TR-070026 (P)

SPOKANE COUNTY

DIVISION OF ENGINEERING AND ROADS — A DIVISION OF THE PUBLIC WORKS DEPARTMENT

December 29, 2006

RECEIVED
RECORDS MANAGEMENT
07 JAN -2 AM 8:37
STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

Ms. Kathy Hunter
Washington Utility and Transportation Commission
PO Box 47250
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-7250

Dear Ms. Hunter,

As we discussed in our telephone conversation, I am forwarding to you petitions for four new highway/railroad grade crossings which result from the proposed realignment of the Geiger Spur track south to connect with the PCCR-CW line and abandon the current track crossing Fairchild Air Force Base and connecting to the BNSF. As you will note, three of the four petitions (Hallett Rd, Thorpe Rd, and McFarlane Rd) show Spokane County as both the petitioner and the respondent as owners of both the roadways and the railroad. The fourth petition involving the Geiger Spur is for the SR 902 crossing. I have included an additional copy of the petition for the Commission to serve to WSDOT (respondent) after you have had an opportunity to review it.

During our telephone conversation we also discussed another pending project for Spokane County, Freya Street crossing BNSF Railroad. Although the project does not alter the crossing other than the addition of sidewalks, it does appear that WAC 480-62-150 requires the filing of a petition due to the installation of a highway traffic signal at the adjacent intersection and the subsequent requirement for an intertie with the existing railroad crossing signal. I have enclosed an original and two copies of the petition for this crossing. If you agree that the petition is required, please forward a copy to the respondent railroad company.

Thank you for considering these petitions for new and modified crossings. I or a staff member will be available to assist in your site visit and review of the crossings. Please contact me at 509/477-3600 if you have any questions and to schedule site visits.

Sincerely,

Robert Brueggeman, P.E.
Acting County Engineer

1026 W. Broadway Ave. • Spokane, WA 99260-0170 • (509) 477-3600 FAX: (509) 477-7655 (2nd Floor) 477-7478 (3rd Floor) • TDD: (509) 477-7133

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

Petitioner

Road Name Freya Street

vs.

W.U.T.C. Crossing No. _____

Respondent

D.O.T. Crossing No. 058803V

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

☐ directing the _____ of a grade crossing;
(construction-reconstruction-relocation)

☐ directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;

☒ directing upgrade of warning devices at an existing crossings;
(replacement-change-upgrade)

☐ allocating funds from the "grade crossing protective fund" for _____ (installation and/or maintenance) _____of active warning devices;

☐ authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

☐ hearing and order ☒ order without hearing

[ ] Yes [☒] No Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

[ ] Yes [ ] No If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Spokane County
Petitioner

Robert Bruegseman Acting County Engineer
Print Name Title

1026 W. Broadway
Street Address

Spokane WA 99260-0170
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway Freya Street mile post 1.69

Existing or proposed railway BNSF mile post 1470

Located in NE 1/4 of the SW 1/4 of Sec. 22 Twp. 26 Range 43 W.M.

WUTC crossing number _____ DOT crossing number 058803V

Street Freya St. (if applicable) City _____ (if applicable) County Spokane

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier ☒ Logging or Industrial ☐

(b) Main Line ☒ Branch Line ☐ Siding or Spur ☐

(c) Total number of tracks at crossing one
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:

Passenger _____ MPH Passenger _____ MPH
Freight 10 MPH Freight 10 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains _____ Freight Trains 4
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification _____

(b) County Highway - Classification Minor Arterial

(c) City Street - Classification _____

(d) Number of traffic lanes existing in each direction: one
Number of additional traffic lanes proposed: ~~0~~

(e) Posted vehicle speed limit: Automobiles 35 MPH Trucks 35 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 4600, including 600 trucks and 6 school bus trips. Projected traffic in 20 years: total 5700, including 750 trucks and 8 school bus trips.

[4]

(a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

(b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

(a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No safer location for a grade crossing exists

(b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

No

[6]

(a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

Proximity of parallel highway causes grade separation impractical

(b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

(c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

N/A

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

Francis Avenue crosses 1.4 miles to the south
Parksmith Drive crosses 1.7 miles to the north

(b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

No

(c) If so, state approximate cost of highway relocation to effect such changes.

N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

No

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

No

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from east (direction) an unobstructed view to

right when on highway 300 feet from crossing of	35	feet
right when on highway 200 feet from crossing of	40	feet
right when on highway 100 feet from crossing of	80	feet
right when on highway 50 feet from crossing of	550	feet
right when on highway 25 feet from crossing of	1500	feet
left when on highway 300 feet from crossing of	60	feet
left when on highway 200 feet from crossing of	70	feet
left when on highway 100 feet from crossing of	140	feet
left when on highway 50 feet from crossing of	1500	feet
left when on highway 25 feet from crossing of	1600	feet

Approaching crossing from west (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of	250	feet
right when on highway 200 feet from crossing of	1075	feet
right when on highway 100 feet from crossing of	1700	feet
right when on highway 50 feet from crossing of	1800	feet
right when on highway 25 feet from crossing of	1800	feet
left when on highway 300 feet from crossing of	3500	feet
left when on highway 200 feet from crossing of	3500	feet
left when on highway 100 feet from crossing of	3200	feet
left when on highway 50 feet from crossing of	3000	feet
left when on highway 25 feet from crossing of	2500	feet

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.

N/A

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

No

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

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[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.) Install signal interconnect to existing gated and signal crossing control

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ 5,000

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . $_____

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices? Supplement existing signals and gates with interconnect to new highway signal

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

☒ Yes ☐ No

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

There will be no changes made to the existing highway/rail crossing or warning devices other than the installation of sidewalks adjacent to the pavement and the interconnect tie to the existing railroad crossing signal and the new highway intersection signal. The public benefit is achieved with the safety improvement at the highway intersection.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of _____

for _____

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

[ ] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[ ] The cost of installation (estimated at $ _____)

[ ] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[ ] as apportioned between the parties.

[ ] to be paid by petitioner.

Other conditions to waiver of hearing:

_____

_____

_____

_____

_____

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

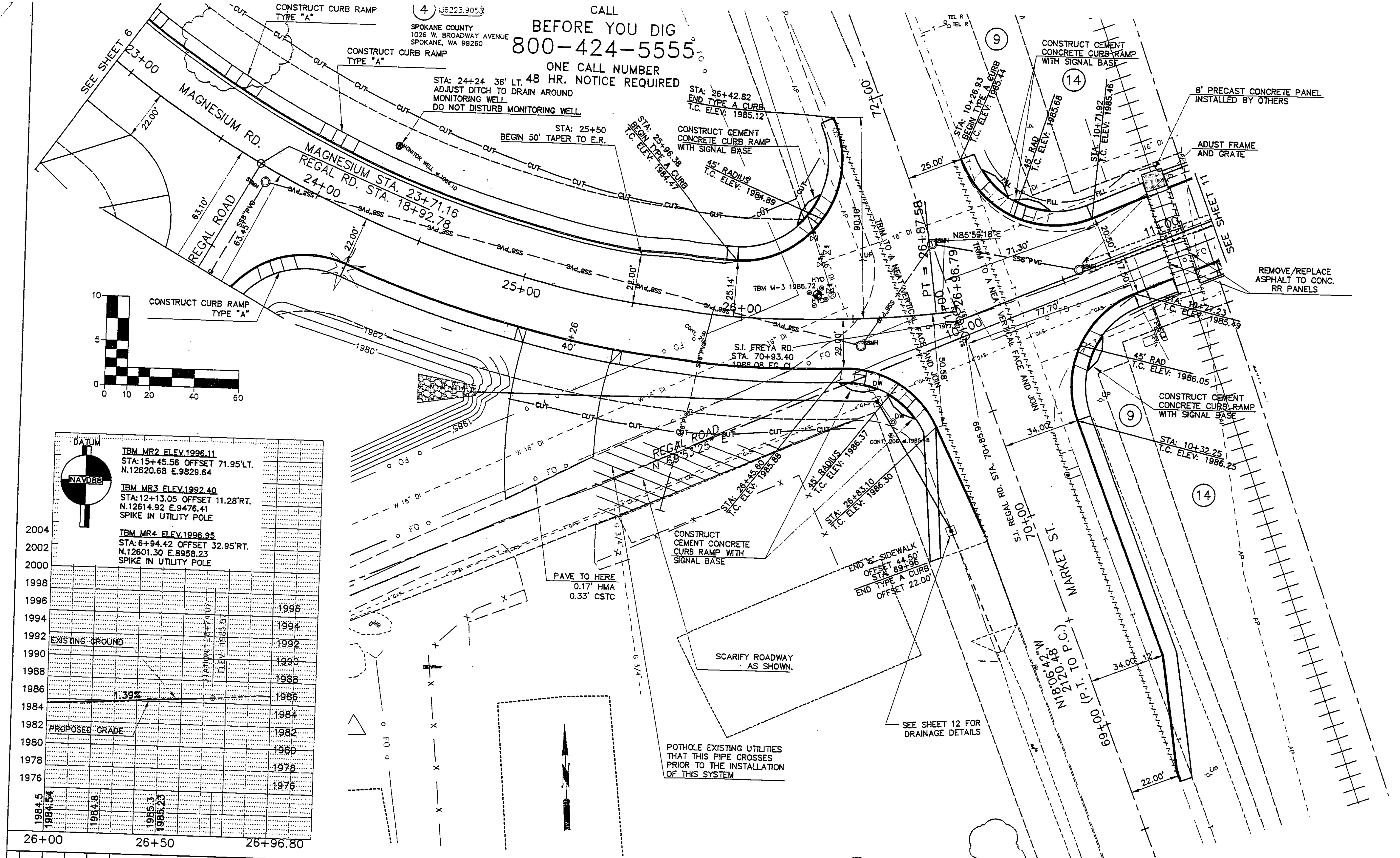
Date at _____, Washington, on this _____ day of _____, 20 _____.

Respondent _____

by _____

Print Name _____

Title _____


CALL
BEFORE YOU DIG
800-424-5555
ONE CALL NUMBER
48 HR. NOTICE REQUIRED
4 (36223.9053)
SPOKANE COUNTY
1026 W. BROADWAY AVENUE
SPOKANE, WA 99260
CONSTRUCT CURB RAMP TYPE "A"
STA: 24+24 36' LT.
ADJUST DITCH TO DRAIN AROUND MONITORING WELL.
DO NOT DISTURB MONITORING WELL.
STA: 25+50
BEGIN 50' TAPER TO E.R.
STA: 26+42.82
END TYPE A CURB
T.C. ELEV: 1985.12
CONSTRUCT CEMENT CONCRETE CURB RAMP WITH SIGNAL BASE
STA: 25+96.38
BEGIN TYPE A CURB
T.C. ELEV: 1984.47
45' RADIUS
T.C. ELEV: 1984.89
SEE SHEET 6
MAGNESIUM RD.
REGAL ROAD
MAGNESIUM STA. 23+71.16
REGAL RD. STA. 18+92.78
23+00
24+00
25+00
26+00
TBM M-3 1986.72
S.I. FREYA RD.
STA. 70+93.40
PT = 26+87.58
26+96.79
N85°55'18"E
TRIM TO A NEAT VERTICAL FACE AND JOIN
REGAL ROAD
N 68°53'25" E
STA: 26+45.60
T.C. ELEV: 1985.88
45' RADIUS
T.C. ELEV: 1986.37
STA: 26+83.10
T.C. ELEV: 1986.30
END 6' SIDEWALK
OFFSET 44.50'
STA. 69+96
END TYPE A CURB
OFFSET 22.00'
CONSTRUCT CEMENT CONCRETE CURB RAMP WITH SIGNAL BASE
PAVE TO HERE
0.17' HMA
0.33' CSTC
SCARIFY ROADWAY AS SHOWN.
POTHOLE EXISTING UTILITIES THAT THIS PIPE CROSSES PRIOR TO THE INSTALLATION OF THIS SYSTEM
SEE SHEET 12 FOR DRAINAGE DETAILS
S.I. REGAL RD. STA. 70+85.99
70+00
MARKET ST.
N18°06'42"W
2120.48'
69+00 (P.T. TO P.C.)
72+00
STA: 10+26.93
BEGIN TYPE A CURB
T.C. ELEV: 1985.44
45' RAD
T.C. ELEV: 1985.68
STA: 10+71.92
T.C. ELEV: 1985.46
8' PRECAST CONCRETE PANEL INSTALLED BY OTHERS
ADJUST FRAME AND GRATE
SEE SHEET 11
11+00
REMOVE/REPLACE ASPHALT TO CONC. RR PANELS
STA: 10+77.23
T.C. ELEV: 1985.49
45' RAD
T.C. ELEV: 1986.05
STA: 10+32.25
T.C. ELEV: 1986.25
DATUM
NAVD88
TBM MR2 ELEV.1996.11
STA:15+45.56 OFFSET 71.95'LT.
N.12620.68 E.9829.64
TBM MR3 ELEV.1992.40
STA:12+13.05 OFFSET 11.28'RT.
N.12614.92 E.9476.41
SPIKE IN UTILITY POLE
TBM MR4 ELEV.1996.95
STA:6+94.42 OFFSET 32.95'RT.
N.12601.30 E.8958.23
SPIKE IN UTILITY POLE
EXISTING GROUND
PROPOSED GRADE
1.39%
STATION: 26+74.07
ELEV: 1983.57
26+00
26+50
26+96.80

1	9/13/06	JM	MH	CC	ADDED RADIUS ELEVATION NOTES. ADDED END CURB AND SIDEWALK NOTE
NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

T.I.B. AID PROJECT NO.		8-3-032(060)-1	
REGION NO.	STATE	FED. AID PROJECT NO.	
10	WASH.		
DRAWN BY:	KF	9/06/06	
DESIGNED BY:	MH	8/16/06	
CHECKED BY:	BF & CC	9/06/06	

Spokane County

Spokane County Department of Public Works 1026 W. Broadway Ave.
SPOKANE, WA 99260-0170
(509) 477-3600

APPROVED
PLANS & CONTRACT ENGINEER
Date: 9/12/06

EXPIRES 03/05/07

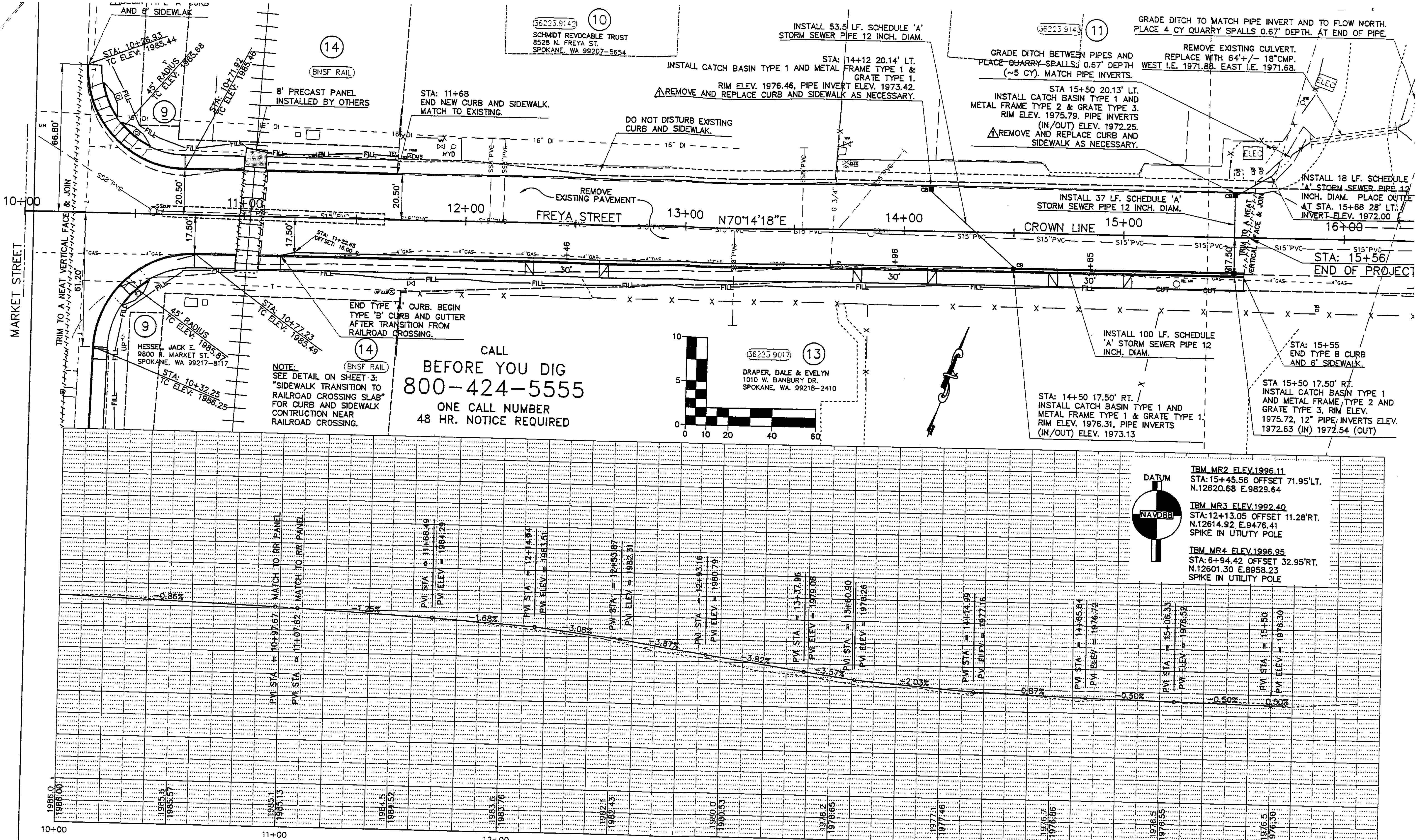
COUNTY ROAD PROJECT No.2972A

MARKET STREET PHASE 2

REALIGNMENT OF MAGNESIUM & REGAL RD. 1,700 L.F. NORTHWEST FROM MARKET ST. TO FREYA RD.

PLAN & PROFILE (MAGNESIUM RD.)

SHEET 7 of 17


MARKET STREET
FREYA STREET
CROWN LINE
N70°14'18"E
10+00
11+00
12+00
13+00
14+00
15+00
16+00
STA: 15+56
END OF PROJECT
TRIM TO A NEAT VERTICAL FACE & JOIN
66.80'
61.20'
20.50'
17.50'
STA: 10+26.93 TC ELEV: 1985.44
45' RADIUS TC ELEV: 1985.68
STA: 10+71.92 TC ELEV: 1985.46
STA: 10+77.23 TC ELEV: 1985.49
45' RADIUS TC ELEV: 1985.87
STA: 10+32.25 TC ELEV: 1986.25
STA: 11+22.65 OFFSET: 16.00
8' PRECAST PANEL INSTALLED BY OTHERS
BNSF RAIL
HESSEL, JACK E. 9800 N. MARKET ST. SPOKANE, WA 99217-8117
56223.9142 SCHMIDT REVOCABLE TRUST 8528 N. FREYA ST. SPOKANE, WA 99207-5654
56223.9017 DRAPER, DALE & EVELYN 1010 W. BANBURY DR. SPOKANE, WA. 99218-2410
56223.9143
STA: 11+68 END NEW CURB AND SIDEWALK. MATCH TO EXISTING.
DO NOT DISTURB EXISTING CURB AND SIDEWLAK.
REMOVE EXISTING PAVEMENT
END TYPE 'A' CURB. BEGIN TYPE 'B' CURB AND GUTTER AFTER TRANSITION FROM RAILROAD CROSSING.
NOTE: SEE DETAIL ON SHEET 3: "SIDEWALK TRANSITION TO RAILROAD CROSSING SLAB" FOR CURB AND SIDEWALK CONTRUCTION NEAR RAILROAD CROSSING.
CALL BEFORE YOU DIG 800-424-5555 ONE CALL NUMBER 48 HR. NOTICE REQUIRED
INSTALL 53.5 LF. SCHEDULE 'A' STORM SEWER PIPE 12 INCH. DIAM.
STA: 14+12 20.14' LT. INSTALL CATCH BASIN TYPE 1 AND METAL FRAME TYPE 1 & GRATE TYPE 1. RIM ELEV. 1976.46, PIPE INVERT ELEV. 1973.42. REMOVE AND REPLACE CURB AND SIDEWALK AS NECESSARY.
GRADE DITCH BETWEEN PIPES AND PLACE QUARRY SPALLS, 0.67' DEPTH (~5 CY). MATCH PIPE INVERTS.
GRADE DITCH TO MATCH PIPE INVERT AND TO FLOW NORTH. PLACE 4 CY QUARRY SPALLS 0.67' DEPTH. AT END OF PIPE.
REMOVE EXISTING CULVERT. REPLACE WITH 64'+/- 18"CMP. WEST I.E. 1971.88. EAST I.E. 1971.68.
STA 15+50 20.13' LT. INSTALL CATCH BASIN TYPE 1 AND METAL FRAME TYPE 2 & GRATE TYPE 3. RIM ELEV. 1975.79. PIPE INVERTS (IN/OUT) ELEV. 1972.25. REMOVE AND REPLACE CURB AND SIDEWALK AS NECESSARY.
INSTALL 18 LF. SCHEDULE 'A' STORM SEWER PIPE 12 INCH. DIAM. PLACE OUTLET AT STA. 15+66 28' LT. INVERT ELEV. 1972.00
INSTALL 37 LF. SCHEDULE 'A' STORM SEWER PIPE 12 INCH. DIAM.
INSTALL 100 LF. SCHEDULE 'A' STORM SEWER PIPE 12 INCH. DIAM.
STA: 14+50 17.50' RT. INSTALL CATCH BASIN TYPE 1 AND METAL FRAME TYPE 1 & GRATE TYPE 1. RIM ELEV. 1976.31, PIPE INVERTS (IN/OUT) ELEV. 1973.13
STA: 15+55 END TYPE B CURB AND 6' SIDEWALK.
STA 15+50 17.50' RT. INSTALL CATCH BASIN TYPE 1 AND METAL FRAME TYPE 2 AND GRATE TYPE 3, RIM ELEV. 1975.72, 12" PIPE INVERTS ELEV. 1972.63 (IN) 1972.54 (OUT)
TBM MR2 ELEV.1996.11 STA:15+45.56 OFFSET 71.95'LT. N.12620.68 E.9829.64
TBM MR3 ELEV.1992.40 STA:12+13.05 OFFSET 11.28'RT. N.12614.92 E.9476.41 SPIKE IN UTILITY POLE
TBM MR4 ELEV.1996.95 STA:6+94.42 OFFSET 32.95'RT. N.12601.30 E.8958.23 SPIKE IN UTILITY POLE
DATUM NAVD88
PVI STA = 10+97.67 MATCH TO RR PANEL
PVI STA = 11+07.62 MATCH TO RR PANEL
PVI STA = 11+68.49 PVI ELEV = 1984.29
PVI STA = 12+14.94 PVI ELEV = 1983.51
PVI STA = 12+53.87 PVI ELEV = 1982.31
PVI STA = 12+93.16 PVI ELEV = 1980.79
PVI STA = 13+37.96 PVI ELEV = 1979.06
PVI STA = 13+60.90 PVI ELEV = 1978.26
PVI STA = 14+14.99 PVI ELEV = 1977.16
PVI STA = 14+65.84 PVI ELEV = 1976.72
PVI STA = 15+06.33 PVI ELEV = 1976.52
PVI STA = 15+50 PVI ELEV = 1976.30
-0.86%
-1.25%
-1.68%
-3.08%
-3.87%
-3.82%
-3.57%
-2.03%
-0.87%
-0.50%
-0.50%
0.50%
1986.0 1986.00
1985.6 1985.57
1985.1 1985.13
1984.5 1984.52
1983.6 1983.76
1982.1 1982.43
1980.0 1980.53
1978.2 1978.65
1977.1 1977.46
1976.7 1976.86
1976.5 1976.55
1976.5 1976.30

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION
1	9/12/06	KF	MH	CC	ADDED NOTES RELATED TO SIDEWALK CONSTRUCITON

T.I.B. AID PROJECT NO.	8-3-032(060)-1
REGION NO. / STATE	FED. AID PROJECT NO.
10 / WASH.	
DRAWN BY: KF	9/05/06
DESIGNED BY: MH	8/16/06
CHECKED BY: BF & CC	9/06/06

Spokane County Department of Public Works 1026 W. Broadway Ave. SPOKANE, WA 99260-0170 (509) 477-3600

SPOKANE COUNTY

APPROVED: PLANS & CONTRACT ENGINEER Date: 9/26/06

EXPIRES 03/05/07

COUNTY ROAD PROJECT No.2972A

MARKET STREET PHASE 2

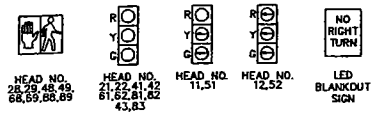
REALIGNMENT OF MAGNESIUM & REGAL RD. 1,700 L.F. NORTHWEST FROM MARKET ST. TO FREYA RD.

PLAN & PROFILE (FREYA STREET)

SHEET 11 of 17

SIGNAL DISPLAYS

ALL VEHICLE HEADS SHALL HAVE 12" LENSES AND BACKPLATES. VEHICLE HEADS 11 AND 51 SHALL BE OPTICALLY PROGRAMMED. ALL RED INDICATORS (EXCEPT PROGRAMMED LENSES) AND ALL RED PED. DON'T WALK INDICTORS SHALL BE LIGHT EMITTING DIODE (LED) LENSES.

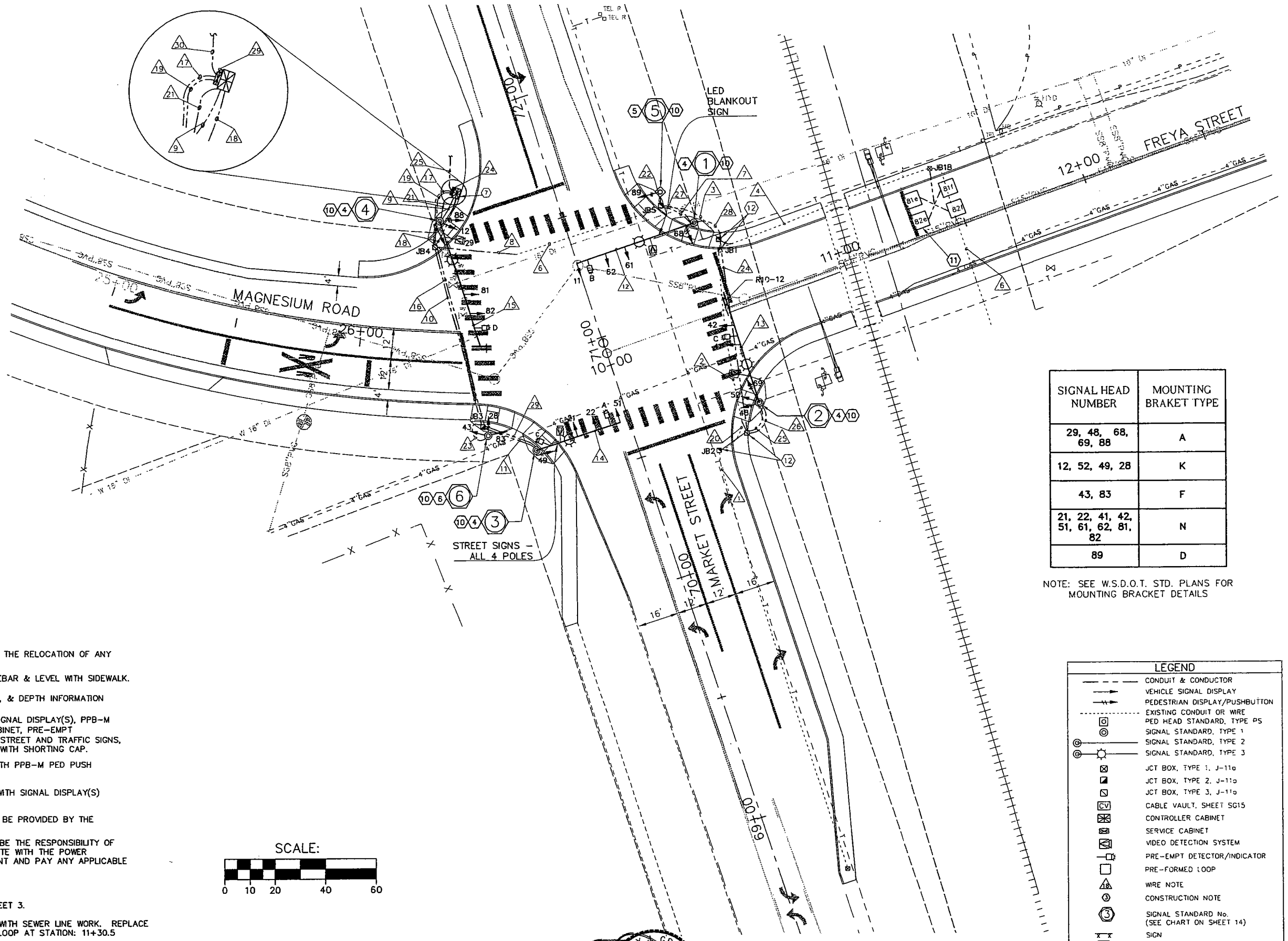


PHASE DIAGRAM

Ø1			Ø5
Ø2			Ø6
Ø3	BLANK	BLANK	Ø7
Ø4			Ø8

PRE-EMPTION ASSIGNMENTS
A = Ø2 & Ø5
B = Ø1 & Ø6
C = Ø4
D = Ø8

CALL
BEFORE YOU DIG
800-424-5555
ONE CALL NUMBER
48 HR. NOTICE REQUIRED



SIGNAL HEAD NUMBER	MOUNTING BRAKET TYPE
29, 48, 68, 69, 88	A
12, 52, 49, 28	K
43, 83	F
21, 22, 41, 42, 51, 61, 62, 81, 82	N
89	D

NOTE: SEE W.S.D.O.T. STD. PLANS FOR MOUNTING BRACKET DETAILS

CONSTRUCTION NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION OF ANY CONFLICTING UTILITIES.
2. ALL J BOXES SHALL BE PINNED TO SIDEWALK WITH REBAR & LEVEL WITH SIDEWALK.
3. SEE SHEET 14 FOR SIGNAL BASE LOCATION, DIAMETER, & DEPTH INFORMATION
4. INSTALL TYPE III SIGNAL STANDARD COMPLETE WITH SIGNAL DISPLAY(S), PPB-M PED PUSH BUTTON(S), PED DISPLAY(S), TERMINAL CABINET, PRE-EMPT DETECTOR(S)/INDICATOR(S),VIDEO DETECTION SYSTEM, STREET AND TRAFFIC SIGNS, AND A 200 WATT HPS TYPE III M-C 120V LUMINAIRE WITH SHORTING CAP.
5. INSTALL TYPE PS PED. HEAD STANDARD COMPLETE WITH PPB-M PED PUSH BUTTON, AND PED DISPLAY.
6. INSTALL TYPE I VEHICLE HEAD STANDARD COMPLETE WITH SIGNAL DISPLAY(S) PPB-M PED PUSH BUTTON & PED DISPLAY.
7. A STRUT MOUNTED MODIFIED TYPE 'B' SERVICE SHALL BE PROVIDED BY THE CONTRACTOR.
8. ELECTRICAL SERVICE TO CONTROLLER CABINET SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL COORDINATE WITH THE POWER COMPANY ON THE LOCATION OF THE CONNECTION POINT AND PAY ANY APPLICABLE SERVICE FEES AND CHARGES.
9. THIS NOTE NO LONGER APPLIES.
10. CONSTRUCT CURB RAMP WITH SIGNAL. SEE DETAIL SHEET 3.
11. FOUR EXISTING PREFORMED LOOPS WILL BE REMOVED WITH SEWER LINE WORK. REPLACE WITH FOUR PREFORMED LOOPS AS SHOWN. LEADING LOOP AT STATION: 11+30.5
12. REMOVE AND RESET JUNCTION BOX AS SHOWN. EXTEND CONDUIT AS NEEDED.

LEGEND

- CONDUIT & CONDUCTOR
- VEHICLE SIGNAL DISPLAY
- PEDESTRIAN DISPLAY/PUSHBUTTON
- EXISTING CONDUIT OR WIRE
- PED HEAD STANDARD, TYPE PS
- SIGNAL STANDARD, TYPE 1
- SIGNAL STANDARD, TYPE 2
- SIGNAL STANDARD, TYPE 3
- JCT BOX, TYPE 1, J-11a
- JCT BOX, TYPE 2, J-11a
- JCT BOX, TYPE 3, J-11a
- CV CABLE VAULT, SHEET SG15
- CONTROLLER CABINET
- SERVICE CABINET
- VIDEO DETECTION SYSTEM
- PRE-EMPT DETECTOR/INDICATOR
- PRE-FORMED LOOP
- WIRE NOTE
- CONSTRUCTION NOTE
- SIGNAL STANDARD No. (SEE CHART ON SHEET 14)
- SIGN
- RR GATE CONTROLLER EXISTING

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

T.I.B. AID PROJECT NO.		8-3-032(060)-1
DRAWN BY:	KF & JA	9/06/06
DESIGNED BY:	JA & MH	8/16/06
CHECKED BY:	BG & NT	9/06/06

Spokane County Department of Public Works 1026 W. Broadway Ave. SPOKANE, WA 99260-0170 (509) 477-3600

GARY S. GREENE STATE OF WASHINGTON 38943 REGISTERED PROFESSIONAL ENGINEER

APPROVED: TRAFFIC ENGINEER EXPIRES 9/06/07
Date: 9/6/06

COUNTY ROAD PROJECT No. 2972A

MARKET STREET PHASE 2

REALIGNMENT OF MAGNESIUM & REGAL RD. 1,700 L.F. NORTHWEST FROM MARKET ST. TO FREYA RD.

MAGNESIUM RD & MARKET ST. SIGNALIZATION PLAN

SHEET 13 of 17

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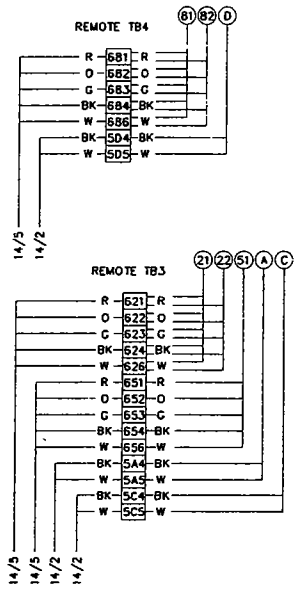
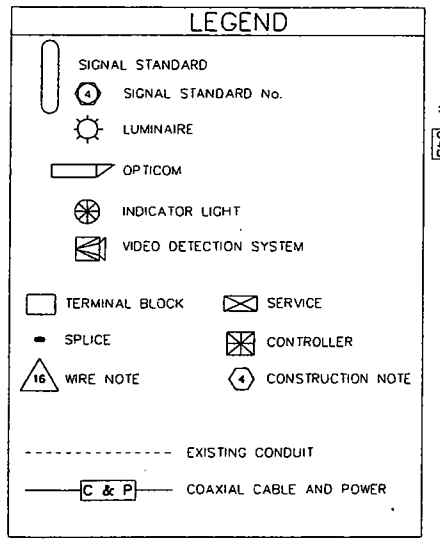
RUN NO.	CONDUIT RACEWAY	RAILROAD PREEMPT 2CS	EMRG IND 14/2CS	EMRG DET 20/3CS	PED PB 14/2CS	PED HEAD 14/5C	VEH DET 2C	VEH HEAD 14/5C	ILLUM. 3-#10	VID. DET. COAX & POWER	LED BLANKOUT SIGN
EX 1	1 1/2"	EMPTY									
EX 2	3 1/2"		1	1	2	2		2		1	
EX 3	3 1/2"	1	1	1	2	2		2		1	
EX 4	2 1/2"	1					1				
EX 5	1 1/2"	1									
EX 6	3 1/2"	1	2	2	4	4	1	4	1	2	1
7	3 1/2"		1	1	1	1		2		1	1
8	3 1/2"	1	2	2	4	4	1	4	1	2	1
9	3 1/2"	1	2	2	4	4	1	4		2	1
10	3 1/2"		2	2	4	4		4		1	
11	3"		2	2	1	1		2			
12	MA1		1	1				2			1
13	MA2		1	1				1			
14	MA3		1	1				2			
15	MA4		1	1				1			
16&29	2"								1		
17	2"								3		
18	3"		1	1	2	2		2		1	
19	1 1/2"								1		
20	2 1/2"	EMPTY									
21	3 1/2"		2	2	4	4		4		1	
22	1 1/2"				1	1					
23	2 1/2"				1	1		2			
24&26	2"								1		
25	3 1/2"		1	1	2	2		2		1	
27&28	2"								1		
29	2 - #8 CONTROLLER POWER										
30	AS DETERMINED BY SERVICING UTILITY										

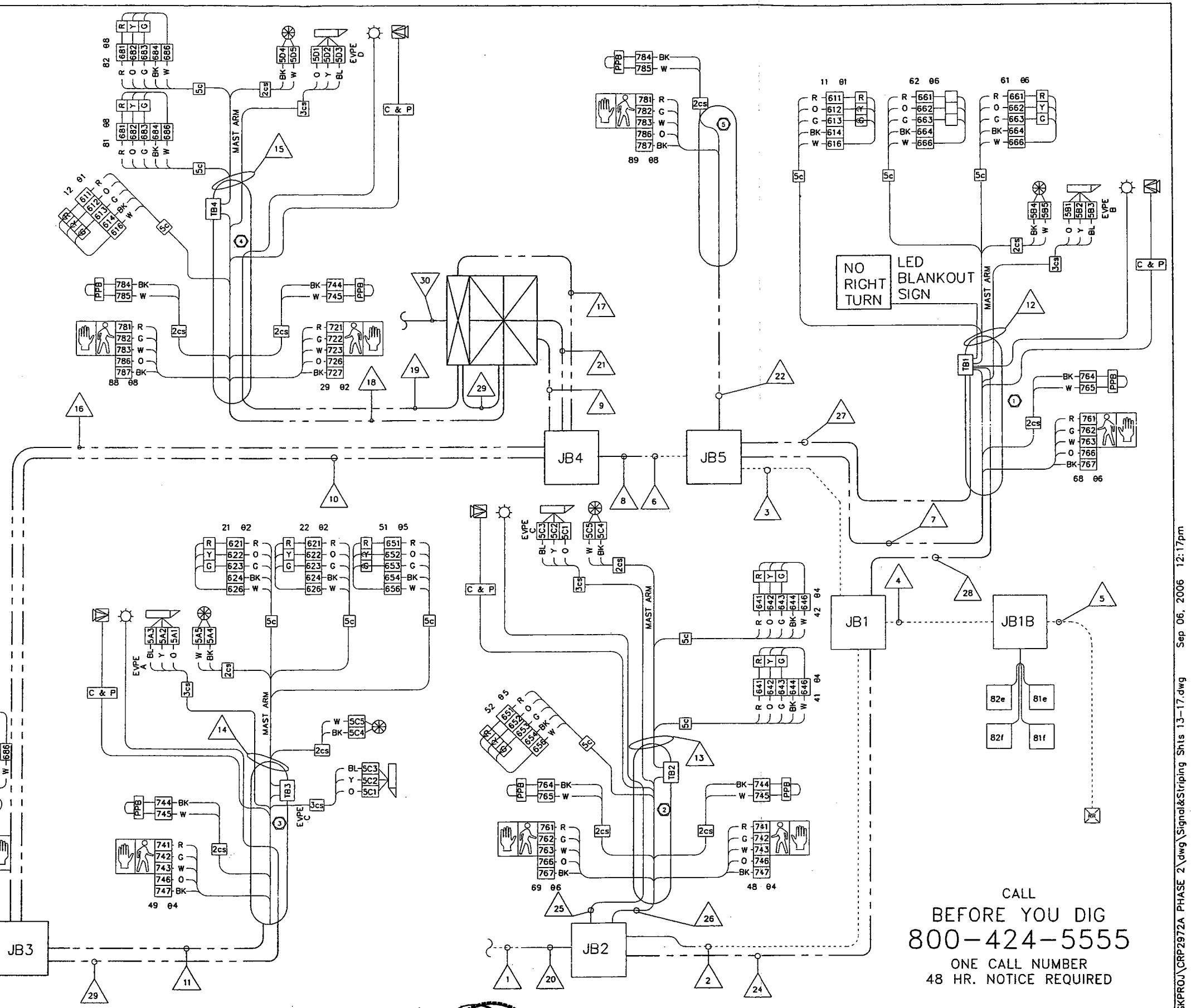
NOTE: ALL CONDUIT SHALL BE GRC UNLESS OTHERWISE INDICATED.

NOTES

1. ---------- LINES ARE EXISTING CONDUIT, SEE TABLE FOR CONDUCTORS
2. ———— ARE NEW CONDUIT TO BE INSTALLED BY CONTRACTOR, SEE TABLE FOR CONDUCTORS







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SHEET 14 of 17

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