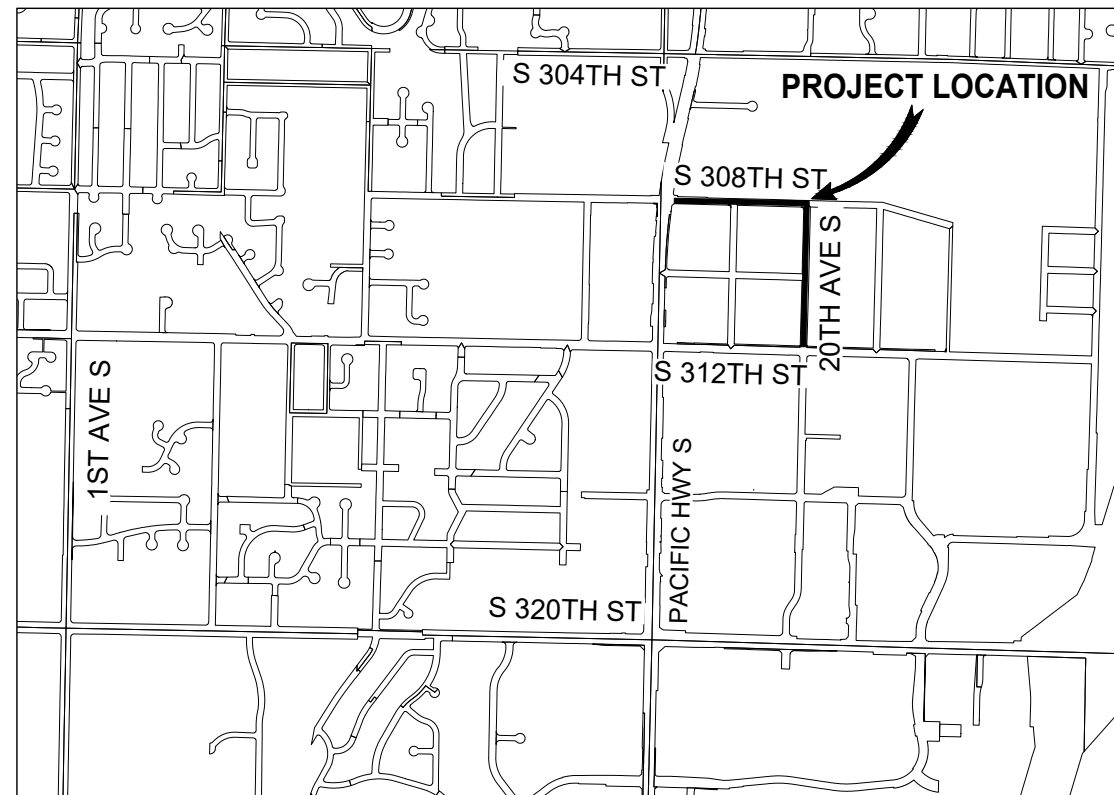


CITY CENTER GREENWAY PROJECT

CITY PROJECT #: 36244

TIB FUNDING #: C-P-113(003)-1

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APPROVED FOR CONSTRUCTION	
<i>Desiree S. Winkler</i>	5/21/26
DESIREE S. WINKLER, P.E. DEPUTY PUBLIC WORKS DIRECTOR	DATE

RFB 26-007

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DESIGNED: B. MESSMER

REVIEWED: C. MULLEN

APPROVED: D. WINKLER



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DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

COVER

CITY PROJECT #:

36244

SHT. 1

OF 25

LEGEND

EXISTING (PER KPG)

MIC	MONUMENT IN CASE	①	TELEPHONE MANHOLE	—————	PAINTED POWER
MON	SURFACE MONUMENT	T	TELEPHONE RISER	—————	RECORD POWER
△	PK NAIL	□	TELEPHONE VAULT LID	—————	PAINTED TELEPHONE
RC	REBAR & CAP	⊖	TELEPHONE POLE	—————	RECORD TELEPHONE
⊗	SPOT SHOT (DESCRIBED)	TV	TV MANHOLE	—————	PAINTED FIBER OPTIC
□	CATCH BASIN	TV	TV RISER	—————	PAINTED TV
⊙	STORM DRAIN MANHOLE	TV	TV VAULT LID	—————	PAINTED WATER
⊕	YARD DRAIN	⊙	FIBER OPTIC MANHOLE	—————	RECORD WATER
⊖	DOWNSPOUT	FO	FIBER OPTIC VAULT LID	—————	PAINTED GAS
SD	STORM DRAIN CLEAN-OUT	⊕	GAS VALVE	—————	RECORD GAS
^	CULVERT	⊕	GAS METER	—————	OVERHEAD UTILITY LINE (GENERIC)
○	SEWER MANHOLE	⊙	GAS MANHOLE	—————	STORM
SS	SEWER CLEAN-OUT	⊕	WATER VALVE	—————	SEWER
⊖	POWER POLE	⊕	WATER METER	—————	FENCE
⊖	POWER POLE W/UNDERGROUND CONNECT	⊕	WATER MANHOLE	~~~~~	HEDGE (HEIGHT NOTED)
⊖	POWER POLE WITH LUMINAIRE	W	WATER VAULT LID	//////	BUILDING
⊖	PWR POLE W/LUMINAIRE & UNDRGD CONNECT	Q	FIRE HYDRANT	—————	PAINTED STRIPE
⊕	POWER MANHOLE	↑	BLOW-OFF	—————	PAINTED SKIP STRIPE
⊕	POWER RISER	⊕	FIRE DEPARTMENT CONNECT	RAISED-BUTTON SOLID STRIPE
⊕	POWER VAULT LID	⊕	POST INDICATOR VALVE	RAISED-BUTTON SKIP STRIPE
⊕	POWER TRANSFORMER	⊕	HOSE BIB	—————	EDGE OF PAVEMENT
⊕	POWER METER	⊕	IRRIGATION CONTROL VALVE	-----	FLOWLINE
⊕	POWER OUTLET	⊕	UTILITY MANHOLE (GENERIC/UNK)	-----	CONTOUR
⊕	HIGH VOLTAGE POWER POLE	U	UTILITY VAULT LID (GENERIC/UNK)	-----	RIGHT OF WAY LINE
⊕	HIGH VOLTAGE PWR POLE W/UNDRGD CONNECT	⊕	UTILITY CLEAN-OUT (GENERIC/UNK)	-----	CONCRETE
⊕	GUY POLE	⊕	UTILITY RISER (GENERIC/UNK)	-----	GRAVEL
→	GUY ANCHOR	⊕	STAND-PIPE (GENERIC/UNK)	-----	GRASS
⊕	TRAFFIC SIGNAL	⊕	UTILITY ACCESS (GENERIC/UNK)	-----	ROCKERY
⊕	TRAFFIC SIGNAL WITH LUMINAIRE	●	BORE SITE (WITH FIELD DESC)	-----	BRICK
⊕	PEDESTRIAN SIGNAL	⊕	MONITORING WELL	-----	METAL GRATE
⊕	JUNCTION BOX	⊕	GUARD POST	-----	ASPHALT/CONCRETE
⊕	TRAFFIC CONTROL CABINET	⊕	BOULDER	-----	CHAINLINK
⊕	BACKUP POWER SUPPLY	⊕	SIGN	-----	DRIVEWAY
⊕	INTERCONNECT CABINET	⊕	MAILBOX (# OF BOXES)	-----	COLUMN
⊕	ELECTRICAL SERVICE CABINET	⊕	SHRUB	-----	YARD DRAIN
⊕	TRAFFIC ATTENUATOR LOOP	⊕	STUMP, DIAMETER	-----	STRUCTURE
⊕	STREET LIGHT (LUMINAIRE)	⊕	SNAG, DIAMETER (# OF TRUNKS)	-----	FINISHED FLOOR
⊕	LOT LIGHT	⊕	DECIDUOUS TREE, DIA (# OF TRUNKS)	-----	
⊕	YARD LIGHT	⊕	CONIFEROUS TREE, DIA (# OF TRUNKS)	-----	
⊕	RAILROAD CROSSING ARM				
⊕	RAILROAD CROSSING SIGNAL				

PROPOSED

⊕	MONUMENT	---XXX---	CONTOUR	//////	SLURRY SEAL
⊕	STORMDRAIN MANHOLE	-----	DITCH FLOWLINE	-----	ASPHALT BAR
⊕	CATCH BASIN	=====	EDGE OF PAVEMENT	=====	
⊕	AREA DRAIN	=====	CONCRETE CURB & GUTTER	=====	
SD	STORMDRAIN CLEAN-OUT	=====	SAWCUT	=====	
^	CULVERT	=====	LIMITS OF GRADING	=====	
⊕	SEWER MANHOLE	=====	STORMDRAIN	=====	
⊕	SIGN	-----UD-----	UNDERDRAIN	=====	
MB	MAILBOX	=====	SANITARY SEWER	=====	
GP	BOLLARD	=====	WATER	=====	
+	BORE / POTHOLE LOCATION	-----IRR-----	IRRIGATION	=====	
⊕	SHRUB	-----	GAS	=====	
⊕ ^{XX"}	DECIDUOUS TREE, DIA (# OF TRUNKS)	-----UE-----	UNDERGROUND POWER	=====	
⊕ ^{XX"}	CONIFEROUS TREE, DIA (# OF TRUNKS)	-----TEL-----	TELECOMMUNICATION	=====	
⊕	BOULDER	-----OE-----	OVERHEAD UTILITY LINE	=====	
⊕	STREET LIGHT (LUMINAIRE)	-----	CITY FIBER	=====	
⊕	TRAFFIC SIGNAL, POLE & MAST ARM	-----	CUT LINE	=====	
⊕	TRAFFIC SIGNAL POLE & MAST ARM W/ LUMINAIRE ARM	-----	FILL LINE	=====	
⊕	PEDESTRIAN PUSHBUTTON POLE	-----	FENCE - CHAINLINK	=====	
⊕	TRAFFIC / ILLUM J-BOX	-----	FENCE - WOOD	=====	
⊕	TRAFFIC CONTROL CABINET	-----	CONCRETE	-----	
BPS	BACKUP POWER SUPPLY	-----	HMA	-----	
⊕	ELECTRICAL SERVICE CABINET	-----	GRAVEL	-----	
⊕	TRAFFIC SIGNAL VEHICLE DETECTION	-----	ROCKERY WALL	-----	
FO	CITY FIBER OPTIC VAULT / J-BOX	-----	BLOCK RETAINING WALL	-----	
⊕	FESTIVAL OUTLET	-----	GRASS	-----	
⊕	POWER POLE	-----	BARK / MULCH	-----	
⊕	POWER POLE GUY ANCHOR	-----	PERMEABLE CONCRETE PAVERS	-----	
⊕	POWER POLE W/ LUMINAIRE	-----	DETECTABLE WARNING SURFACE	-----	
⊕	POWER VAULT LID / J-BOX	-----	PAVEMENT REMOVAL	-----	
⊕	POWER TRANSFORMER	-----	PAVEMENT GRIND	-----	
⊕	POWER METER	-----			
T	TELECOMM VAULT / J-BOX	-----			
PED	UTILITY PEDESTAL	-----			
⊕	GAS VALVE	-----			
⊕	GAS METER	-----			
⊕	WATER VALVE	-----			
⊕	WATER METER	-----			
W	WATER VAULT LID	-----			
⊕	FIRE HYDRANT	-----			
⊕	BLOW-OFF	-----			

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DESIGNED: B. MESSMER

REVIEWED: C. MULLEN

APPROVED: D. WINKLER



CHRISTINE J. MULLEN
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
21 May 2026

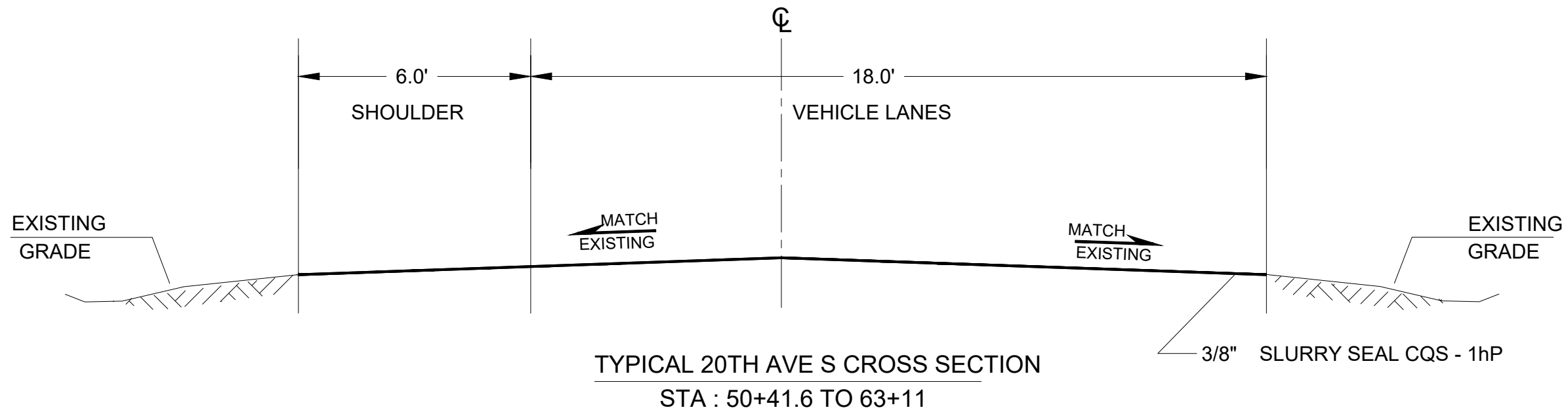
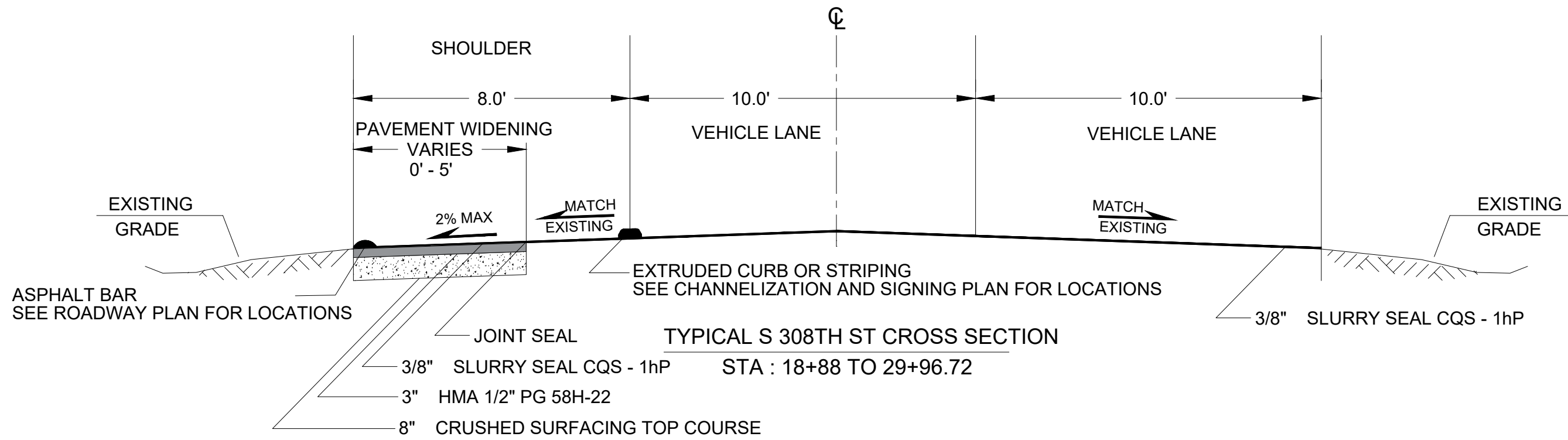
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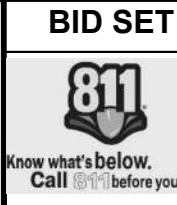
LEGEND

CITY PROJECT #:	36244
SHT.	2
OF	25

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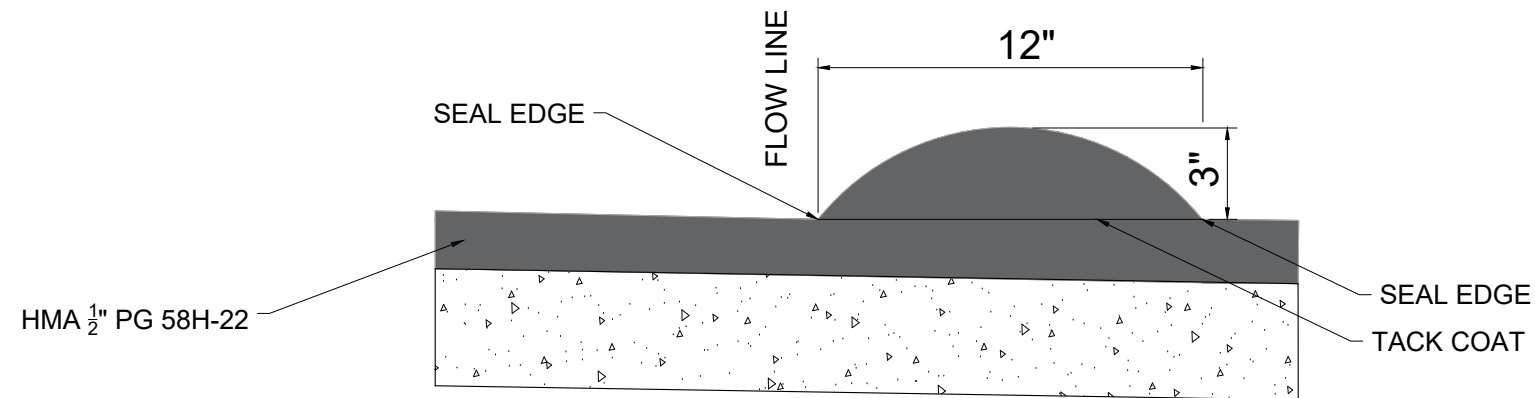


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CITY CENTER GREENWAY PROJECT
ROADWAY CROSS SECTIONS

CITY PROJECT #: 36244
 SHIT. 3
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ASPHALT BAR DETAIL

NOTES:

- 1) TACK COAT SHALL BE INSTALLED BETWEEN ROADWAY SURFACE AND ASPHALT BAR.

(NOT TO SCALE)

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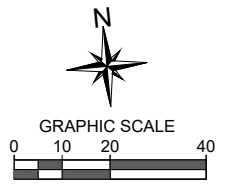
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CITY CENTER GREENWAY PROJECT

ASPHALT BAR DETAIL

CITY PROJECT #: 36244
SHT. 4
OF 25

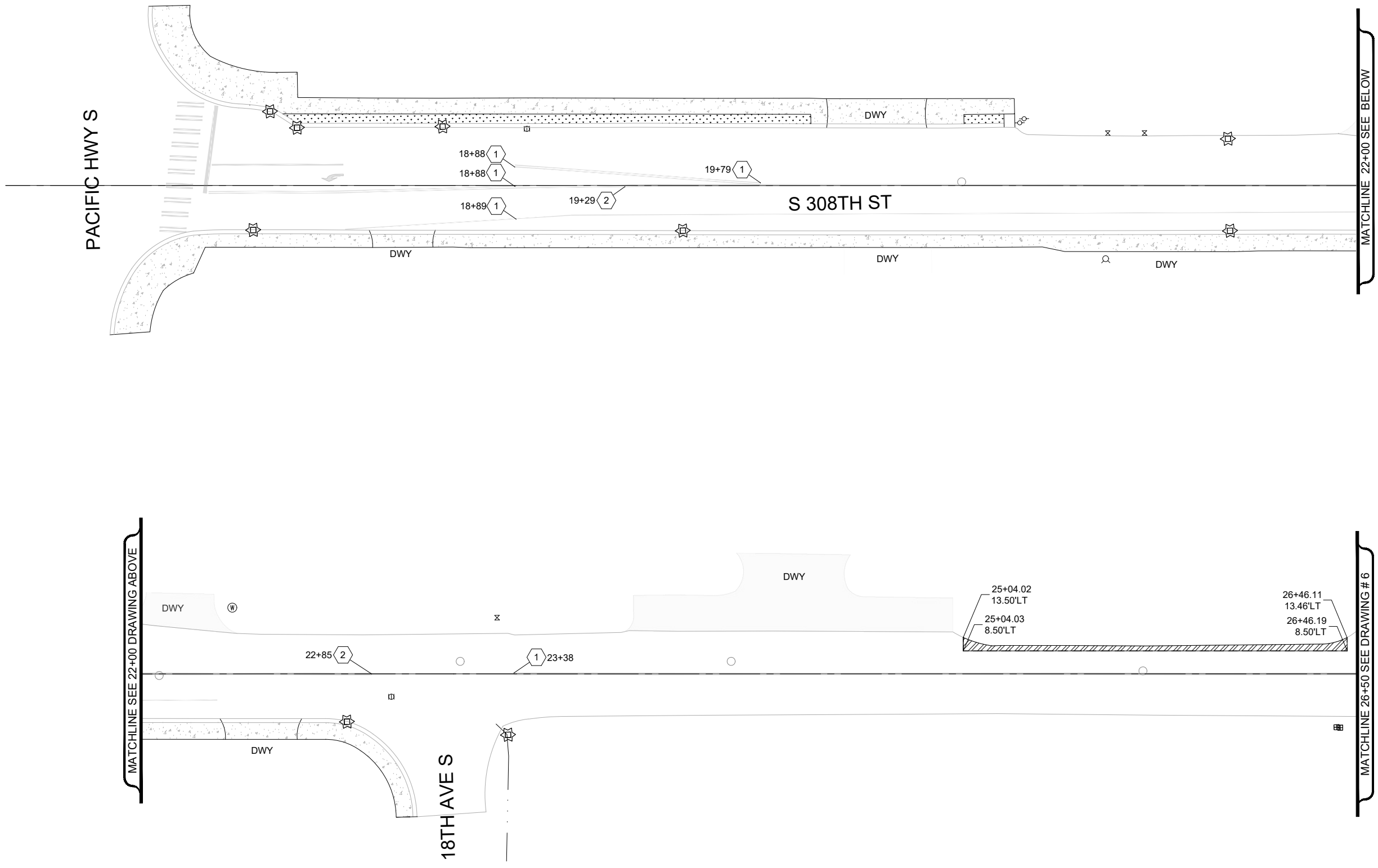


CONSTRUCTION NOTES

- 1 REMOVE PAINT LINE
- 2 REMOVE PLASTIC LINE
- 3 REMOVE PLASTIC PAVEMENT MARKING
- 4 REMOVE SPEED HUMP

SITE PREP & TESC LEGEND

- INLET PROTECTION
- PAVEMENT REMOVAL
- SAWCUT



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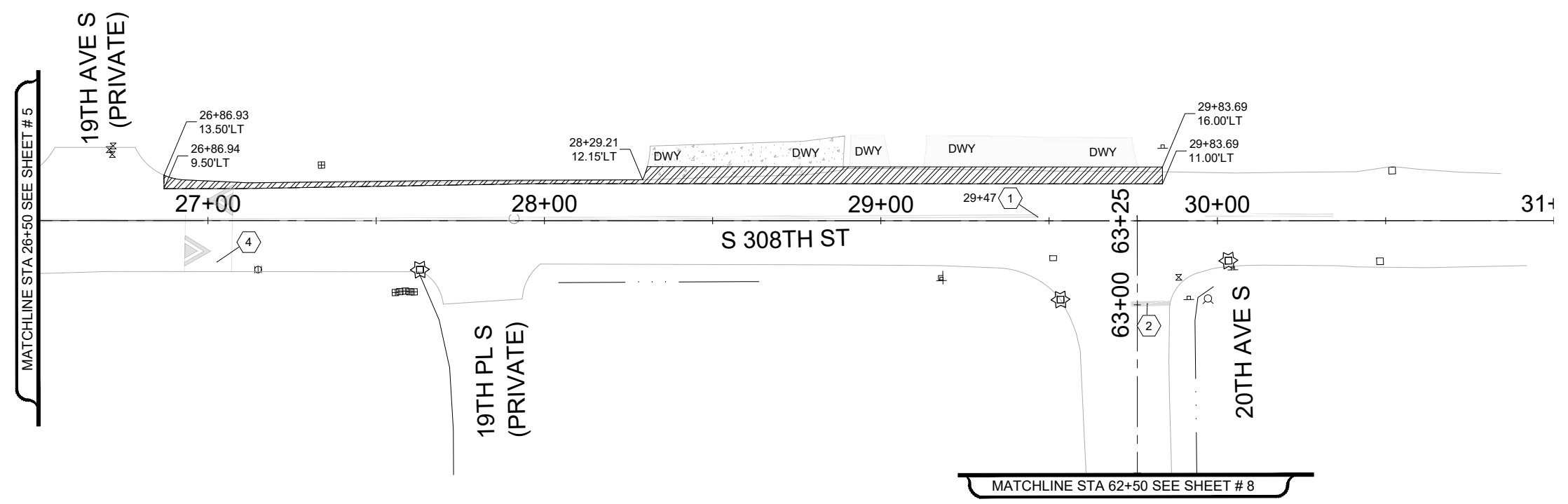
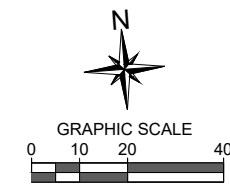
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CITY CENTER GREENWAY PROJECT

TESC AND SITE PREPARATION PLAN

STA 17+00 TO STA 26+50

CITY PROJECT #:	36244
SHT. OF	5 / 25



CONSTRUCTION NOTES

- ① REMOVE PAINT LINE
- ② REMOVE PLASTIC LINE
- ③ REMOVE PLASTIC PAVEMENT MARKING
- ④ REMOVE SPEED HUMP

SITE PREP & TESC LEGEND

- INLET PROTECTION
- PAVEMENT REMOVAL
- SAWCUT

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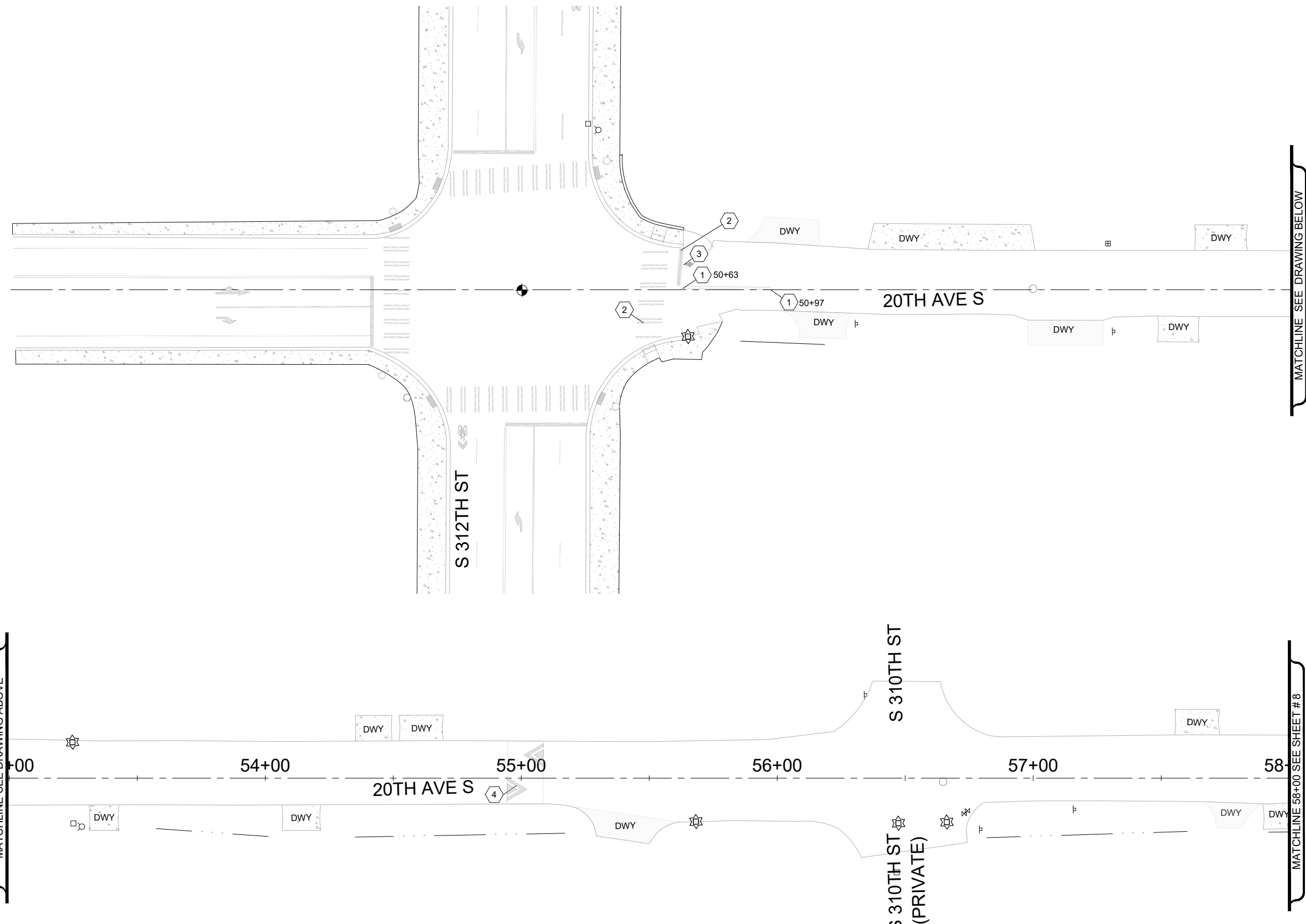
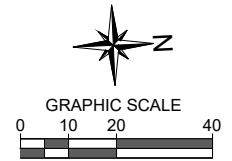
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<p>CITY CENTER GREENWAY PROJECT</p> <p>TESC AND SITE PREPARATION PLAN</p> <p>STA 26+50 TO 31+00 AND STA 62+50 TO 63+25</p>	<p>CITY PROJECT #:</p> <p>36244</p> <p>SHT. 6</p> <p>OF 25</p>
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CONSTRUCTION NOTES

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- PAVEMENT REMOVAL
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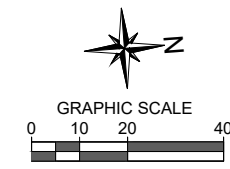
STA 48+00 TO STA 58+00

CITY PROJECT #:

36244

SHT. 7

OF 25

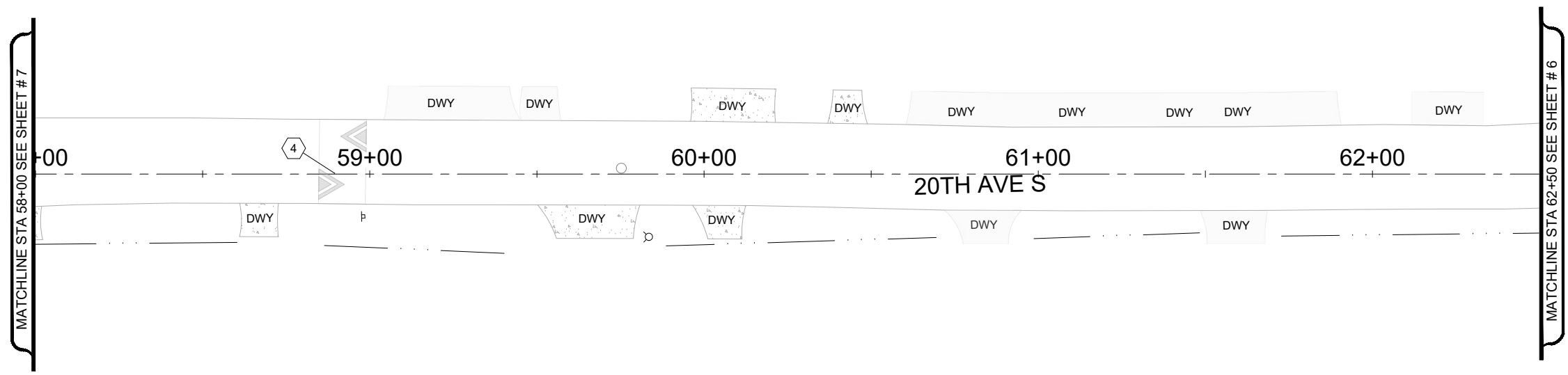


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SITE PREP & TESC LEGEND

- INLET PROTECTION
- PAVEMENT REMOVAL
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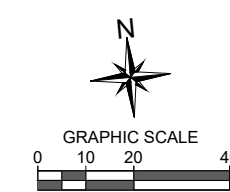
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CITY CENTER GREENWAY PROJECT

TESC AND SITE PREPARATION PLAN

STA 58+00 TO 62+50

CITY PROJECT #:	36244
SHT.	8
OF	25

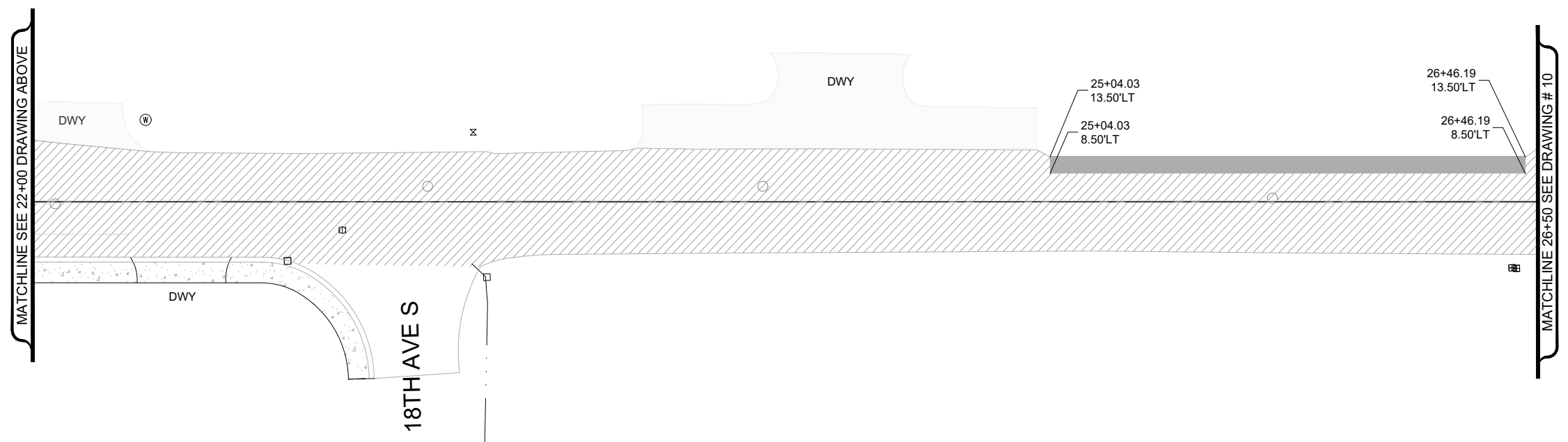
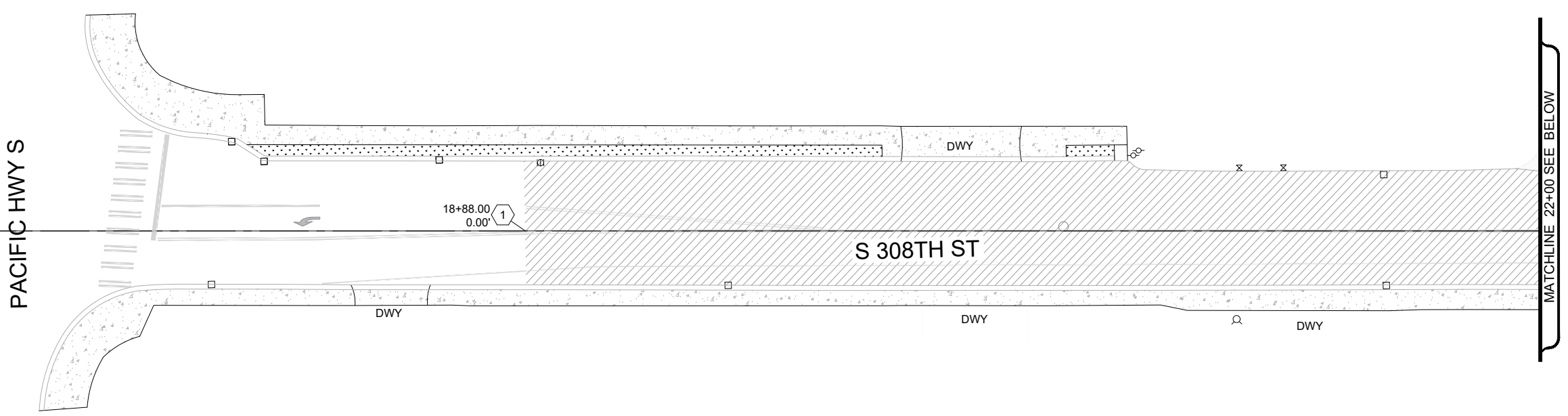


LEGEND

- ADJUST MONUMENT CASE & COVER
- SLURRY SEAL
- HMA 1/2" PG58 H-22
- ASPHALT BAR

CONSTRUCTION NOTES

- 1 SLURRY SEAL CQS - 1hP
- 2 INSTALL SPEED HUMP PER CITY OF FEDERAL WAY STANDARD DETAIL FW.A70.10-A. SLURRY SEAL TO BE APPLIED ON TOP OF THE NEW SPEED HUMP.



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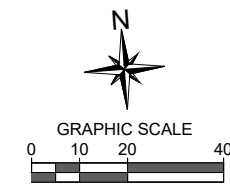
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CITY CENTER GREENWAY PROJECT

ROADWAY PLAN
STA 17+00 TO STA 26+50

CITY PROJECT #:	36244
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OF	25

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- LEGEND**
- ADJUST MONUMENT CASE & COVER
 - SLURRY SEAL
 - HMA 1/2" PG58 H-22
 - ASPHALT BAR

- CONSTRUCTION NOTES**
- 1 SLURRY SEAL CQS - 1hP
 - 2 INSTALL SPEED HUMP PER CITY OF FEDERAL WAY STANDARD DETAIL FW.A70.10-A. SLURRY SEAL TO BE APPLIED ON TOP OF THE NEW SPEED HUMP.

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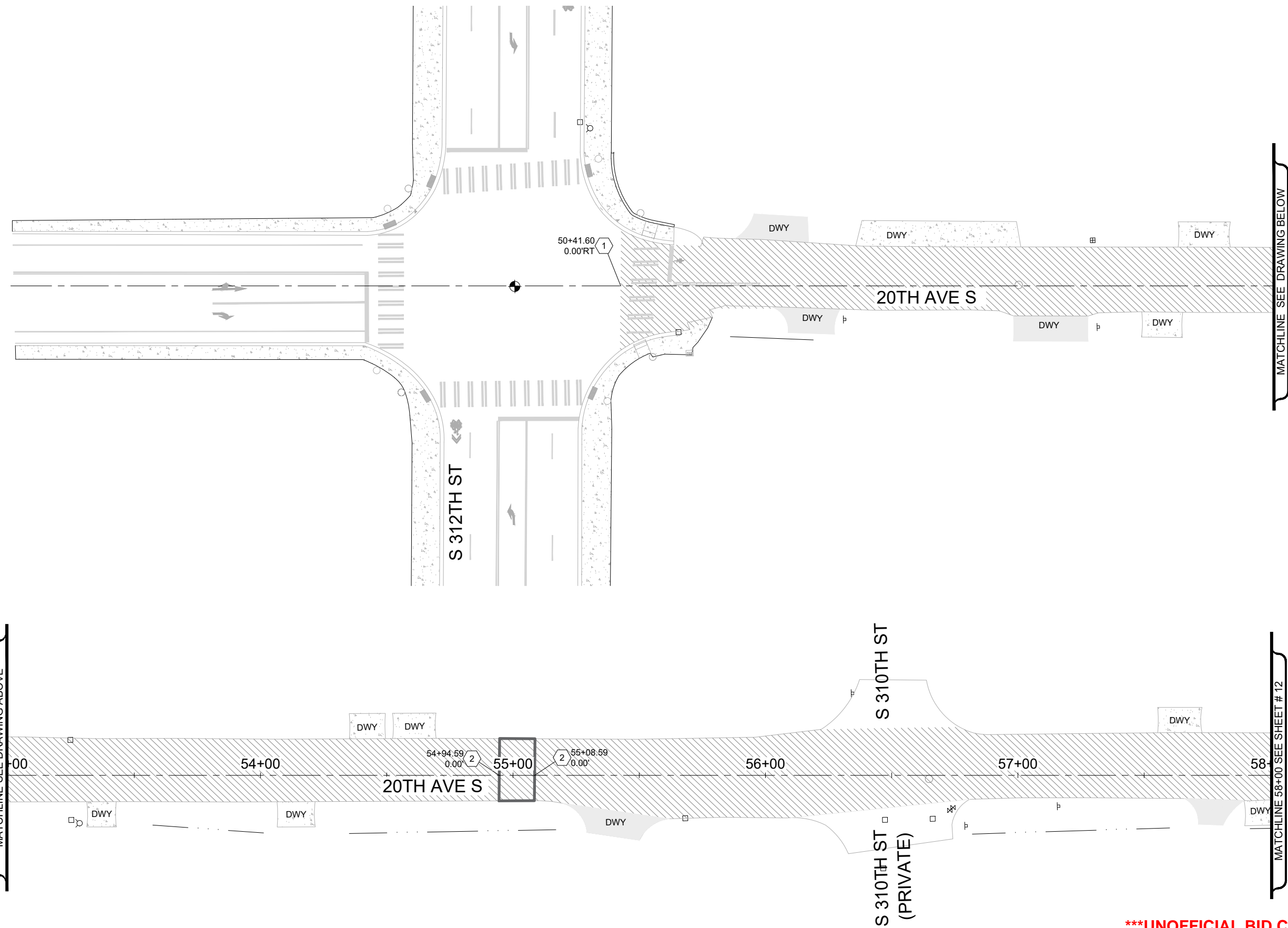
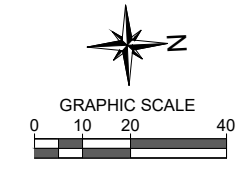
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REVIEWED: C. MULLEN
APPROVED: D. WINKLER

Christine J. Mullen
21 May 2026

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<p>CITY CENTER GREENWAY PROJECT</p> <p>ROADWAY PLAN</p> <p>STA 26+50 TO 31+00 AND STA 62+50 TO 63+25</p>	<p>CITY PROJECT #: 36244</p> <p>SHT. 10</p> <p>OF 25</p>
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- LEGEND**
- ADJUST MONUMENT CASE & COVER
 - SLURRY SEAL
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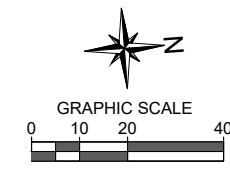
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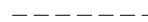
CITY CENTER GREENWAY PROJECT

ROADWAY PLAN
STA 48+00 TO STA 58+00

CITY PROJECT #:	36244
SHT. OF	11 OF 25

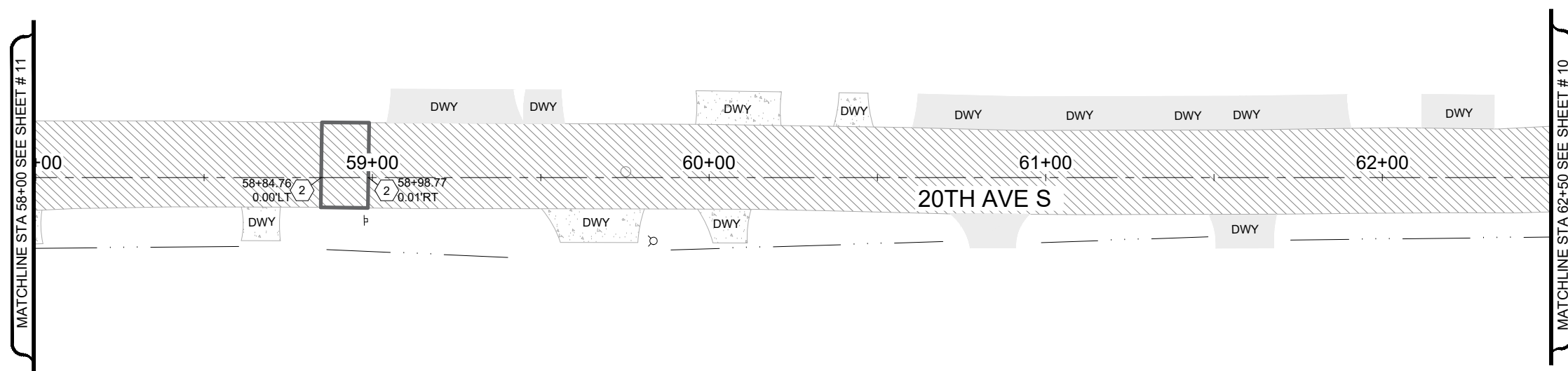


LEGEND

-  ADJUST MONUMENT CASE & COVER
-  SLURRY SEAL
-  HMA 1/2" PG58 H-22
-  ASPHALT BAR

CONSTRUCTION NOTES

- 1 SLURRY SEAL CQS - 1hp
- 2 INSTALL SPEED HUMP PER CITY OF FEDERAL WAY STANDARD DETAIL FW.A70.10-A. SLURRY SEAL TO BE APPLIED ON TOP OF THE NEW SPEED HUMP.



K:\ENGINEERING DIVISION\PROJECTS\ACTIVE\36244 - City Center Greenway\03 PEIACAD\36244 - ROADWAY PLAN.dwg 5/19/2026 5:37 PM


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Federal Way, WA 98003-6325

(253) 835-2700
www.cityoffederalway.com

BID SET



DRAFTED: A. KAZIMI
DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER



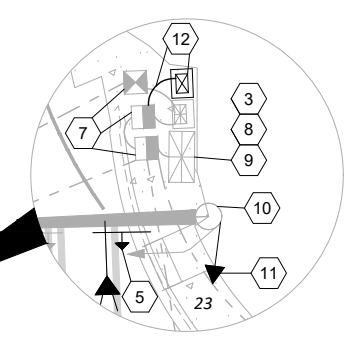
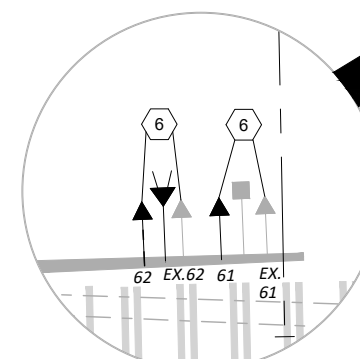
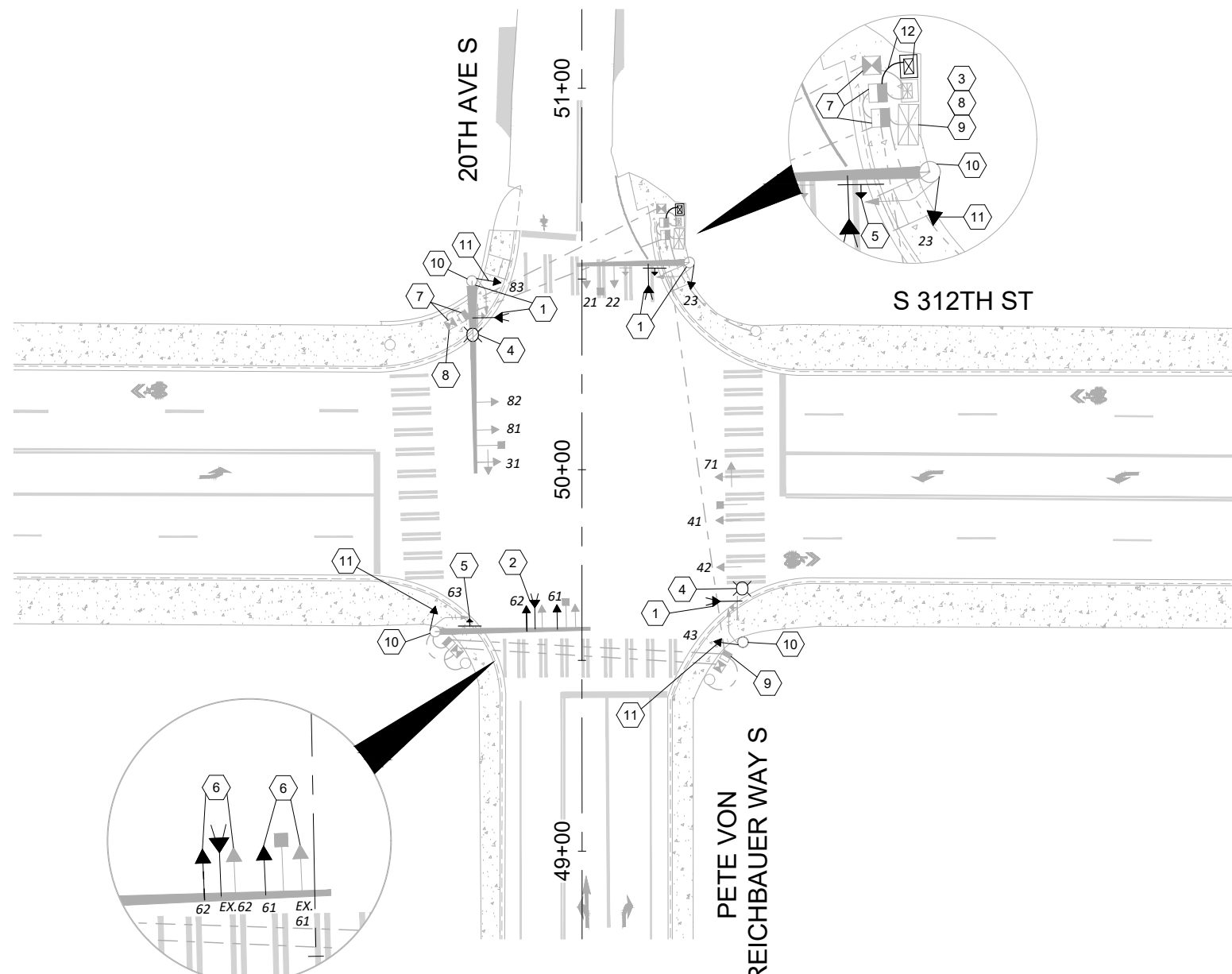
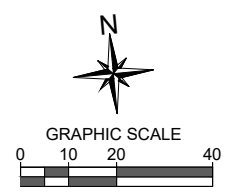
Christine J. Mullen
21 May 2026

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

**ROADWAY PLAN
STA 58+00 TO 62+50**

CITY PROJECT #:	36244
SHT. OF	12 OF 25



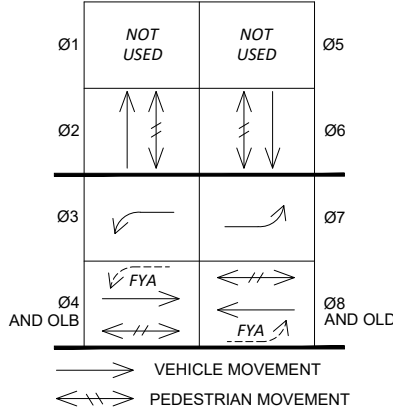
CONSTRUCTION NOTES

- 1 INSTALL CONTRACTOR-PROVIDED VIDEO DETECTION CAMERA ON EXISTING MAST ARM AS INDICATED (3 LOCATIONS). REMOVE EXISTING VIDEO DETECTION CAMERAS AND RETURN TO KING COUNTY SIGNAL SHOP. CONTRACTOR SHALL UTILIZE EXISTING CONDUCTOR (CAT-5E) FOR NEW DETECTION CAMERAS. CONTRACTOR TO NOTE THAT THERE ARE ADDITIONAL EXISTING MONITORING EQUIPMENT AND CAMERAS PRESENT THAT ARE NOT BEING USED FOR THE TRAFFIC SIGNAL SYSTEM. ALL OF THOSE CAMERAS AND ASSOCIATED EQUIPMENT SHALL BE MAINTAINED IN PLACE (LOCATED ON NORTHWEST AND NORTHEAST SIGNAL POLES).
- 2 INSTALL CONTRACTOR-PROVIDED VIDEO DETECTION CAMERA ON EXISTING MAST ARM AS INDICATED. CONTRACTOR SHALL SUPPLY AND INSTALL ALL NECESSARY CONDUCTOR SPECIFIED FOR THE VIDEO DETECTION EQUIPMENT, FROM THE SIGNAL CABINET TO THE MAST ARM IN EXISTING CONDUIT. A MINIMUM OF ONE WRAP OF CONDUCTOR IS REQUIRED IN EACH JUNCTION BOX.
- 3 PROVIDE AND INSTALL VIDEO DETECTION CONTROL UNIT IN EXISTING SIGNAL CONTROLLER CABINET. REMOVE EXISTING ITERIS DETECTION CONTROL UNIT AND GRIDSMART DETECTION CONTROL UNIT AND RETURN TO KING COUNTY SIGNAL SHOP - SEE SPECIAL PROVISIONS.
- 4 PROVIDE AND INSTALL 140-WATT LED LUMINAIRE. REMOVE EXISTING LUMINAIRE AND RETURN TO KING COUNTY SIGNAL SHOP (2 LOCATIONS). EXISTING ILLUMINATION NODES SHALL BE REMOVED AND RE-INSTALLED WITH NEW LUMINAIRE FIXTURES.
- 5 PROVIDE AND INSTALL OVERHEAD STREET NAME SIGN (2 LOCATIONS). REMOVE EXISTING STREET NAME SIGN AND RETURN TO CITY OF FEDERAL WAY INSPECTOR. SEE DETAIL BELOW.
- 6 RELOCATE VEHICLE TRAFFIC SIGNAL HEAD #61 TO EXISTING TENON (APPROXIMATELY 6 FEET WEST). PROVIDE AND INSTALL NEW VEHICLE TRAFFIC SIGNAL HEAD (#62) WITH BACK PLATE AT 8 FEET FROM NEW SIGNAL HEAD #61 LOCATION, USING TYPE N MOUNT (ASTRO-BRAC STYLE - SEE SPECIAL PROVISIONS AND STANDARD PLANS). REMOVE EXISTING VEHICLE TRAFFIC SIGNAL HEAD #62, WITH BACK PLATE AND PLUMBIZER, AND RETURN TO KING COUNTY SIGNAL SHOP.
- 7 PROVIDE AND INSTALL MMA SLIP-RESISTANT COATING ON ALL JUNCTION BOXES THAT ARE IN WALKING AREAS (5 LOCATIONS).
- 8 REMOVE LOOP CONDUCTORS BETWEEN SIGNAL CABINET AND LOOP JUNCTION BOXES. REMOVE SIGNAL CABINET EQUIPMENT FOR LOOPS. RETURN SIGNAL CABINET EQUIPMENT FOR LOOPS TO KING COUNTY SIGNAL SHOP.
- 9 REMOVE PREVIOUSLY ABANDONED CABLE AND CONDUCTOR FROM JUNCTION BOXES TO SIGNAL CONTROLLER CABINET (2 LOCATIONS).
- 10 REPAIR HOLES IN SIGNAL POLES FROM PREVIOUSLY RELOCATED PPB (4 LOCATIONS). SEE WSDOT IS-17, "TRAFFIC STANDARD HOLE REPAIR PROCEDURE" FOR DETAILS.
- 11 INSTALL SIGNAL HEAD WITH BACK PLATE ON TRAFFIC SIGNAL STANDARD UPRIGHT WITH SIGNAL FRAMEWORK / TYPE B MOUNTING. INSTALL 5C CABLE FROM SIGNAL HEAD TO TERMINAL STRIP IN SIGNAL HEAD MOUNT, THEN TO EXISTING TERMINAL CABINET, AND TERMINATE TO MATCH EXISTING PHASING (4 LOCATIONS). ON NORTHEAST CORNER, RELOCATE EXISTING MONITORING EQUIPMENT AS NECESSARY TO ALLOW FOR SIGNAL HEAD MOUNTING. SEE STANDARD PLANS AND SPECIAL PROVISIONS FOR DETAILS.
- 12 INSTALL BATTERY BACKUP FOUNDATION AND CABINET IN APPROXIMATE LOCATION SHOWN (DOOR FACING WEST). SAWCUT AND REMOVE EXISTING CONCRETE AS NEEDED TO ACCOMMODATE THIS WORK. INSTALL 2-INCH SCH 40 PVC CONDUIT TO NORTH TYPE 8 JUNCTION BOX. RUN 2-#8 AND GROUND FROM SERVICE CABINET TO SIGNAL CABINET (DO NOT LAND), TO BATTERY BACK UP CABINET (LAND CONDUCTORS), AND BACK TO SIGNAL CABINET (LAND CONDUCTORS). THERE IS EXISTING 2-INCH CONDUIT THAT RUNS FROM THE SERVICE CABINET TO THE NORTH TYPE 8 JUNCTION BOX, TO THE SOUTH TYPE 8 JUNCTION BOX, AND TO THE SIGNAL CABINET. SEE SPECIAL PROVISIONS AND STANDARD DETAILS FW.J12.30 AND FW.J12.31. THE CONCRETE PAD DIMENSIONS FOR THE BBU FOUNDATION MAY BE MODIFIED TO FIT FIELD CONDITIONS. MATCH EXISTING ELEVATIONS AND GRADES.

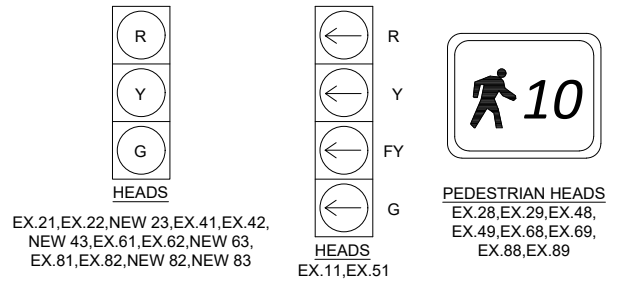
S 312 St

OVERHEAD STREET NAME SIGN DETAIL
(SEE STANDARD DETAIL FW.G10.40 FOR MORE DETAILS)

EX. SIGNAL PHASING



SIGNAL HEAD DISPLAYS



LEGEND

- UNDERGROUND CONDUIT
- EXISTING UNDERGROUND CONDUIT
- CONSTRUCTION NOTE
- ◀ VEHICLE SIGNAL HEAD
- ▶ VIDEO DETECTOR
- ☒ BATTERY BACKUP CABINET
- ☒ EXISTING TYPE 1 JUNCTION BOX
- ☒ EXISTING TYPE 8 JUNCTION BOX
- ◀ EXISTING VEHICLE SIGNAL HEAD
- ◀ EXISTING PEDESTRIAN SIGNAL HEAD
- ☒ EXISTING PRE-EMPT DETECTOR
- ☒ EXISTING CONTROLLER
- ☒ EX. SIGNAL STANDARD WITH MAST ARM, LUMINAIRE ARM, AND LUMINAIRE
- ☒ EX. SIGNAL STANDARD WITH MAST ARM
- ▲ OVERHEAD SIGN
- ▲ EXISTING OVERHEAD SIGN
- ☒ EXISTING SERVICE CABINET

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Know what's below.
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DRAFTED: A. KAZIMI
DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER

21 May 2026

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NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

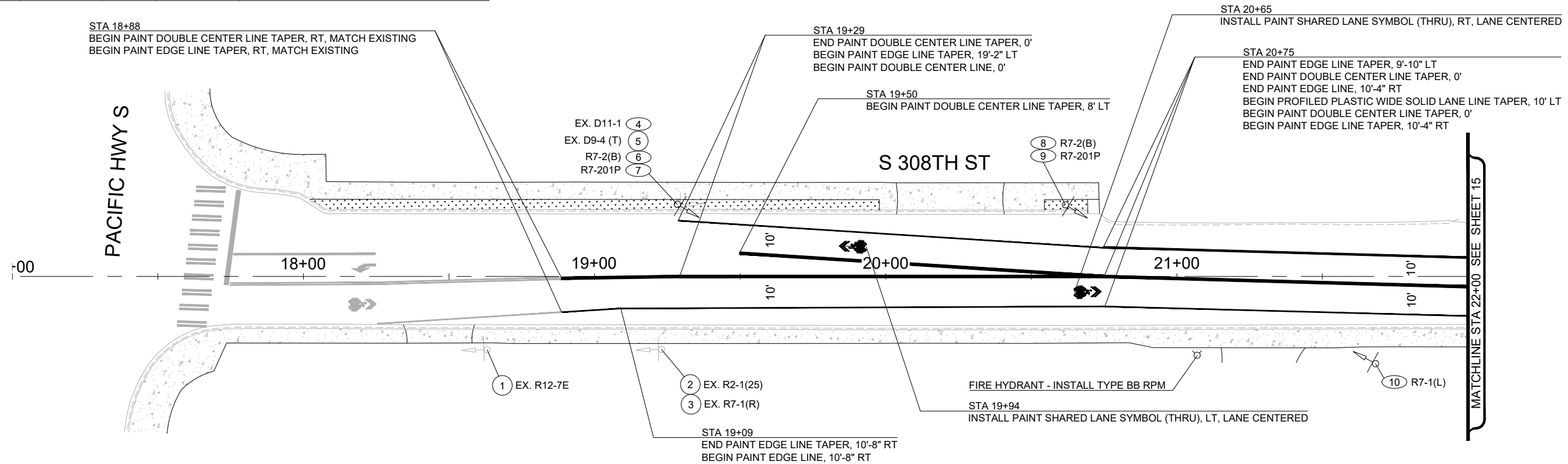
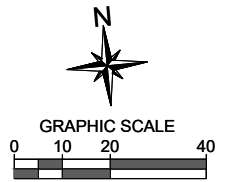
TRAFFIC SIGNAL SYSTEM MODIFICATIONS

20TH AVENUE S AND S 312TH STREET

CITY PROJECT #:
36244

SHT. **13**
OF **25**

PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	APPROX. OFFSET	CODE	COMMENTS
1	EXISTING	EXISTING	EX. R12-7E	MAINTAIN (NO TRUCKS)
2	EXISTING	EXISTING	EX. R2-1(25)	MAINTAIN (SPEED LIMIT 25)
3	EXISTING	EXISTING	EX. R7-1(R)	MAINTAIN ("NO PARKING ANY TIME", RIGHT)
4	EXISTING	EXISTING	EX. D11-1	MAINTAIN (BIKE ROUTE) REPLACE POST FOR PROPER MOUNTING HEIGHT MOUNT SIGNS #4-7 ON NEW STEEL POST
5	EXISTING	EXISTING	EX. D9-4(T)	MAINTAIN (THROUGH ARROW)
6	EXISTING	EXISTING	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
7	EXISTING	EXISTING	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
8	20+62	24.5' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
9	20+62	24.5' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
10	21+67	30' RT	R7-1(L)	NEW "NO PARKING ANY TIME", LEFT, 12" X 18"



NOTES:

- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
- SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMS FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
- TYPE BB RPMS ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
- EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
- ALL PERMANENT CROSSWALK LINE, STOP LINE, AND SPEED HUMP MARKINGS SHALL BE TYPE A MATERIAL. WIDE PROFILED SOLID LANE LINE SHALL BE TYPE D MATERIAL.
- FOR SHARED LANE SYMBOLS, SEE DETAIL, SHEET 20.
- ALL PARKING SIGNS SHALL BE MOUNTED AT A 30 TO 45 DEGREE ANGLE FROM THE ROADWAY. THIS MAY REQUIRE ADDITIONAL MOUNTING BRACKETS THAT SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
- SIGN STATIONS AND OFFSETS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL SIGNS TO AVOID OBSTRUCTING SIGHT DISTANCE, DRIVEWAYS, AND USPS ACCESS; AVOID DAMAGE TO TREE ROOTS AND HARDSCAPE; AND MAINTAIN SIGN VISIBILITY. COORDINATE WITH THE ENGINEER FOR PROPOSED CHANGES FROM PLAN, PRIOR TO INSTALLATION.

LEGEND

	WIDE LANE LINE		TRAFFIC SIGN AND POST
	EXISTING WIDE LANE LINE		EXISTING SIGN AND POST
	EDGE LINE		NEW SIGN INSTALLATION NOTE
	EXISTING EDGE LINE		EXISTING SIGN AND POST TO BE MAINTAINED
	CENTER LINE		EXISTING TURN ARROW
	EXISTING CENTER LINE		EXISTING CROSSWALK LINE
	EXISTING STOP LINE		
	SHARED LANE SYMBOL (THRU)		
	EXISTING SHARED LANE SYMBOL (THRU)		

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www.cityoffederalway.com

BID SET



DRAFTED: A. KAZIMI
DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER



DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

CHANNELIZATION AND SIGNING PLAN

STA 17+00 TO STA 22+00

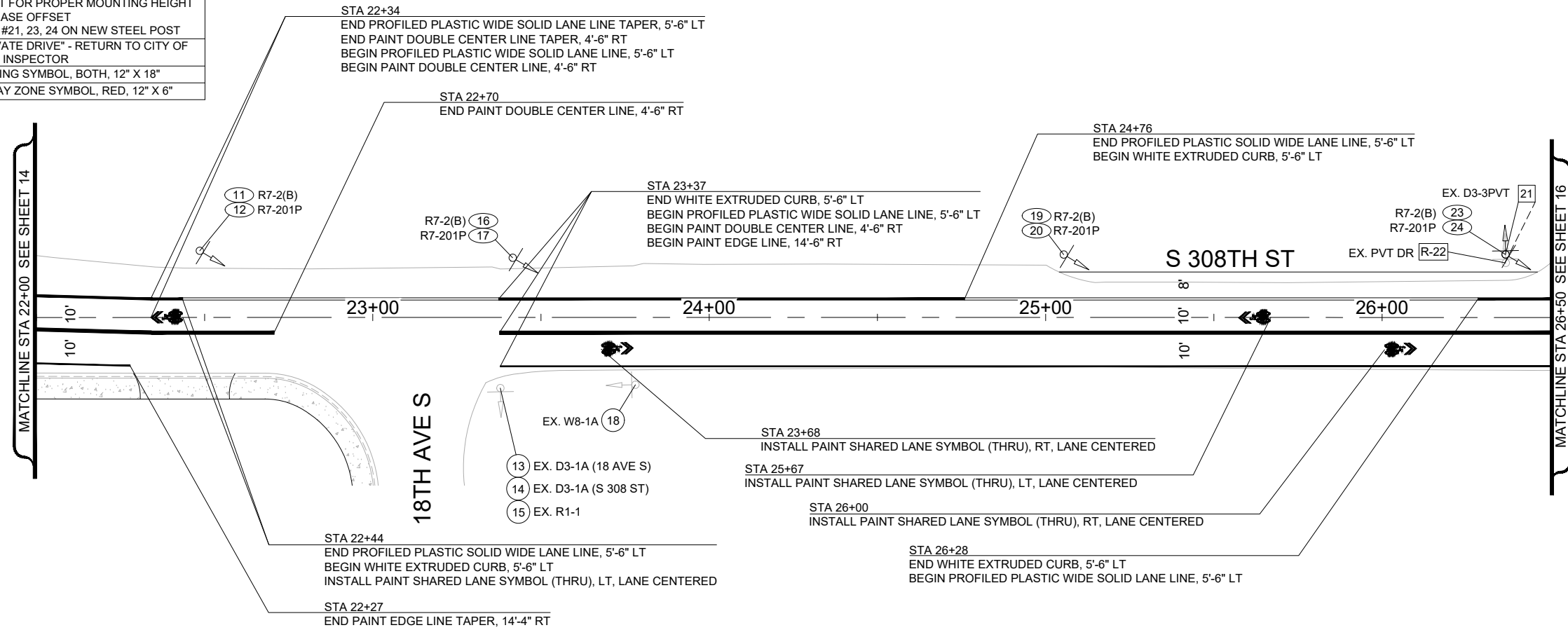
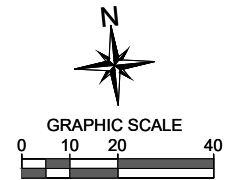
CITY PROJECT #:

36244

SHT. 14

OF 25

PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	OFFSET	CODE	COMMENTS
11	22+49	20' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
12	22+49	20' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
13	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, 18 AVE S)
14	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, S 308 ST)
15	EXISTING	EXISTING	EX. R1-1	MAINTAIN (STOP)
16	23+41	18' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
17	23+41	18' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
18	EXISTING	EXISTING	EX. W8-1A	MAINTAIN (BUMPS AHEAD)
19	25+05	19' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
20	25+05	19' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
21	26+37	19' LT	EX. D3-3PVT	RELOCATE (PVT STREET NAME, 19 AVE S) REPLACE POST FOR PROPER MOUNTING HEIGHT AND TO INCREASE OFFSET MOUNT SIGNS #21, 23, 24 ON NEW STEEL POST
R-22	EXISTING	EXISTING	EX. PVT DR	REMOVE "PRIVATE DRIVE" - RETURN TO CITY OF FEDERAL WAY INSPECTOR
23	26+37	19' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
24	26+37	19' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"



NOTES:

- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
- SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMs FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
- TYPE BB RPMs ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
- EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
- ALL PERMANENT CROSSWALK LINE, STOP LINE, AND SPEED HUMP MARKINGS SHALL BE TYPE A MATERIAL. WIDE PROFILED SOLID LANE LINE SHALL BE TYPE D MATERIAL.
- FOR SHARED LANE SYMBOLS, SEE DETAIL, SHEET 20.
- ALL PARKING SIGNS SHALL BE MOUNTED AT A 30 TO 45 DEGREE ANGLE FROM THE ROADWAY. THIS MAY REQUIRE ADDITIONAL MOUNTING BRACKETS THAT SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
- SIGN STATIONS AND OFFSETS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL SIGNS TO AVOID OBSTRUCTING SIGHT DISTANCE, DRIVEWAYS, AND USPS ACCESS; AVOID DAMAGE TO TREE ROOTS AND HARDSCAPE; AND MAINTAIN SIGN VISIBILITY. COORDINATE WITH THE ENGINEER FOR PROPOSED CHANGES FROM PLAN, PRIOR TO INSTALLATION.

LEGEND

	WIDE LANE LINE		TRAFFIC SIGN AND POST
	EDGE LINE		EXISTING SIGN AND POST
	CENTER LINE		NEW SIGN INSTALLATION NOTE
	SHARED LANE SYMBOL (THRU)		SIGN REMOVAL NOTE
	EXTRUDED CURB		EXISTING LOCATION SIGN RELOCATION NOTE
			NEW LOCATION
			EXISTING SIGN AND POST

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DRAFTED: A. KAZIMI
 DESIGNED: B. MESSMER
 REVIEWED: C. MULLEN
 APPROVED: D. WINKLER

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CITY CENTER GREENWAY PROJECT

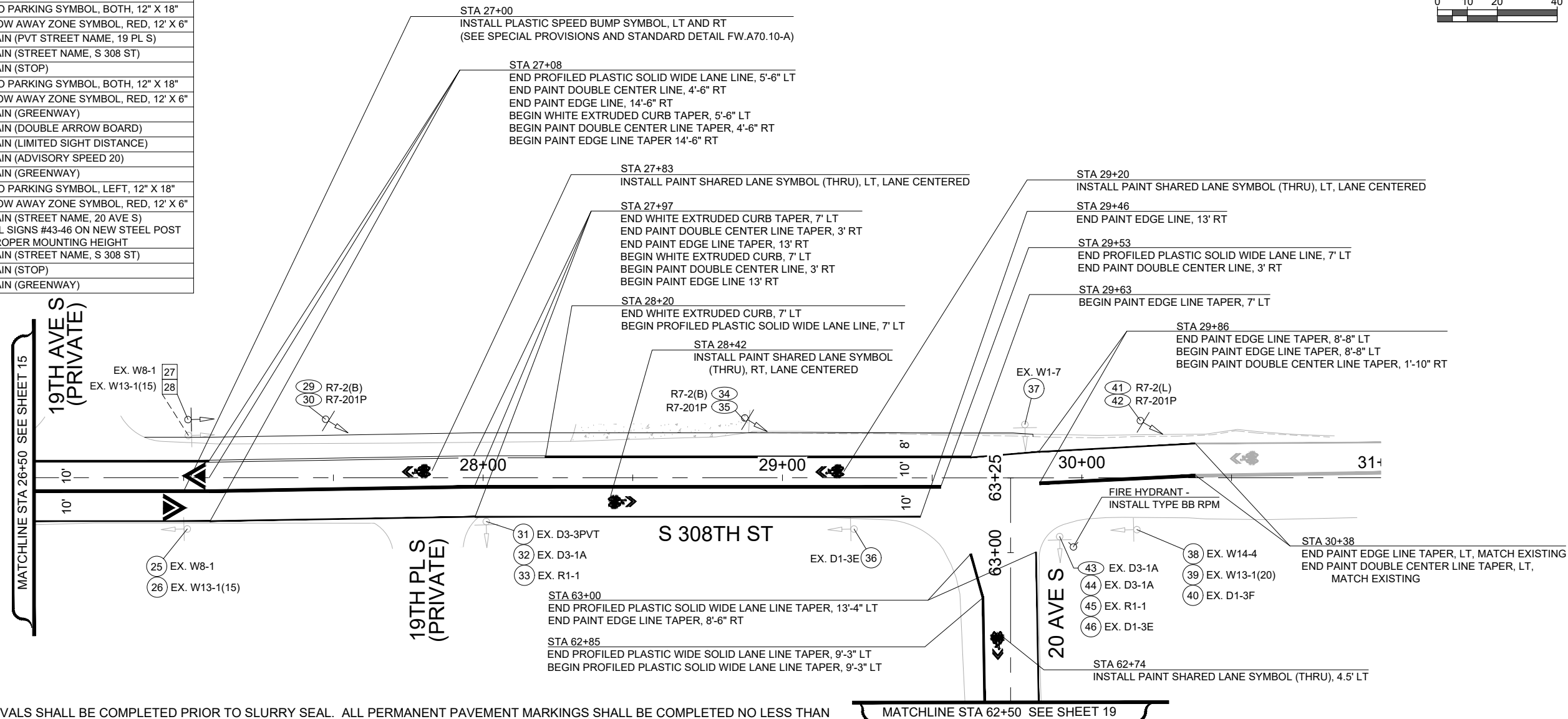
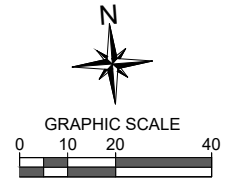
CHANNELIZATION AND SIGNING PLAN

STA 22+00 TO STA 26+50

CITY PROJECT #: 36244
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 OF 25

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PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	APPROX. OFFSET	CODE	COMMENTS
25	EXISTING	EXISTING	EX. W8-1	MAINTAIN (BUMP)
26	EXISTING	EXISTING	EX. W13-1(15)	MAINTAIN (ADVISORY SPEED 15)
27	EXISTING	19' LT	EX. W8-1	RELOCATE (BUMP) TO INCREASE OFFSET
28	EXISTING	19' LT	EX. W13-1(15)	RELOCATE (ADVISORY SPEED 15)
29	27+47	19.5' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
30	27+47	19.5' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12' X 6"
31	EXISTING	EXISTING	EX. D3-3PVT	MAINTAIN (PVT STREET NAME, 19 PL S)
32	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, S 308 ST)
33	EXISTING	EXISTING	EX. R1-1	MAINTAIN (STOP)
34	28+87	20' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
35	28+87	20' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12' X 6"
36	EXISTING	EXISTING	EX. D1-3E	MAINTAIN (GREENWAY)
37	EXISTING	EXISTING	EX. W1-7	MAINTAIN (DOUBLE ARROW BOARD)
38	EXISTING	EXISTING	EX. W14-4	MAINTAIN (LIMITED SIGHT DISTANCE)
39	EXISTING	EXISTING	EX. W13-1(20)	MAINTAIN (ADVISORY SPEED 20)
40	EXISTING	EXISTING	EX. D1-3F	MAINTAIN (GREENWAY)
41	30+20	19' LT	R7-2(L)	NEW NO PARKING SYMBOL, LEFT, 12" X 18"
42	30+20	19' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12' X 6"
43	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, 20 AVE S) INSTALL SIGNS #43-46 ON NEW STEEL POST FOR PROPER MOUNTING HEIGHT
44	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, S 308 ST)
45	EXISTING	EXISTING	EX. R-1	MAINTAIN (STOP)
46	EXISTING	EXISTING	EX. D1-3E	MAINTAIN (GREENWAY)



- NOTES:**
- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
 - SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMs FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
 - TYPE BB RPMS ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
 - EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
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LEGEND	
	WIDE LANE LINE
	EDGE LINE
	EXISTING EDGE LINE
	CENTER LINE
	EXISTING CENTER LINE
	SPEED HUMP SYMBOL
	EXTRUDED CURB
	TRAFFIC SIGN AND POST
	EXISTING SIGN AND POST
	NEW SIGN INSTALLATION NOTE
	EXISTING LOCATION SIGN RELOCATION NOTE
	NEW LOCATION
	EXISTING SIGN AND POST TO BE MAINTAINED
	SHARED LANE SYMBOL (THRU)
	EXISTING SHARED LANE

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 DESIGNED: B. MESSMER
 REVIEWED: C. MULLEN
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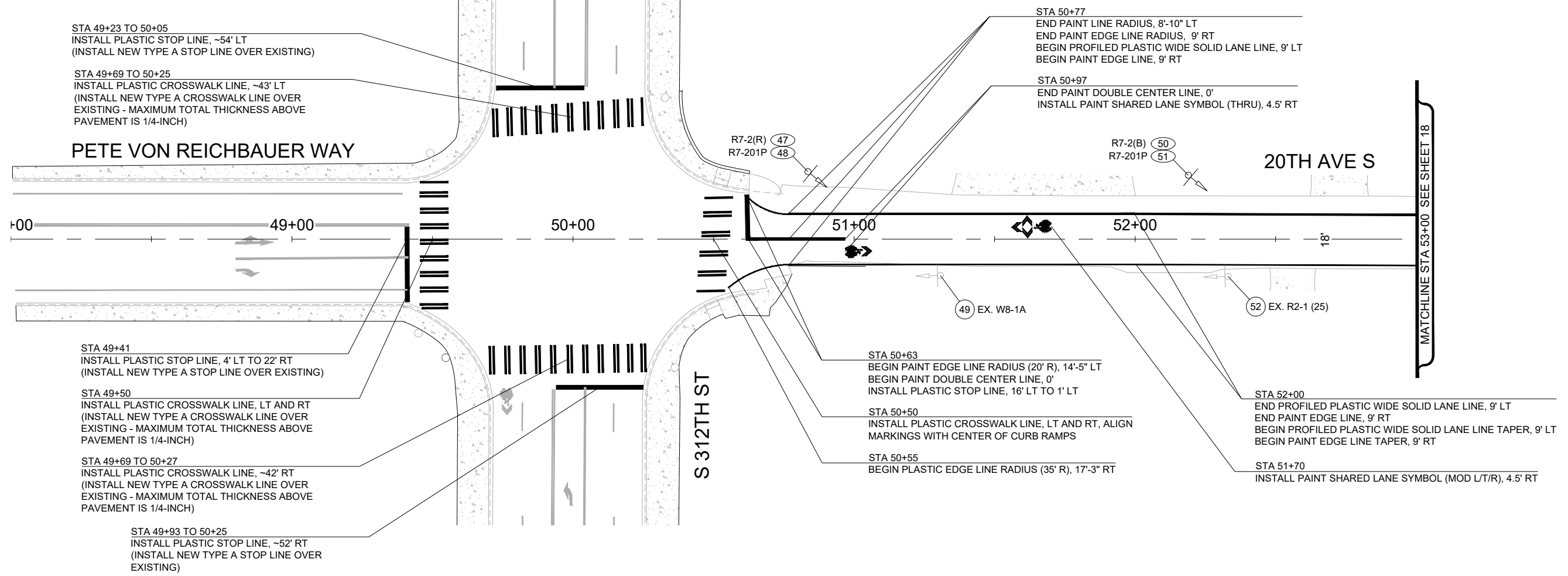
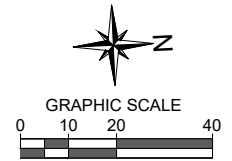
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CITY CENTER GREENWAY PROJECT
CHANNELIZATION AND SIGNING PLAN
 STA 26+50 TO 31+00 AND STA 62+50 TO 63+25

CITY PROJECT #:
36244
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 OF **25**

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PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	APPROX. OFFSET	CODE	COMMENTS
47	50+83	24' LT	R7-2(R)	NEW NO PARKING SYMBOL, RIGHT, 12" X 18"
48	50+83	24' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
49	EXISTING	EXISTING	EX. W8-1A	MAINTAIN (BUMPS AHEAD)
50	52+18	23' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
51	52+18	23' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
52	EXISTING	EXISTING	EX. R2-1(25)	MAINTAIN (SPEED LIMIT 25)



NOTES:

- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
- SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMs FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
- TYPE BB RPMs ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
- EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
- ALL PERMANENT CROSSWALK LINE, STOP LINE, AND SPEED HUMP MARKINGS SHALL BE TYPE A MATERIAL. WIDE PROFILED SOLID LANE LINE SHALL BE TYPE D MATERIAL.
- FOR SHARED LANE SYMBOLS, SEE DETAIL, SHEET 20.
- ALL PARKING SIGNS SHALL BE MOUNTED AT A 30 TO 45 DEGREE ANGLE FROM THE ROADWAY. THIS MAY REQUIRE ADDITIONAL MOUNTING BRACKETS THAT SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
- SIGN STATIONS AND OFFSETS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL SIGNS TO AVOID OBSTRUCTING SIGHT DISTANCE, DRIVEWAYS, AND USPS ACCESS; AVOID DAMAGE TO TREE ROOTS AND HARDSCAPE; AND MAINTAIN SIGN VISIBILITY. COORDINATE WITH THE ENGINEER FOR PROPOSED CHANGES FROM PLAN, PRIOR TO INSTALLATION.

LEGEND

	WIDE LANE LINE		TRAFFIC SIGN AND POST
	EXISTING WIDE LANE LINE		EXISTING SIGN AND POST
	EDGE LINE		NEW SIGN INSTALLATION NOTE
	EXISTING CENTER LINE		EXISTING SIGN AND POST TO BE MAINTAINED
	STOP LINE		EXISTING TURN ARROW
	EXISTING STOP LINE		CROSSWALK LINE
	SHARED LANE SYMBOL (THRU)		EXISTING CROSSWALK LINE
	EXISTING SHARED LANE SYMBOL (THRU)		
	SHARED LANE SYMBOL (MOD L/T/R)		

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BID SET

DRAFTED: A. KAZIMI
DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

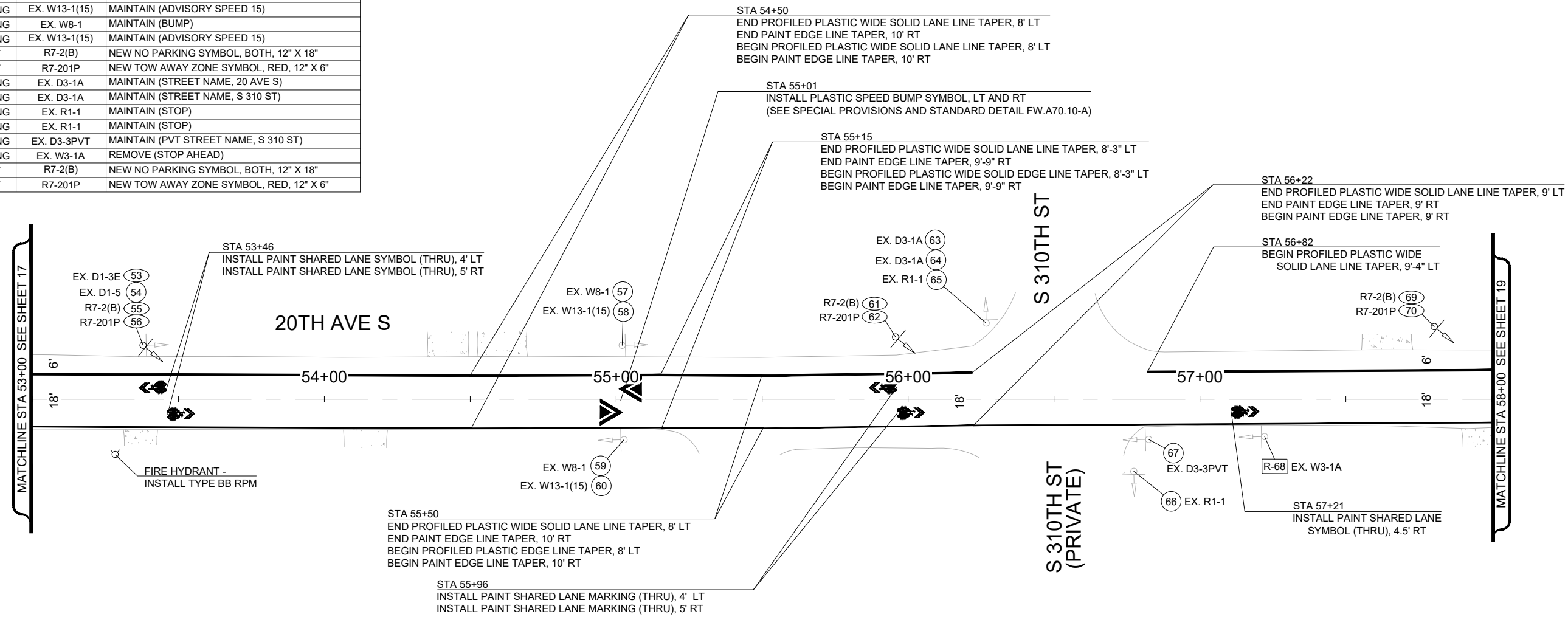
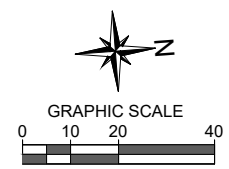
CITY CENTER GREENWAY PROJECT

CHANNELIZATION AND SIGNING PLAN

STA 48+00 TO STA 53+00

CITY PROJECT #:	36244
SHT. OF	17 OF 25

PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	APPROX. OFFSET	CODE	COMMENTS
53	EXISTING	EXISTING	EX. D1-3E	MAINTAIN (GREENWAY) REPLACE POST FOR PROPER MOUNTING HEIGHT INSTALL SIGNS #53-56 ON NEW STEEL POST
54	EXISTING	EXISTING	EX. D1-5	MAINTAIN (STEEL LAKE PARK, LEFT)
55	EXISTING	EXISTING	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12' X 18"
56	EXISTING	EXISTING	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
57	EXISTING	EXISTING	EX. W8-1	MAINTAIN (BUMP)
58	EXISTING	EXISTING	EX. W13-1(15)	MAINTAIN (ADVISORY SPEED 15)
59	EXISTING	EXISTING	EX. W8-1	MAINTAIN (BUMP)
60	EXISTING	EXISTING	EX. W13-1(15)	MAINTAIN (ADVISORY SPEED 15)
61	55+96	21' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
62	55+96	21' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
63	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, 20 AVE S)
64	EXISTING	EXISTING	EX. D3-1A	MAINTAIN (STREET NAME, S 310 ST)
65	EXISTING	EXISTING	EX. R1-1	MAINTAIN (STOP)
66	EXISTING	EXISTING	EX. R1-1	MAINTAIN (STOP)
67	EXISTING	EXISTING	EX. D3-3PVT	MAINTAIN (PVT STREET NAME, S 310 ST)
R-68	EXISTING	EXISTING	EX. W3-1A	REMOVE (STOP AHEAD)
69	57+80	25' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
70	57+80	25' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"



- NOTES:**
- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
 - SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMs FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
 - TYPE BB RPMS ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
 - EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
 - ALL PERMANENT CROSSWALK LINE, STOP LINE, AND SPEED HUMP MARKINGS SHALL BE TYPE A MATERIAL. WIDE PROFILED SOLID LANE LINE SHALL BE TYPE D MATERIAL.
 - FOR SHARED LANE SYMBOLS, SEE DETAIL, SHEET 20.
 - ALL PARKING SIGNS SHALL BE MOUNTED AT A 30 TO 45 DEGREE ANGLE FROM THE ROADWAY. THIS MAY REQUIRE ADDITIONAL MOUNTING BRACKETS THAT SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
 - SIGN STATIONS AND OFFSETS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL SIGNS TO AVOID OBSTRUCTING SIGHT DISTANCE, DRIVEWAYS, AND USPS ACCESS; AVOID DAMAGE TO TREE ROOTS AND HARDSCAPE; AND MAINTAIN SIGN VISIBILITY. COORDINATE WITH THE ENGINEER FOR PROPOSED CHANGES FROM PLAN, PRIOR TO INSTALLATION.

LEGEND			
	WIDE LANE LINE		TRAFFIC SIGN AND POST
	EDGE LINE		EXISTING SIGN AND POST
	SPEED HUMP SYMBOL		NEW SIGN INSTALLATION NOTE
	SHARED LANE SYMBOL (THRU)		SIGN REMOVAL NOTE
			EXISTING SIGN AND POST TO BE MAINTAINED

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DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER

21 May 2026

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

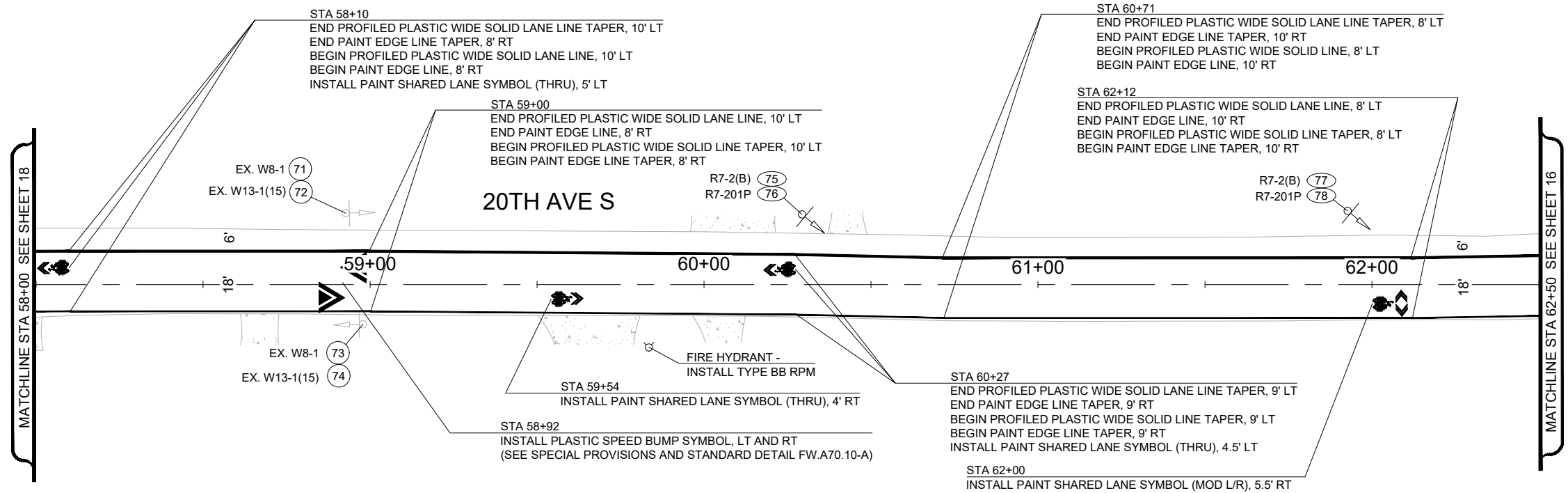
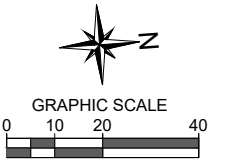
CHANNELIZATION AND SIGNING PLAN

STA 53+00 TO 58+00

CITY PROJECT #:	36244
SHT. OF	18 OF 25

K:\ENGINEERING DIVISION\PROJECTS\ACTIVE\36244 - City Center Greenway\03 PE\ACAD\36244 - P-BASE - CHAN.dwg 5/19/2026 3:38 PM

PERMANENT SIGNING CHART				
SIGN NOTE #	APPROX. STATION	APPROX. OFFSET	CODE	COMMENTS
71	EXISTING	EXISTING	EX. W8-1	MAINTAIN (BUMP)
72	EXISTING	EXISTING	EX. W13-1(15)	MAINTAIN (ADVISORY SPEED 15)
73	EXISTING	EXISTING	EX. W8-1	MAINTAIN (BUMP)
74	EXISTING	EXISTING	EX. W13-1(15)	MAINTAIN (ADVISORY SPEED 15)
75	60+29	21' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
76	60+29	21' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"
77	61+92	22' LT	R7-2(B)	NEW NO PARKING SYMBOL, BOTH, 12" X 18"
78	61+92	22' LT	R7-201P	NEW TOW AWAY ZONE SYMBOL, RED, 12" X 6"



NOTES:

- ALL PAVEMENT MARKINGS AND RPM REMOVALS SHALL BE COMPLETED PRIOR TO SLURRY SEAL. ALL PERMANENT PAVEMENT MARKINGS SHALL BE COMPLETED NO LESS THAN 21 DAYS AFTER SLURRY SEAL IS APPLIED. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AFTER EXISTING MARKINGS ARE REMOVED AND AFTER SLURRY SEAL - SEE DETAIL, SHEET 20.
- SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS FOR PAVEMENT MARKINGS. OMIT RPMS FOR WIDE SOLID LANE LINE AND EXTRUDED CURB.
- TYPE BB RPMS ARE REQUIRED FOR HYDRANT LOCATIONS - SEE STANDARD DETAIL FW.M20.42.
- EXTRUDED CURB SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN F-10.42, TYPE 4 - WITHOUT REBAR PINNING.
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- FOR SHARED LANE SYMBOLS, SEE DETAIL, SHEET 20.
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LEGEND

	WIDE LANE LINE		TRAFFIC SIGN AND POST
	EDGE LINE		EXISTING SIGN AND POST
	SPEED HUMP SYMBOL		NEW SIGN INSTALLATION NOTE
	SHARED LANE SYMBOL (THRU)		EXISTING SIGN AND POST TO BE MAINTAINED
	SHARED LANE SYMBOL (MOD L/R)		

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REVIEWED: C. MULLEN
APPROVED: D. WINKLER

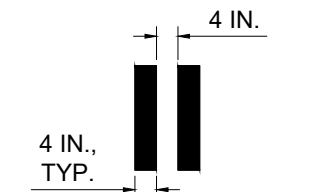
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NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT
CHANNELIZATION AND SIGNING PLAN
STA 58+00 TO 62+50

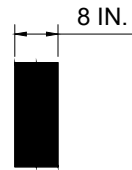
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36244
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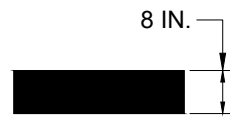
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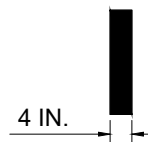
DETAIL 1
(YELLOW TAPE - CENTER LINE)



DETAIL 2
(WHITE TAPE - WIDE LANE LINE)



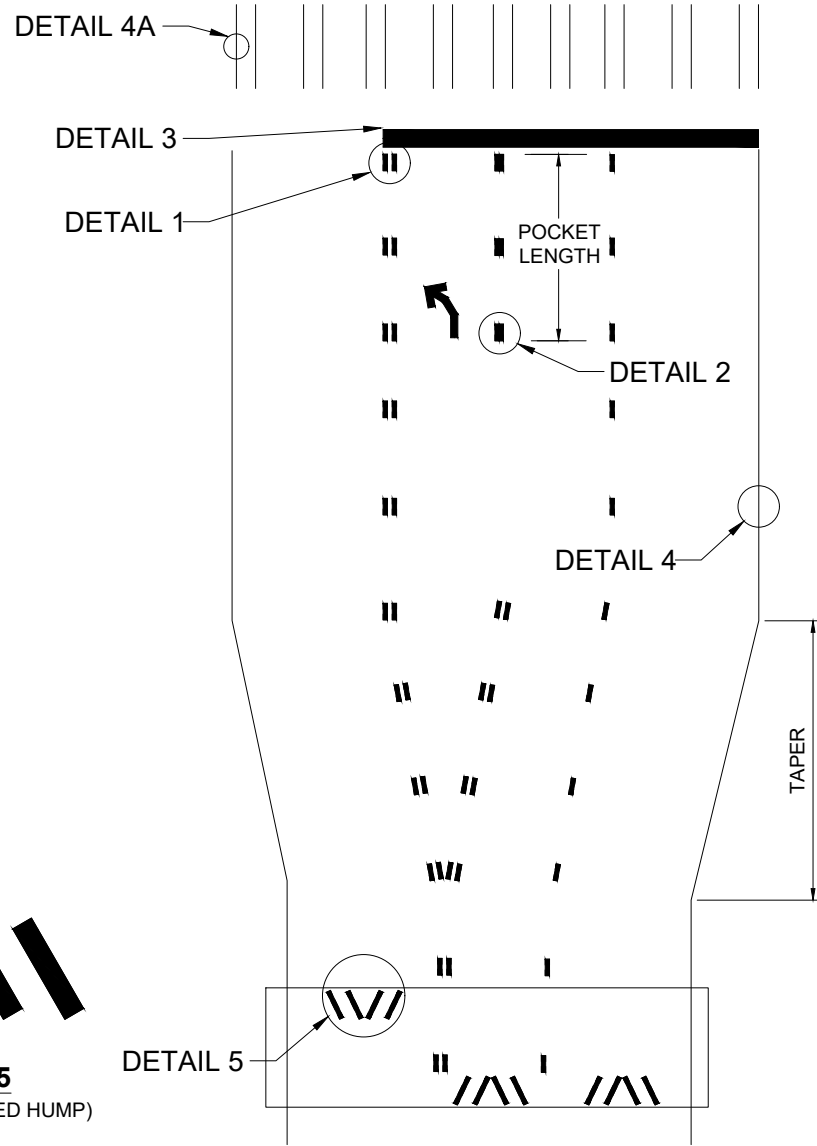
DETAIL 3
(WHITE TAPE - STOP LINE)



DETAIL 4 AND 4A
(WHITE TAPE - EDGE LINE OR CROSSWALK LINE)



DETAIL 5
(WHITE TAPE - SPEED HUMP)

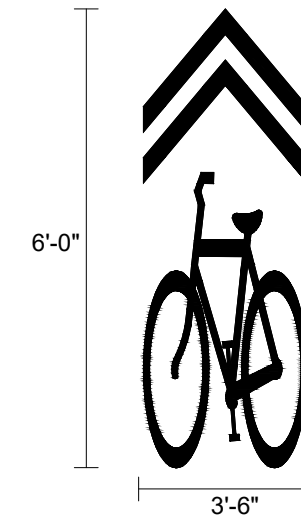


NOTES:

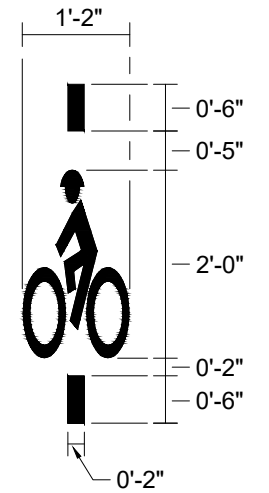
- 1) TEMPORARY MARKINGS SHALL BE PLACED TO MATCH PERMANENT PAVEMENT MARKINGS, EXCEPT AS NOTED BELOW.
- 2) TEMPORARY TAPE FOR DOUBLE CENTER LINE AND WIDE LANE LINE SHALL BE BASED ON A 40-FOOT UNIT CONSISTING OF A 4-FOOT LINE WITH A 36-FOOT GAP.
- 3) ALL TEMPORARY STOP LINES SHALL BE CONTINUOUS ACROSS THE APPROACH LANES OF TRAFFIC WHERE THEY EXISTED PRIOR TO WORK - SEE DETAIL 3.
- 4) TEMPORARY SHARED LANE MARKINGS ARE NOT REQUIRED.
- 5) TEMPORARY EDGE LINE SHOULD APPEAR SOLID, BUT SHALL BE CUT AT LEAST EVERY 4 FEET TO AVOID LARGE ADHESION FAILURES.
- 6) TEMPORARY SPEED HUMP MARKINGS ARE REQUIRED AND SHALL BE A MINIMUM OF 4 FEET IN LENGTH - SEE DETAIL 5.
- 7) TEMPORARY CROSSWALK LINE SHALL BE INSTALLED WHERE IT EXISTED PRIOR TO WORK - SEE DETAIL 4A.

TEMPORARY PAVEMENT MARKINGS - SHORT DURATION - DETAILS

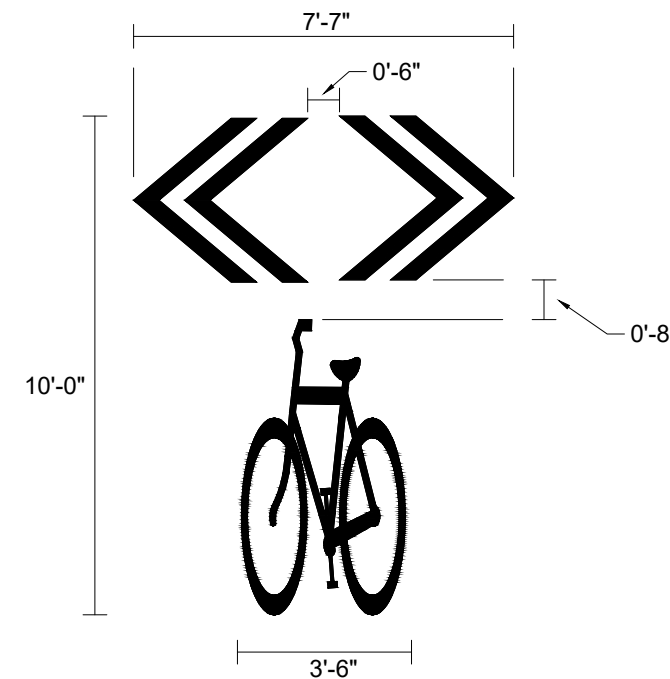
(FOR TEMPORARY TAPE APPLICATION ONLY)



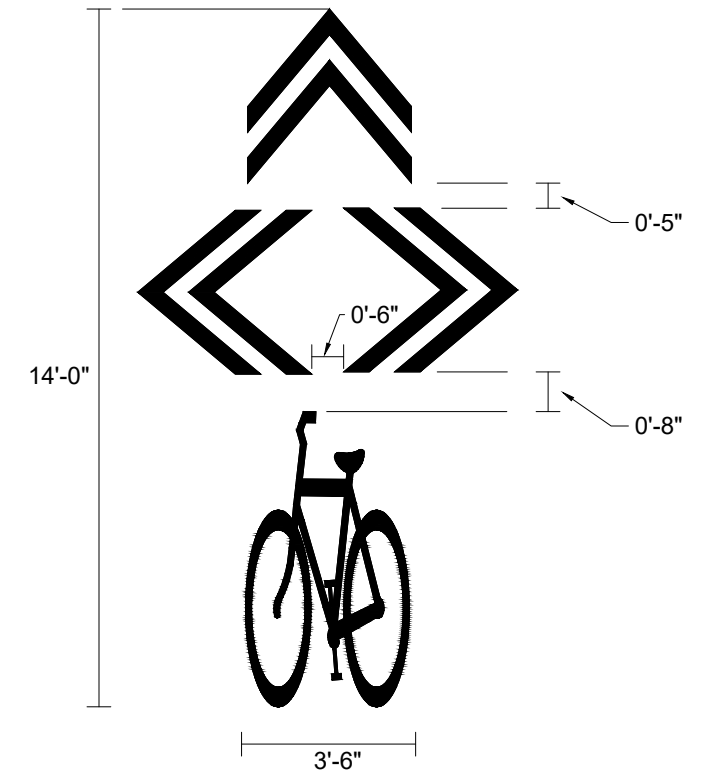
SHARED LANE SYMBOL (THRU)



BICYCLE DETECTION SYMBOL
(SEE SITE PREPARATION PLANS, SHEET 7)



SHARED LANE SYMBOL (MOD L/R)



SHARED LANE SYMBOL (MOD L/T/R)

PAVEMENT MARKING DETAILS

(NOT TO SCALE)

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DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER

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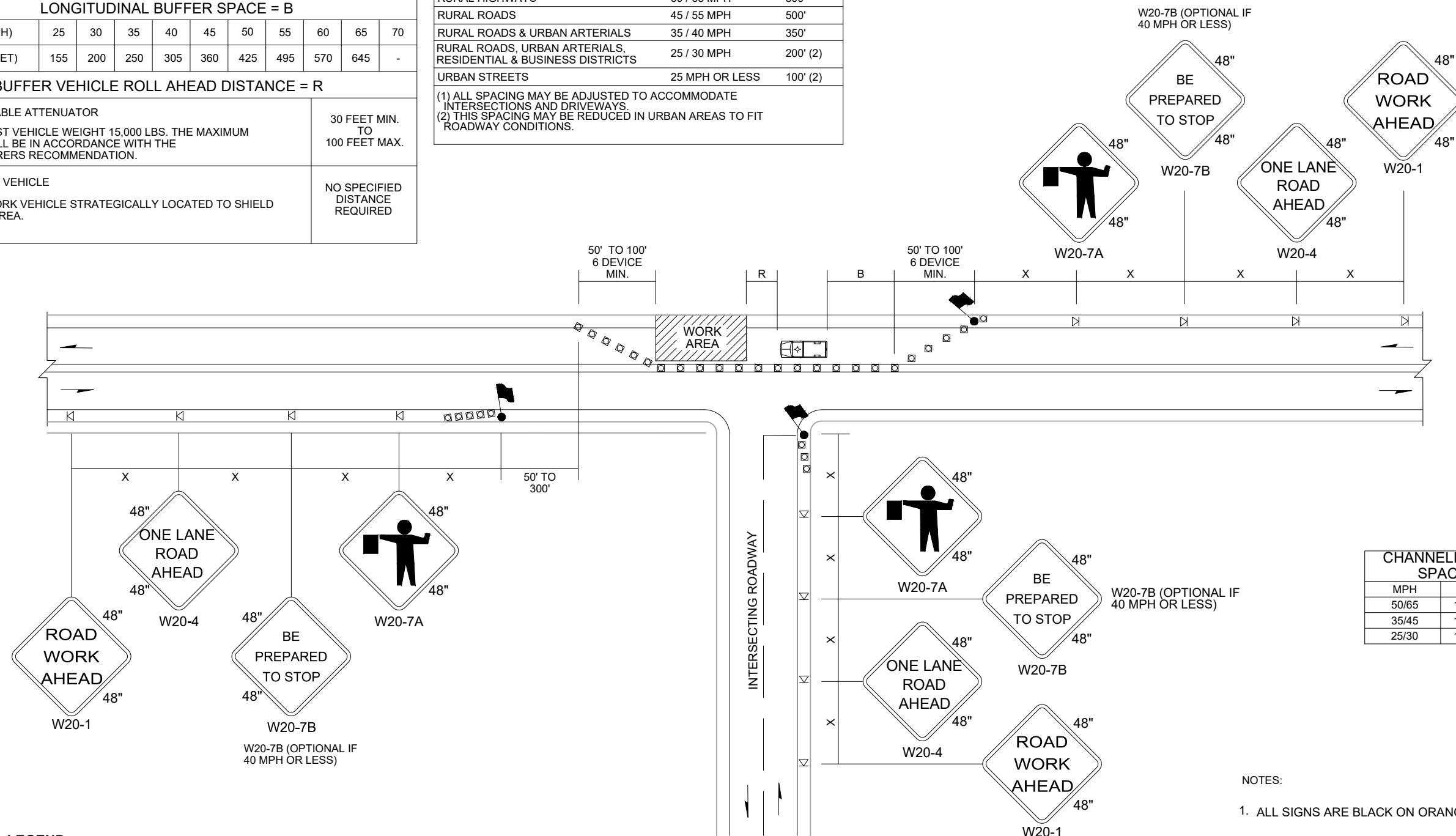
CITY CENTER GREENWAY PROJECT
CHANNELIZATION DETAILS

CITY PROJECT #:	36244
SHT. OF	20 OF 25

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

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



CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/65	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

- NOTES:
- ALL SIGNS ARE BLACK ON ORANGE.
 - EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
 - NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
 - SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

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BID SET



DRAFTED: A. KAZIMI
DESIGNED: B. MESSMER
REVIEWED: C. MULLEN
APPROVED: D. WINKLER



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CITY CENTER GREENWAY PROJECT
TRAFFIC CONTROL PLAN
ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS

CITY PROJECT #:
36244
SHT. **21**
OF **25**

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)

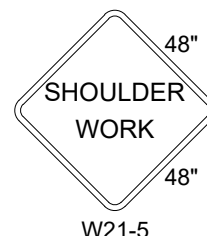
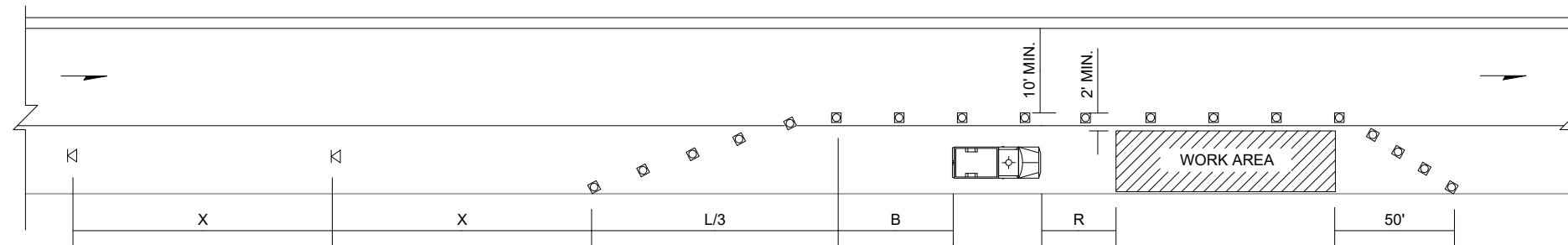
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 8'

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

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305						
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



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE

40 MPH OR LESS

NOTES:

1. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
2. ALL SIGNS ARE BLACK ON ORANGE.

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REVIEWED: C. MULLEN
APPROVED: D. WINKLER



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NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

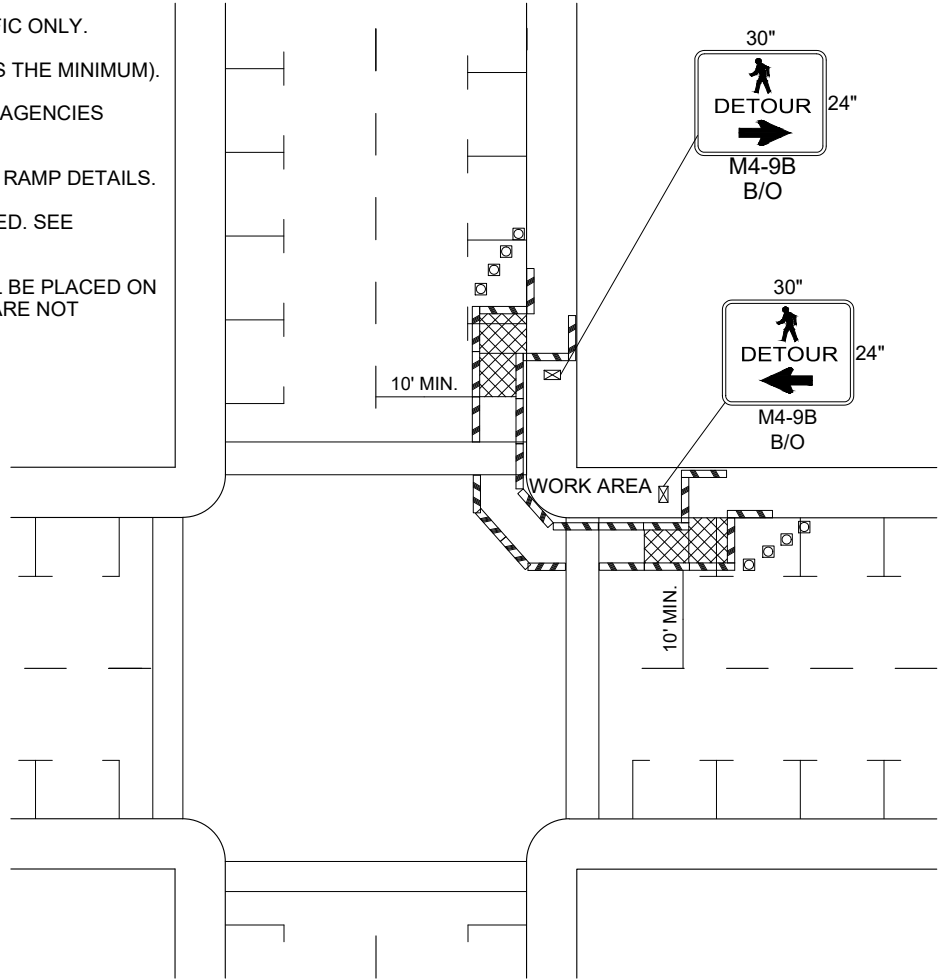
TRAFFIC CONTROL PLAN
SHOULDER CLOSURE - LOW SPEED

CITY PROJECT #: 36244
SHT. 22
OF 25

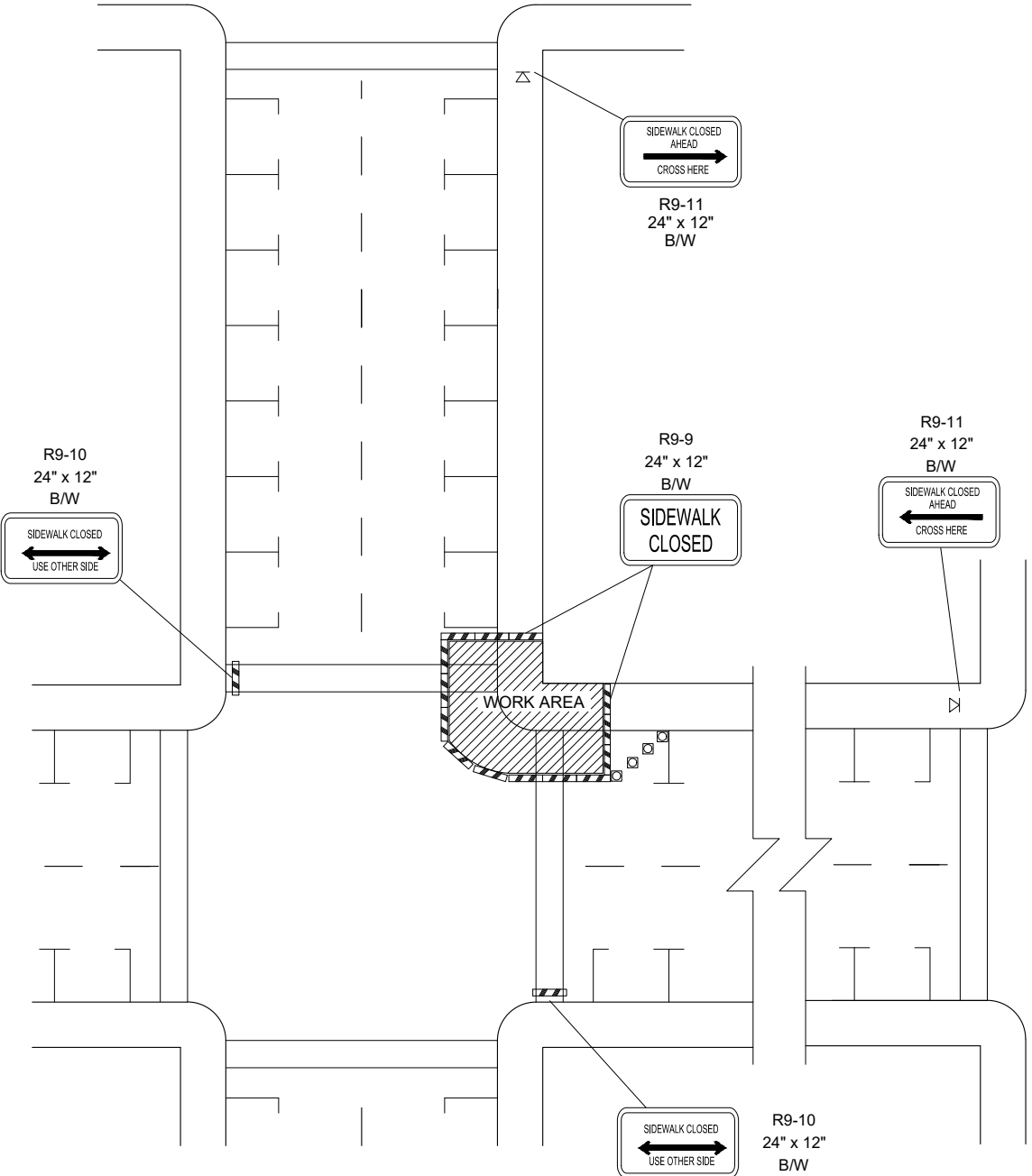
NO PARKING R8-3 24" x 30" R/W
 INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA 24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL. PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.

NOTES

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-52 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1)B.
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.



SIDEWALK DIVERSION



SIDEWALK DETOUR

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

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REVIEWED: C. MULLEN

APPROVED: D. WINKLER



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CITY CENTER GREENWAY PROJECT

**TRAFFIC CONTROL PLAN
 INTERSECTION PEDESTRIAN TRAFFIC CONTROL**

CITY PROJECT #:

36244

SHT. 23

OF 25

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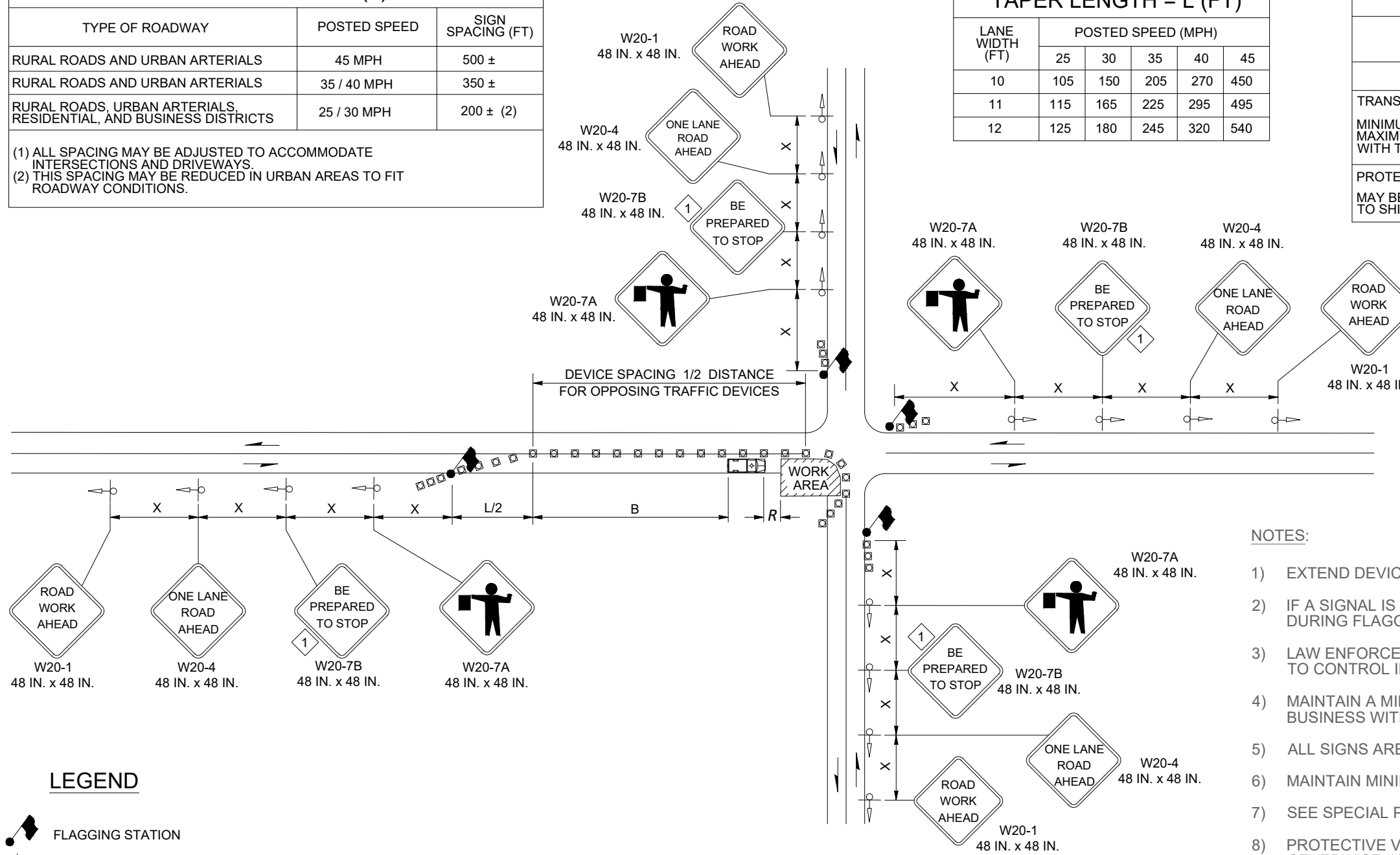
SIGN SPACING = X (1)		
TYPE OF ROADWAY	POSTED SPEED	SIGN SPACING (FT)
RURAL ROADS AND URBAN ARTERIALS	45 MPH	500 ±
RURAL ROADS AND URBAN ARTERIALS	35 / 40 MPH	350 ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL, AND BUSINESS DISTRICTS	25 / 30 MPH	200 ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (FT)					
LANE WIDTH (FT)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

BUFFER DATA (B, R)						
LONGITUDINAL BUFFER SPACE = B						
MPH	25	30	35	40	45	
	LENGTH (FT)	155	200	250	305	
BUFFER VEHICLE ROLL AHEAD DISTANCE = R						
TRANSPORTABLE ATTENUATOR					30 FEET MIN. TO 100 FEET MAX.	
MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.						
PROTECTIVE VEHICLE					NO SPECIFIED DISTANCE REQUIRED	
MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.						

CHANNELIZATION DEVICE SPACING (FT)		
POSTED SPEED (MPH)	TAPER	TANGENT
35 - 45	30	60
25 - 30	20	40



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE (SEE NOTE 8)
- OPTIONAL IF 40 MPH OR LESS

- NOTES:**
- 1) EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER, 3 DEVICES MINIMUM.
 - 2) IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" DURING FLAGGING OPERATIONS.
 - 3) LAW ENFORCEMENT OFFICER(S) MAY BE USED INSTEAD OF FLAGGERS TO CONTROL INTERSECTION TRAFFIC.
 - 4) MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
 - 5) ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
 - 6) MAINTAIN MINIMUM 11-FOOT LANES AT ALL TIMES.
 - 7) SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
 - 8) PROTECTIVE VEHICLE REQUIRED WHERE POSTED SPEED LIMIT IS 45 MPH. OTHERWISE, USED AT CONTRACTOR'S DISCRETION AND EXPENSE.
 - 9) LANE CLOSURES REQUIRE 72-HOUR PUBLIC NOTICE VIA PCMS, UNLESS OTHERWISE APPROVED BY THE ENGINEER. COORDINATE PCMS MESSAGE WITH PIERCE COUNTY TRAFFIC ENGINEERING.

(NOT TO SCALE)

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

CITY OF Federal Way
 Centered on Opportunity
 33325 8th Avenue South
 Federal Way, WA 98003-6325
 (253) 835-2700
www.cityoffederalway.com

BID SET

811
 Know what's below.
 Call 811 before you dig.

DRAFTED: A. KAZIMI
 DESIGNED: B. MESSMER
 REVIEWED: C. MULLEN
 APPROVED: D. WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT

TRAFFIC CONTROL PLAN

INTERSECTION LANE CLOSURE TWO-LANE ROADWAY

CITY PROJECT #: 36244
 SHT. 24
 OF 25

SIGN SPACING = X (1)

TYPE OF ROADWAY	POSTED SPEED	SIGN SPACING (FT)
RURAL ROADS AND URBAN ARTERIALS	45 MPH	500 ±
RURAL ROADS AND URBAN ARTERIALS	35 / 40 MPH	350 ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL, AND BUSINESS DISTRICTS	25 / 30 MPH	200 ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (FT)

LANE WIDTH (FT)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540

BUFFER DATA (B, R)

LONGITUDINAL BUFFER SPACE = B

MPH	25	30	35	40	45
LENGTH (FT)	155	200	250	305	360

BUFFER VEHICLE ROLL AHEAD DISTANCE = R

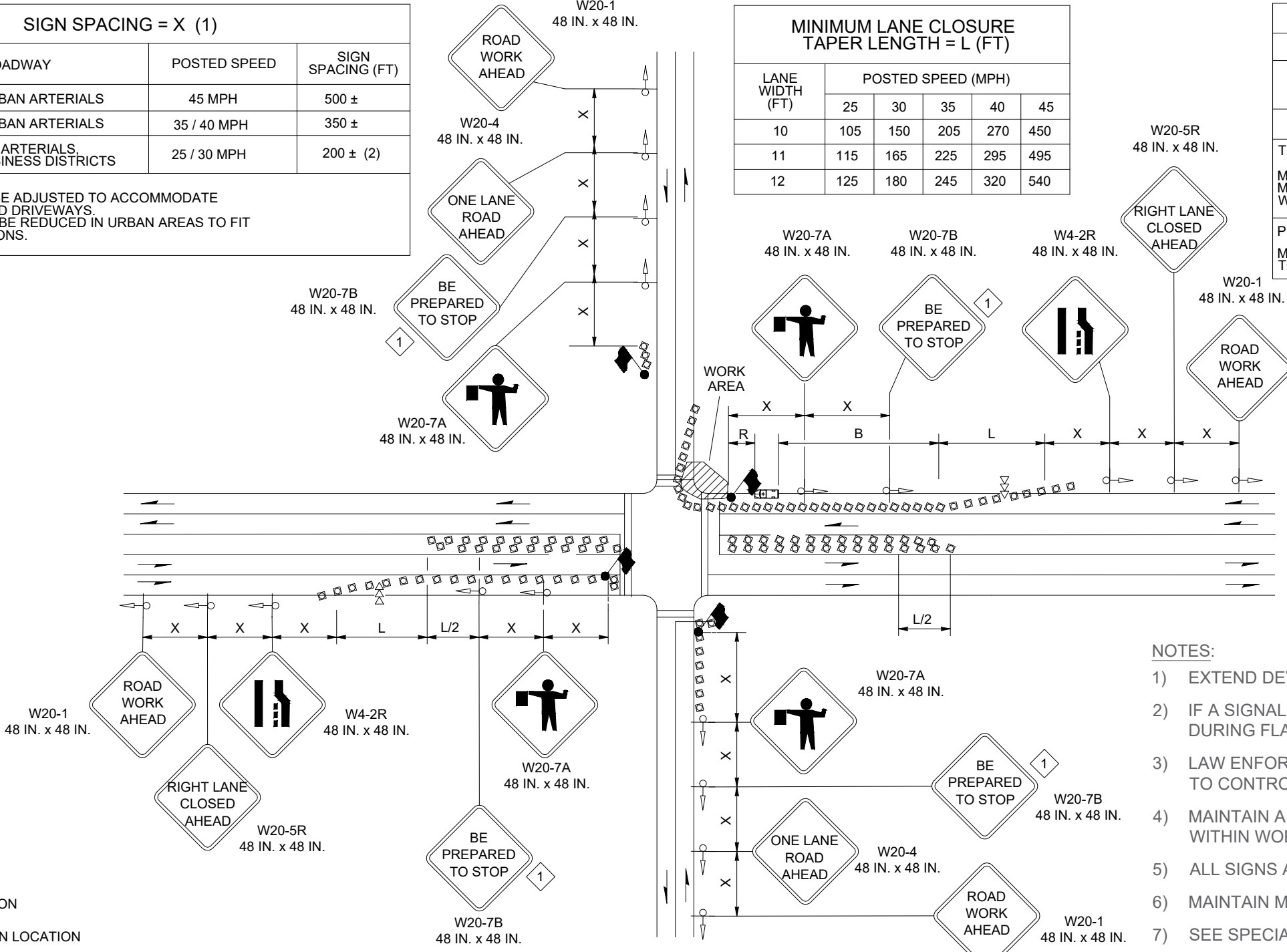
TRANSPORTABLE ATTENUATOR	30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE	NO SPECIFIED DISTANCE REQUIRED

MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.

CHANNELIZATION DEVICE SPACING (FT)

POSTED SPEED (MPH)	TAPER	TANGENT
35 - 45	30	60
25 - 30	20	40



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE (SEE NOTE 8)
- OPTIONAL IF 40 MPH OR LESS

NOTES:

- 1) EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER, 3 DEVICES MINIMUM.
- 2) IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" DURING FLAGGING OPERATIONS.
- 3) LAW ENFORCEMENT OFFICER(S) MAY BE USED INSTEAD OF FLAGGERS TO CONTROL INTERSECTION TRAFFIC.
- 4) MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
- 5) ALL SIGNS ARE BLACK ON ORANGE.
- 6) MAINTAIN MINIMUM 11-FOOT LANE WIDTH AT ALL TIMES.
- 7) SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- 8) PROTECTIVE VEHICLE REQUIRED WHERE POSTED SPEED LIMIT IS 45 MPH. OTHERWISE, USED AT CONTRACTOR'S DISCRETION AND EXPENSE.
- 9) LANE CLOSURES REQUIRE 72-HOUR PUBLIC NOTICE VIA PCMS, UNLESS OTHERWISE APPROVED BY THE ENGINEER. COORDINATE PCMS MESSAGE WITH PIERCE COUNTY TRAFFIC ENGINEERING.

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NO.	DATE	REVISION

CITY CENTER GREENWAY PROJECT
TRAFFIC CONTROL PLAN
INT LANE CLOSURE: 5-LANE ROADWAY & 2-LANE X-ROAD

CITY PROJECT #: 36244
 SHT. 25
 OF 25