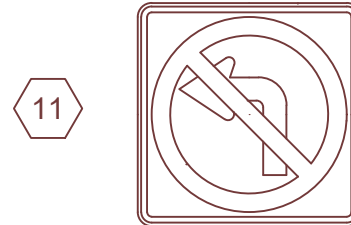
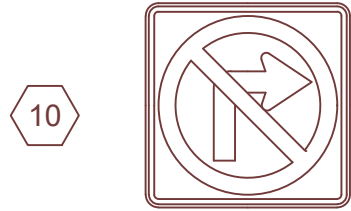
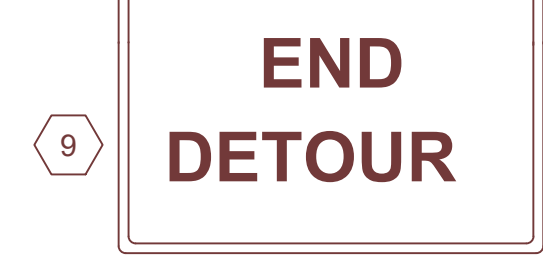
Mounted on type III barricade



VMS 1



VMS 2



100% DRAWINGS



**CITY OF  
Federal Way**  
*Centered on Opportunity*

33325 8TH AVE S    FEDERAL WAY, WA 98003  
PHONE: (253) 835-2700  
WWW.CITYOFFEDERALWAY.COM



DRAFTED: S. ALIZAI
DESIGNED: S.CHATTOPADHYAY
REVIEWED: R.PEREZ
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

SYS. HIGH FRICTION SURFACE TREATMENT

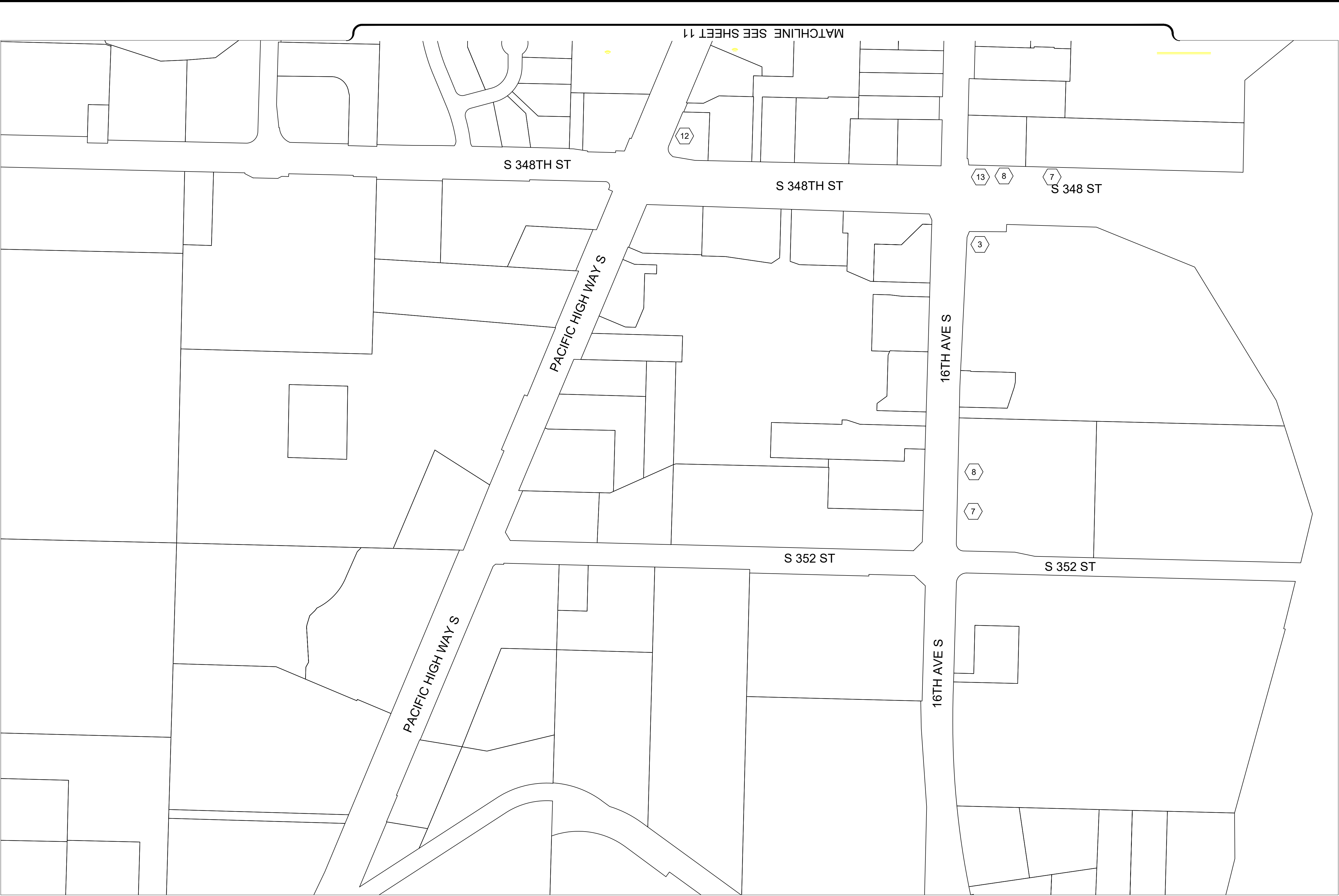
DETOUR PLAN

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CITY PROJECT #:	36245
SHEET	D-1
12 OF 13	



k:\engineering division\PROJECTS\ACTIVE\36245 - high friction surface treatments\03 PEACAD\High Friction Project\_schedule Adwg. 5/14/2025



LEGENDS

PROJECT BOUNDARY LIMITS

1

ROAD  
CLOSED  
AHEAD

2

DETOUR  
AHEAD

3

DETOUR

4

ROAD  
CLOSED

5

ONLY

Mounted on type III barricade

16TH AVE S  
CLOSED  
AT S 341ST PL

VMS 1

FOLLOW DETOUR

VMS 2

END  
DETOUR

10

11

12

DETOUR

13

DETOUR


N

W

E

S

100% DRAWINGS



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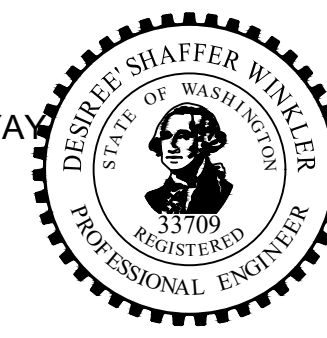
Know what's below.  
Call before you dig.

DRAFTED: S. ALIZAI

DESIGNED: S.CHATTOPADHYAY

REVIEWED: R.PEREZ

APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

SYS. HIGH FRICTION SURFACE TREATMENT

DETOUR PLAN

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CITY PROJECT #:  
36245

SHEET  
D-2

13 OF 13

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