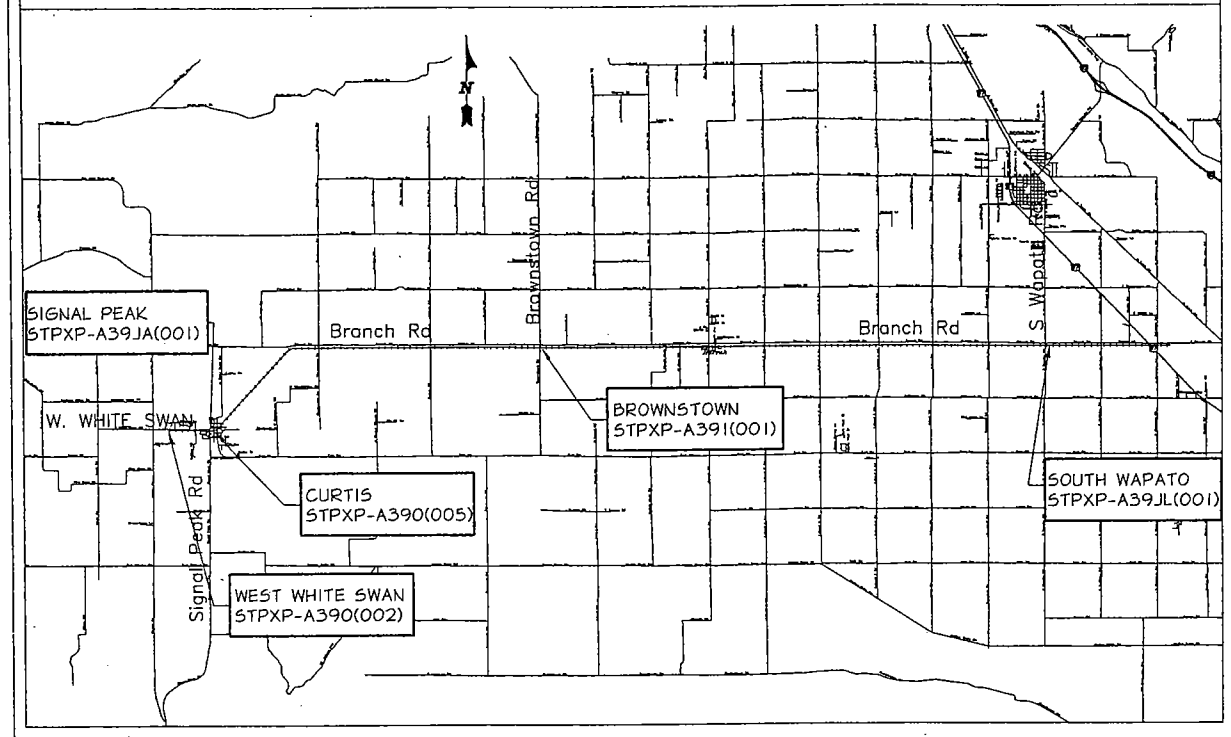
# VICINITY MAP




**TS 3104 - South Wapato Road**
**Federal Aid No.: STPXP-39JL(001)**

**TS 3105 - Brownstown Road**
**Federal Aid No.: STPXP-A391(001)**

**TS 3106 - Curtis Street**
**Federal Aid No.: STPXP-A390(005)**

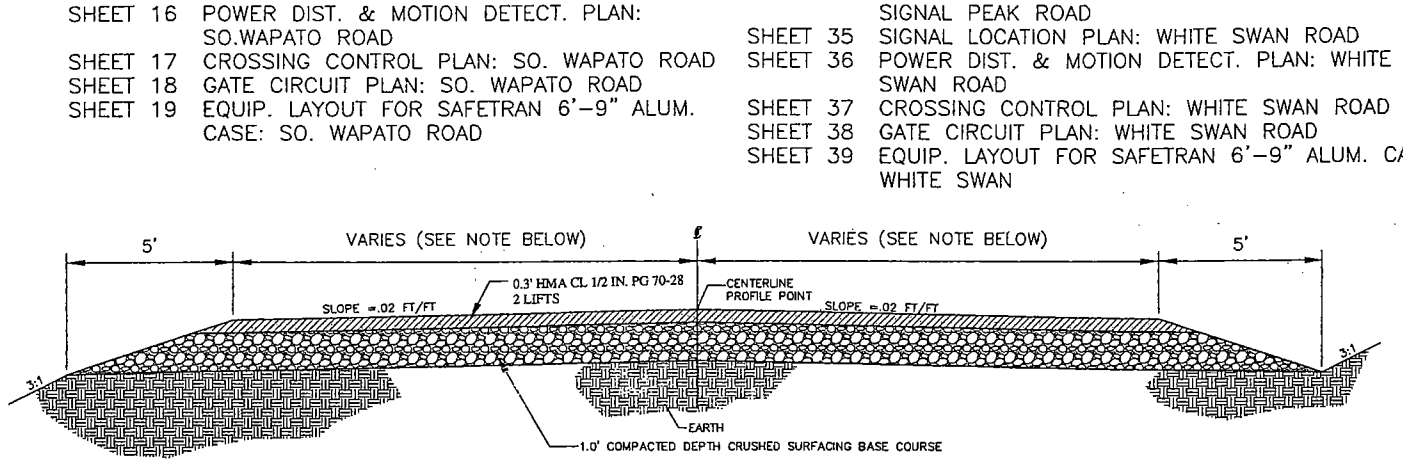
**TS 3107 - Signal Peak Road**
**Federal Aid No.: STPXP-39JA(001)**

**TS 3108 - West White Swan Road**
**Federal Aid No.: STPXP-S390(002)**

# TSWR GRADE CROSSING IMPROVEMENT PROJECT

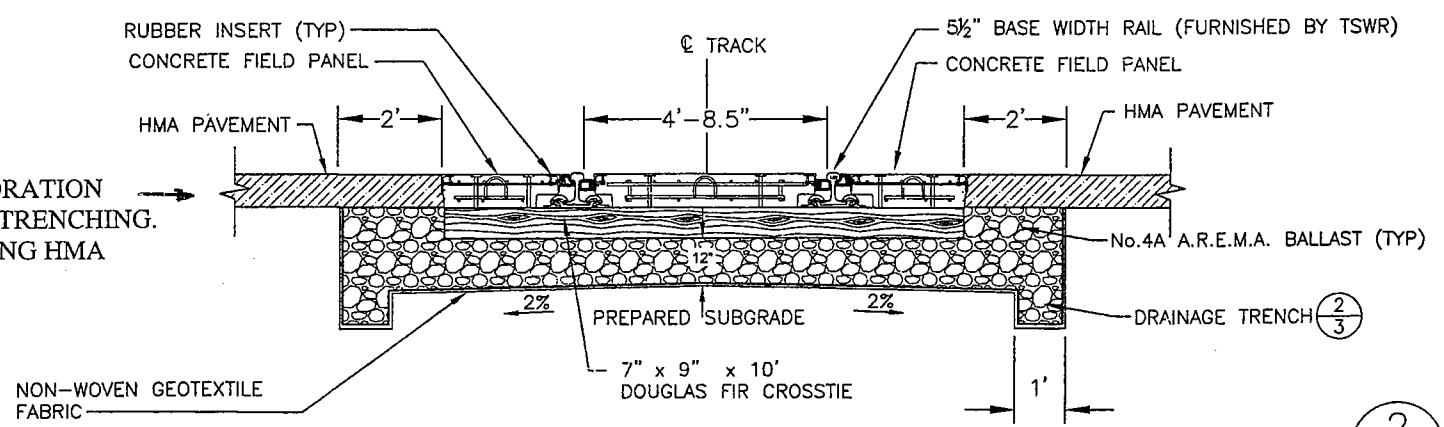
## INDEX






NOTES:
1. FOR PEDESTRIAN PATH AT SIGNAL PEAK – MATCH EXISTING PAVEMENT AND TAPER TO 6' AT CROSSING AND CRUSHED SURFACING DEPTH TO BE 0.25'
2. FOR SO. WAPATO, CURTIS AND SIGNAL PEAK – MATCH EXISTING PAVEMENT AND TAPER TO 14' AT CROSSING
3. FOR BROWNSTOWN – MATCH EXISTING PAVEMENT AND WIDEN TO 14' AT 10' FROM MATCH, EACH END

## TYPICAL PAVEMENT RESTORATION SECTION (1)




CONDUIT IN HMA PAVEMENT RESTORATION AREA MAY BE INSTALLED BY OPEN TRENCHING. CONDUIT INSTALLED UNDER EXISTING HMA PAVEMENT SHALL BE PUSHED.

## TYPICAL CONCRETE CROSSING SECTION (2)

DESIGN RESERVATION– THE EXTENT OF RAIL RELATED IMPROVEMENTS HAS BEEN RESTRICTED BY PROJECT FUNDING ELIGIBILITY AND AS A RESULT THE DESIGN OF THE RAIL APPROACHING EACH NEW CONCRETE CROSSING COULD NOT BE UPGRADED TO 136RE RAIL AS RECOMMENDED BY HDR ENGINEERING.

YAKIMA COUNTY PUBLIC WORKS DEPARTMENT

VERN M. REDIFER, P.E.
DIRECTOR/COUNTY ENGINEER

GARY EKSTEDT, P.E.
ASSISTANT DIRECTOR

APPROVED FOR CONSTRUCTION

BY 7-16-04 DATE

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

TSWR GRADE CROSSINGS IMPROVEMENT PROJECT

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL ALAN WARR
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES: 06/21/05

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

COVER SHEET

SHEET 1 OF 39

## GENERAL NOTES

1. ALL TRACK WORK REQUIREMENTS SHOWN ON THESE DRAWINGS AND NOT OTHERWISE DETAILED SHALL BE ACCOMPLISHED AS SPECIFIED IN THE 2003 AMERICAN RAILWAY ENGINEERING & MAINTENANCE OF WAY ASSOCIATION (AREMA) PORTFOLIO OF TRACKWORK PLANS AND AREMA MANUAL FOR RAILWAY ENGINEERING. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE 2004 EDITION OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (ENGLISH EDITION).

2. CONTRACTOR SHALL MAINTAIN EXISTING SURVEY CONTROL POINTS AND BENCH MARKS. SURVEY POINTS OR BENCH MARKS DAMAGED OR REMOVED BY CONTRACTOR SHALL BE RESTORED BY A REGISTERED LAND SURVEYOR AT CONTRACTORS EXPENSE.

3. ALL EXISTING BONDED RAIL AFFECTED BY CONSTRUCTION SHALL BE PROTECTED AND RETURNED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING.

4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL UTILITIES OF EVERY NATURE TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR WILL BEAR THE TOTAL EXPENSE OF REPAIR OR REPLACEMENT OF AND LOSS OF SERVICE COSTS AND UTILITIES DAMAGED BY THEIR CONSTRUCTION OPERATIONS. CALL 1-800-424-5555 A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO COMMENCING ANY EXCAVATON ACTIVITITY.

5. THE CONTRACTOR SHALL RESTORE ALL EXISTING FACILITIES AND ITEMS DISTURBED IN THE COURSE OF CONSTRUCTION TO A CONDITION EQUAL OR BETTER THAN EXISTING.

6. CONTRACTOR STORAGE, PARKING, AND SERVICE AREA(S) WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER

7. AT ALL TIE-INS TO EXISTING TRACK, THE CONTRACTOR SHALL PROVIDE A SMOOTH PROFILE WITHOUT SHARP GRADE BREAKS.

8. CONTRACTOR SHALL BRING TO THE ATTENTION OF THE ENGINEER ANY DISCREPANCIES BETWEEN JOB CONDITIONS AND INFORMATION INCLUDED ON THESE DRAWINGS.

9. THE TRACK PROFILES AND ALL ELEVATIONS LISTED IN THE PROFILES REFER TO TOP OF RAIL, UNLESS OTHERWISE NOTED.

10. COORDINATES INDICATED ON THE PLANS ARE LOCAL COORDINATES. ALL DISTANCES INDICATED ON THE DRAWINGS ARE ACTUAL GROUND DISTANCES.

11. WORK PERFORMED WITHIN THE CLEARANCE ENVELOPE, DEFINED AS EXTENDING 10' HORIZONTALLY FROM THE CENTERLINE OF EXISTING TRACK, SHALL BE PERFORMED UNDER FLAG PROTECTION AS PROVIDED BY THE TOPPENISH SIMCOE & WESTERN RAILROAD UNLESS OTHER SAFETY PROVISIONS ARE ESTABLISHED BY THE ENGINEER.

12. THE CONTRACTOR SHALL ADHERE TO THE THE MINIMUM SAFETY REQUIREMENTS FOR CONTRACTORS WORKING ON OR ADJACENT TO TSWR TRACK, AS PROVIDED IN "RULES GOVERNING CONTRACTORS OF OTHERS WORKING ON RAILROAD PROPERTY". THIS DOCUMENT IS INCLUDED IN THE SPECIAL PROVISIONS. IN ADDITION, THE CONTRACTOR'S EMPLOYEES WHO ARE WORKING ON OR NEAR TSWR TRACK MUST BE SAFETY QUALIFIED BY THE TSWR PRIOR TO THE START OF WORK.

13. THE CONTRACTOR SHALL BE REQUIRED UPON THE COMPLETION OF THE WORK, TO REMOVE FROM THE SITE ALL MACHINERY, EQUIPMENT, SURPLUS MATERIALS, RUBBISH OR TEMPORARY BUILDINGS OF SAID CONTRACTOR, AND TO LEAVE THE SITE IN A NEAT AND TIDY CONDITION SATISFACTORY TO THE ENGINEER.

14. THE DESIGN AND LAYOUT IS BASED UPON SURVEY INFORMATION PROVIDED BY YAKIMA COUNTY. YAKIMA COUNTY WILL PROVIDE THE CONTROL AND CONSTRUCTION STAKING REQUIRED TO PERFORM THE WORK AT NO COST TO THE CONTRACTOR.

15. ALL RAIL, JOINT BARS, TIE PLATES, COMPROMISE JOINTS AND TIE PLATES REQUIRED TO RECONSTRUCT NEW RAIL TO BE SUPPLIED BY TSWR AT NO COST TO THE CONTRACTOR. NEW TIES AND BALLAST TO BE PROVIDED BY THE CONTRACTOR.

## ABBREVIATIONS

| | |
|---|---|
| AAR | AMERICAN ASSOCIATION OF RAILROADS |
| A.C. | ASPHALTIC CONCRETE PAVING |
| AREMA | AMERICAN AND RAILWAY ENGINEERING MAINTENANCE OF WAY ASSOCIATION |
| A.S.T.M. | AMERICAN SOCIETY FOR TESTING AND MATERIALS |
| & | AND |
| APPROX. | APPROXIMATE |
| B.M. | BENCH MARK |
| BLDG. | BUILDING |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| BVCS | BEGIN VERTICAL CURVE STATION |
| ℄ | CENTER LINE |
| CMP | CORRUGATED METAL PIPE |
| COMP. | COMPROMISE |
| CONC. | CONCRETE |
| CSP | CORRUGATED STEEL PIPE |
| CTRS. | CENTERS |
| DIA. OR ø | DIAMETER |
| EA. | EACH |
| ELEV. OR EL. | ELEVATION |
| E.O.T. | END OF TRACK |
| EQ. | EQUAL |
| EXIST. | EXISTING |
| EVCE | END VERTICAL CURVE ELEVATION |
| EVCS | END VERTICAL CURVE STATION |
| F.O.C. | FACE OF CURB |
| FT | FEET OR FOOT |
| F.V. | FIELD VERIFY |
| H.P. | HIGH POINT |
| HDPE | HIGH DENSITY POLYETHYLENE |
| HMA | HOT MIX ASPHALT |
| I.E. | INVERT ELEVATION |
| INCL. | INCLUDING |
| INV. | INVERT |
| IJ | INSULATED JOINT |
| JT. | JOINT |
| LB. OR lb OR # | POUNDS |
| L.F. | LINEAR FEET |
| L.P. | LOW POINT |
| L.S. | LUMP SUM |
| LH | LEFT HAND |
| MAX. | MAXIMUM |
| MIN. | MINIMUM |
| ML | MAINLINE |
| M.P. | MILE POST |
| (N) | NORTH |
| No. OR # | NUMBER |
| N.I.C. | NOT IN CONTRACT |
| NTS | NOT TO SCALE |
| O.C. | ON CENTER |
| O/S | OFFSET |
| O.T.M. | OTHER TRACK MATERIAL (ALL STEEL TRACK COMPONENTS OTHER THAN RAIL) |
| O.D. | OUTSIDE DIAMETER |
| P.C. | POINT OF CURVE |
| P.I.T.O. | POINT OF INTERSECTION OF TURNOUT |
| P.C.C. | POINT OF COMPOUND CURVE |
| P.O.T. | POINT ON TANGENT |
| P.O.C. | POINT ON CURVE |
| P.P. | POWER POLE |
| PR. | PAIR |
| PROP. | PROPERTY |
| P.T. | POINT OF TANGENT |
| P.S. OR PT. SW. | POINT OF SWITCH |
| PVM'T. | PAVEMENT |
| P.V.I. | POINT OF VERTICAL INTERSECTION |
| QTY. | QUANTITY |
| R.C.P. | REINFORCED CONCRETE PIPE |
| RD. | ROAD |
| RH | RIGHT HAND |
| R/W | RIGHT-OF-WAY |
| STA. | STATION |

## ABBREVIATIONS CONT'D

| | |
|---|---|
| STD. | STANDARD |
| T.R. or T.O.R. | TOP OF RAIL |
| TRK. | TRACK |
| TSWR | TOPPENISH SIMCOE & WESTERN RAILROAD |
| T.F. | TRACK FOOT OR TRACK FEET |
| T.M. | TRACK MILE |
| T.O. | TURNOUT |
| TYP. | TYPICAL |
| V.C. | VERTICAL CURVE |
| W/ | WITH |
| XING | RAILROAD CROSSING |

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*TS 3107 – Signal Peak Road*
*Federal Aid No.: STPXP-39JA(001)*

*TS 3108 – West White Swan Road*
*Federal Aid No.: STPXP-S390(002)*

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. LAPLANTE
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
6/30/06

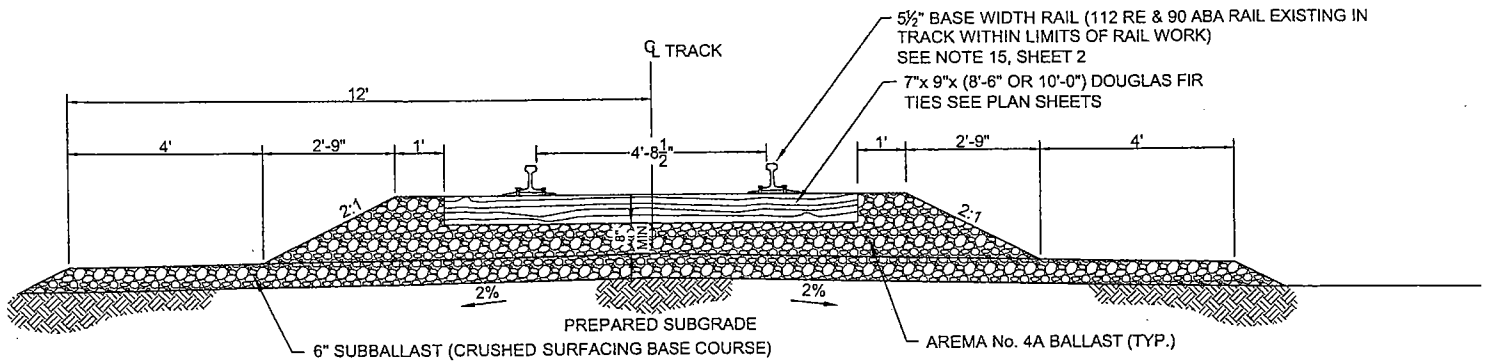
EXPIRES: 06/21/06

RECOMMENDED BY:

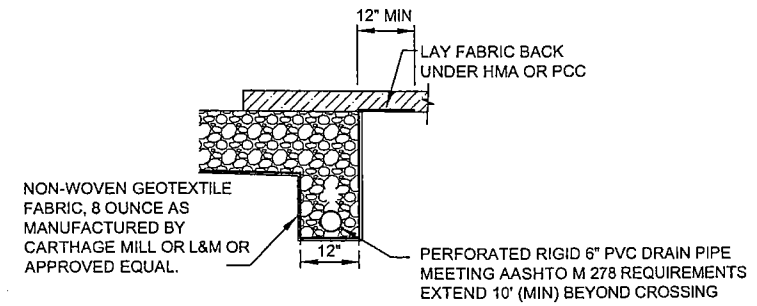
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

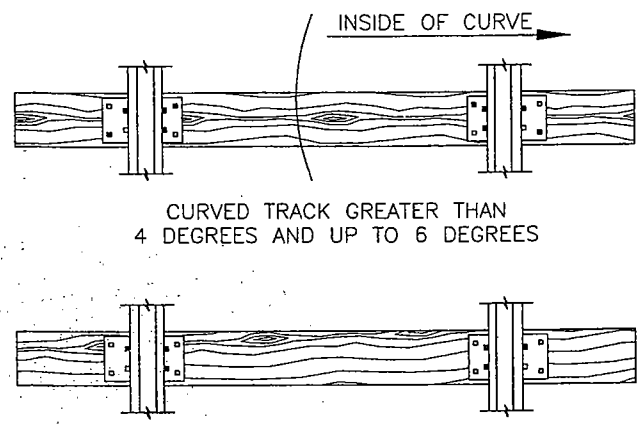
## GENERAL NOTES



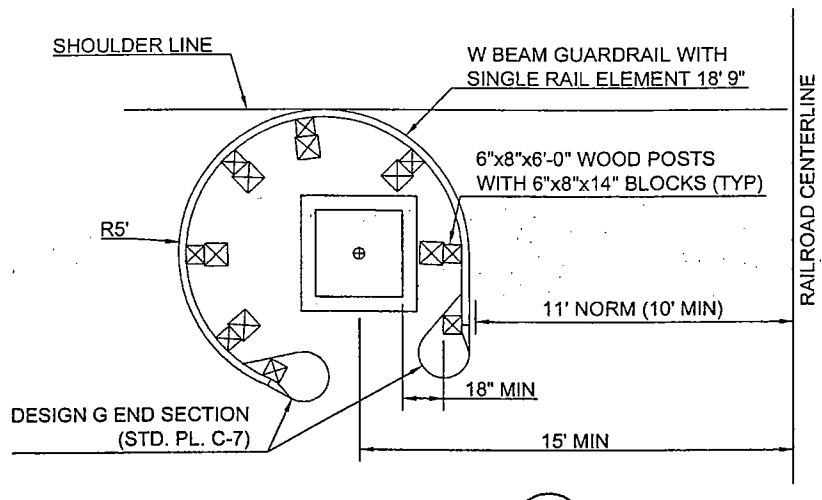

TYPICAL OPEN TRACK SECTION 1
NTS




DRAINAGE TRENCH DETAIL 2
NTS




SPIKING PATTERN 3
NTS




GUARDRAIL INSTALLATION 5
NTS

NOTES:

1. THE CROSSING AND CORRESPONDING RAIL SHALL FOLLOW DESIGN PROFILES SHOWN ON PLAN AND PROFILE SHEETS.
2. THE CONTRACTOR SHALL PROTECT ALL FOUNDATIONS AND EXISTING UNDERGROUND UTILITIES FROM DAMAGE BY EXCAVATION ACTIVITIES.
3. CONTRACTOR TO NOTIFY THE ENGINEER FOR INSPECTION OF CROSSING SUBGRADE. CONTRACTOR SHALL NOT COVER UP THE SUBGRADE UNTIL AFTER INSPECTION BY ENGINEER.
4. IF ALL OR PART OF THE SUBGRADE CANNOT ATTAIN SUITABLE COMPACTION, CONTRACTOR SHALL OVER EXCAVATE AND PLACE AND COMPACT SUITABLE GRANULAR BACKFILL MATERIAL AS DIRECTED BY THE ENGINEER. REMOVED EXISTING BALLAST IS ACCEPTABLE UNLESS DETERMINED BY THE ENGINEER TO BE UNSUITABLE.
5. REFER TO SPECIFICATIONS FOR LIMITS OF SUBGRADE CONSTRUCTION AND GEOTEXILES INSTALLATION.

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*Federal Aid No.: STPXP-S390(002)*

*TS 3108 – West White Swan Road*
*Federal Aid No.: STPXP-S390(002)*

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TWSR GRADE CROSSING IMPROVEMENTS

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL D. LINNELL
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
6/30/04

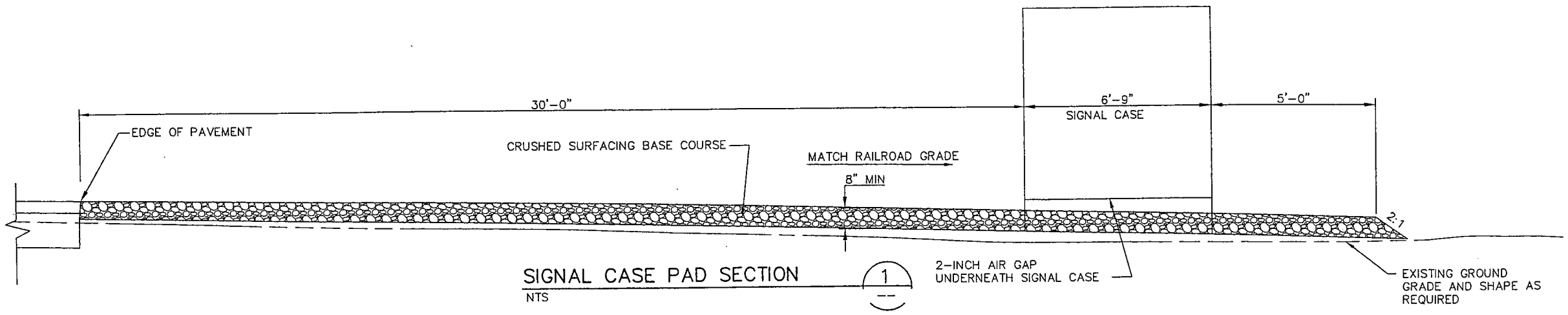
EXPIRES: 06/21/04

RECOMMENDED BY:

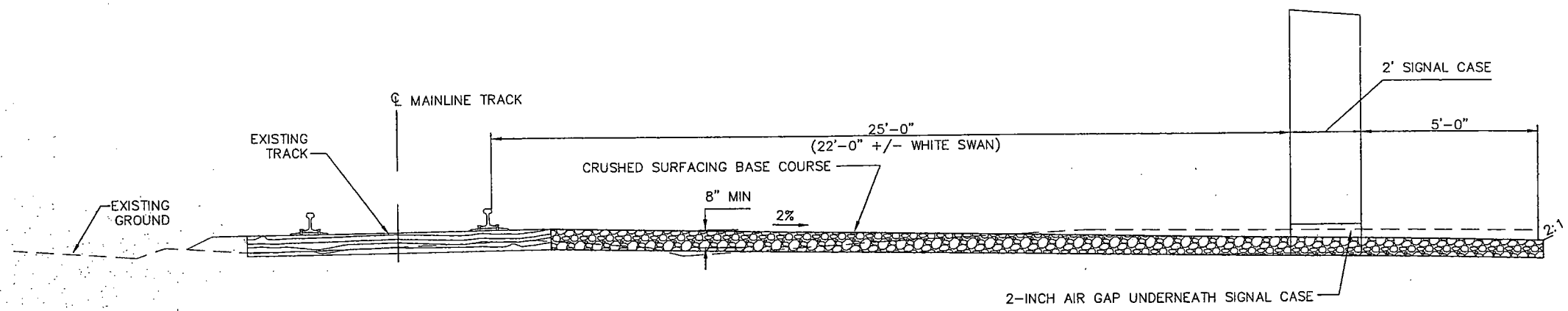
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

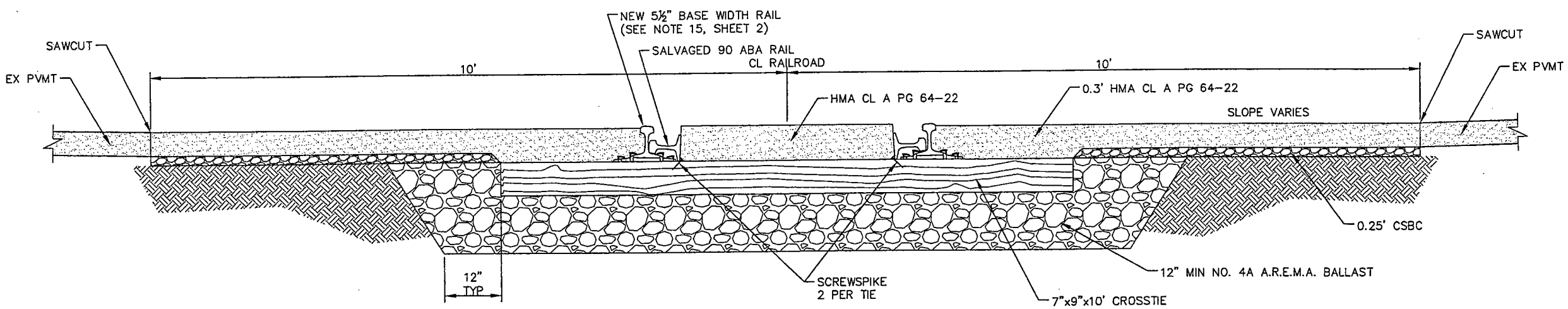
## DETAILS




SIGNAL CASE PAD SECTION (1)
NTS




SIGNAL CASE PAD TRACK SECTION (2)
NTS




HMA CROSSING (3)
NTS

*TS 3104 – South Wapato Road*
*Federal Aid No.: STPXP-39JL(001)*

*TS 3105 – Brownstown Road*
*Federal Aid No.: STPXP-A391(001)*

*TS 3106 – Curtis Street*
*Federal Aid No.: STPXP-A390(005)*

*TS 3107 – Signal Peak Road*
*Federal Aid No.: STPXP-39JA(001)*

*TS 3108 – West White Swan Road*
*Federal Aid No.: STPXP-S390(002)*

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TWSR GRADE CROSSING IMPROVEMENTS

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

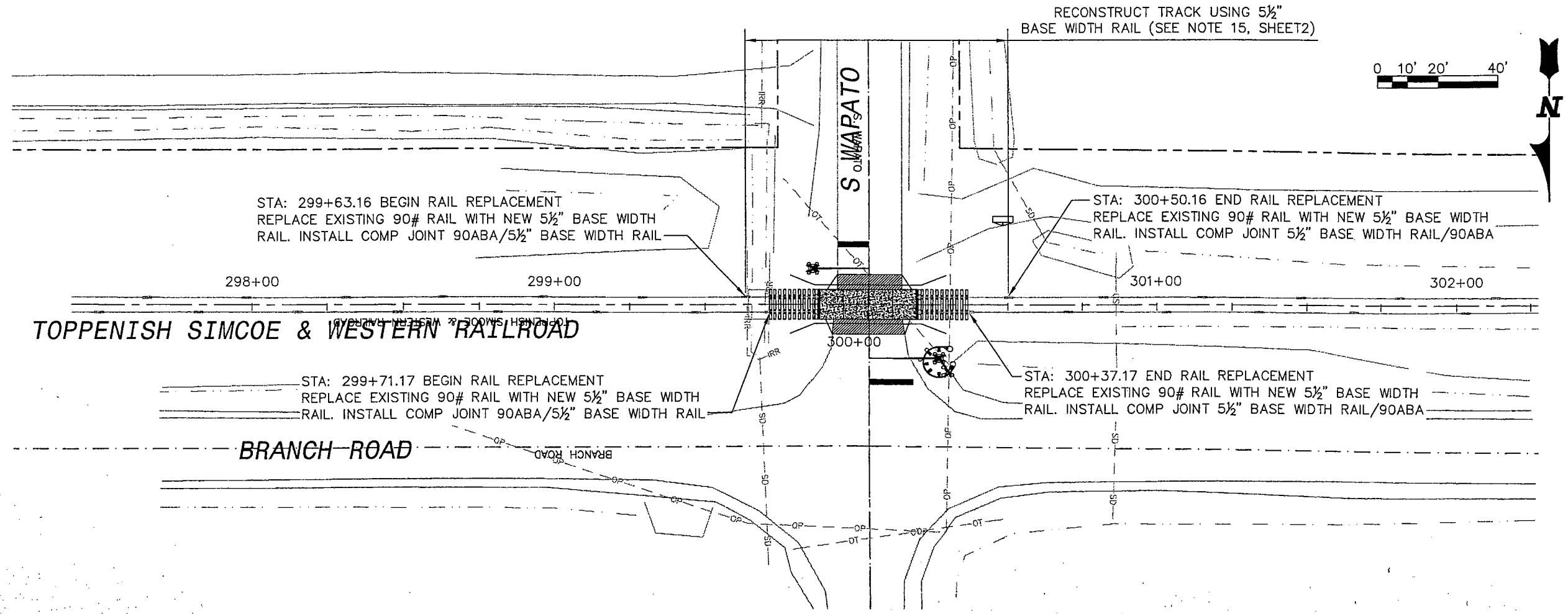
MICHAEL ALLEN RRR
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES: 06/21/06

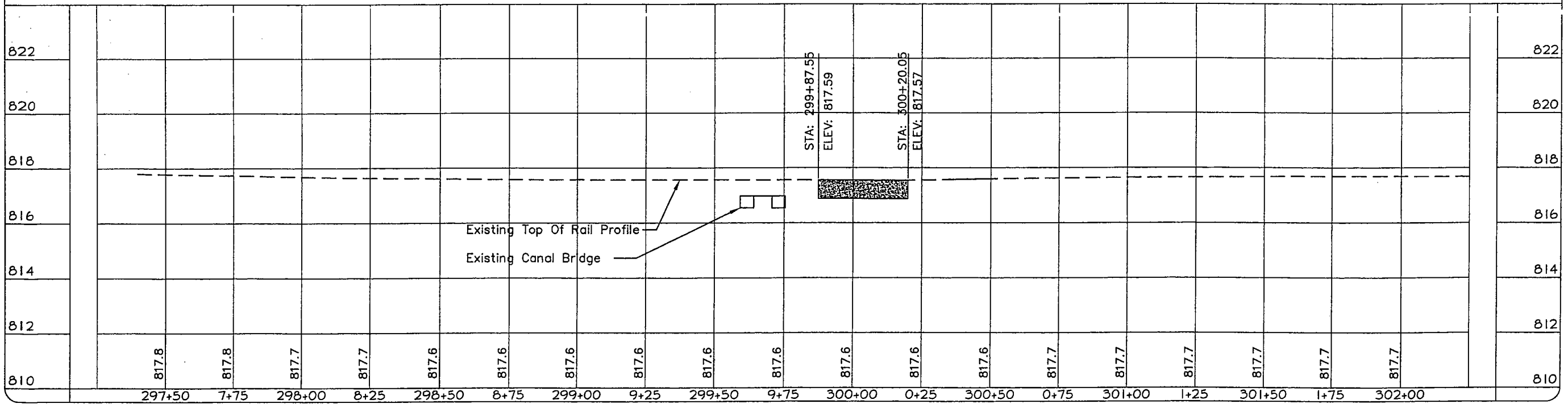
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

## SIGNAL CASE PAD & PAVED CROSSING

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. MURRAY
15520
REGISTERED
PROFESSIONAL ENGINEER
STATE OF WASHINGTON

EXPIRES: 06/21/06

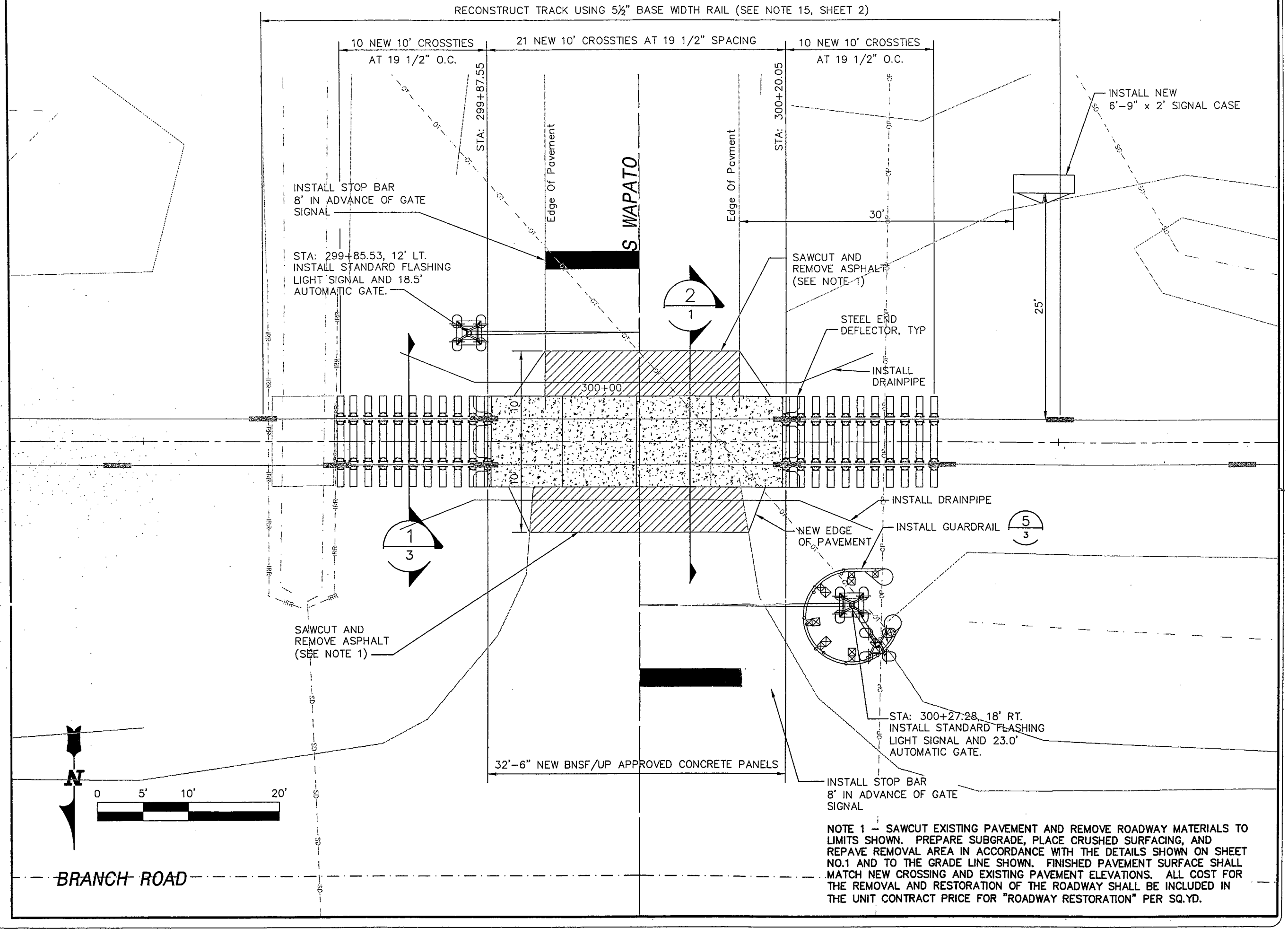
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

R/R PLAN & PROFILE
STA: 297+40
STA: 302+00

SHEET 5 OF 39




NOTE 1 – SAWCUT EXISTING PAVEMENT AND REMOVE ROADWAY MATERIALS TO LIMITS SHOWN. PREPARE SUBGRADE, PLACE CRUSHED SURFACING, AND REPAVE REMOVAL AREA IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET NO.1 AND TO THE GRADE LINE SHOWN. FINISHED PAVEMENT SURFACE SHALL MATCH NEW CROSSING AND EXISTING PAVEMENT ELEVATIONS. ALL COST FOR THE REMOVAL AND RESTORATION OF THE ROADWAY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR "ROADWAY RESTORATION" PER SQ.YD.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL ALLEN GRAY
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 06/21/06

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING DETAIL

SHEET 6 OF 39

RECONSTRUCT TRACK USING
5½" BASE WIDTH RAIL (SEE NOTE 15, SHEET 2)

STA: 779+20.84 BEGIN RAIL REPLACEMENT
REPLACE EXISTING 90# RAIL WITH NEW 5½" BASE WIDTH
RAIL. INSTALL COMP JOINT 90ABA/5½" BASE WIDTH RAIL

STA: 779+91.84 END RAIL REPLACEMENT
REPLACE EXISTING 90# RAIL WITH NEW 5½" BASE WIDTH
RAIL. INSTALL COMP JOINT 5½" BASE WIDTH RAIL/90ABA

N

777+00 778+00 779+00 780+00 781+00 782+00

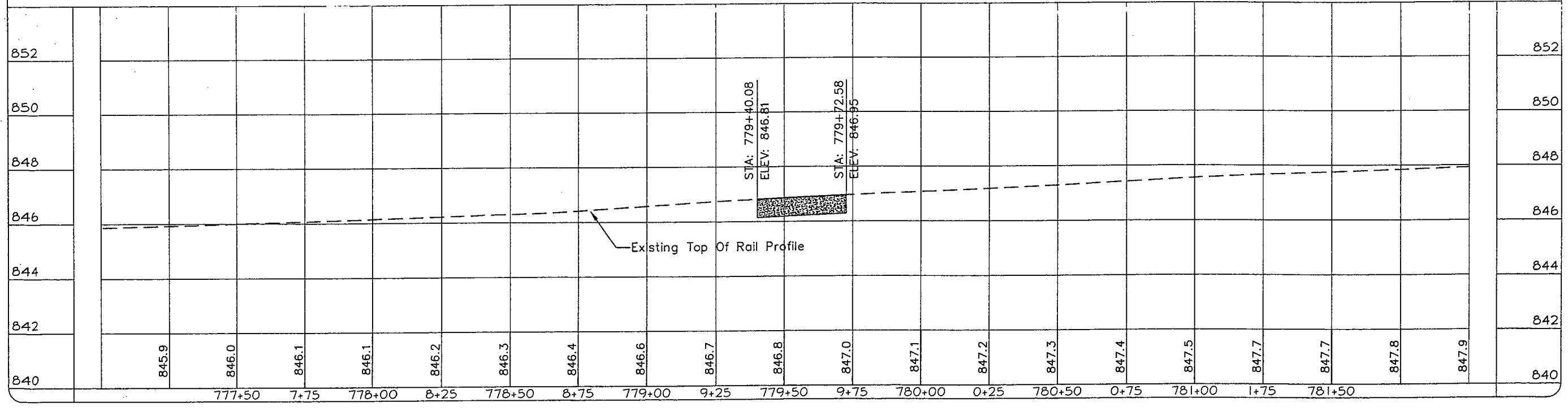
TOPPENISH SIMCOE & WESTERN RAILROAD

BROWNSTOWN

STA: 779+24.84 BEGIN RAIL REPLACEMENT
REPLACE EXISTING 90# RAIL WITH NEW 5½" BASE WIDTH
RAIL. INSTALL COMP JOINT 90ABA/5½" BASE WIDTH RAIL

STA: 779+95.84 END RAIL REPLACEMENT
REPLACE EXISTING 90# RAIL WITH NEW 5½" BASE WIDTH
RAIL. INSTALL COMP JOINT 5½" BASE WIDTH RAIL/90ABA

0 10' 20' 40'




COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL ALMOND
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
6/30/04

EXPIRES: 06/21/06

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

R/R PLAN & PROFILE
STA: 777+00
STA:782+00

SHEET 7 OF 39

RECONSTRUCT TRACK USING 5½" BASE WIDTH RAIL (SEE NOTE 15, SHEET 2)

10 NEW 10' CROSSTIES AT 19 1/2" O.C.

21 NEW 10' CROSSTIES AT 19 1/2" SPACING

10 NEW 10' CROSSTIES AT 19 1/2" O.C.

STA: 779+23.83

STA: 779+40.08

STA: 779+72.58

STA: 779+88.83

STA: 779+31.87, 18' LT.
INSTALL STANDARD FLASHING LIGHT SIGNAL AND 18.5' AUTOMATIC GATE.

INSTALL STOP BAR
8' IN ADVANCE OF GATE SIGNAL

5/3 INSTALL GUARDRAIL

REMOVE EXISTING TRACK – 62FT

SAWCUT AND REMOVE ASPHALT,
SEE SHEET NO.9 FOR MORE DETAILS.

INSTALL
DRAIN PIPE

779+00

90/112

780+00

112/90

90/112

112/90

INSTALL
DRAIN PIPE

25'

25'

INSTALL NEW
6'-9" X 2' SIGNAL CASE

30'

STA: 779+78.40, 13' RT.
INSTALL STANDARD FLASHING LIGHT SIGNAL AND 23.0' AUTOMATIC GATE.

NEW EDGE OF PAVEMENT

INSTALL STOP BAR
8' IN ADVANCE OF GATE SIGNAL

NEW EDGE OF PAVEMENT

Edge Of Pavement

BROWNSTOWN ROAD

Edge Of Pavement

SAWCUT AND REMOVE ASPHALT,
SEE SHEET NO.9 FOR MORE DETAILS.

32'-6" NEW BNSF/UP APPROVED CONCRETE PANELS

N

0 5' 10' 20'

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. MIRRA
STATE OF WASHINGTON
15520
REGISTERED PROFESSIONAL ENGINEER
6/30/06

EXPIRES: 06/21/06

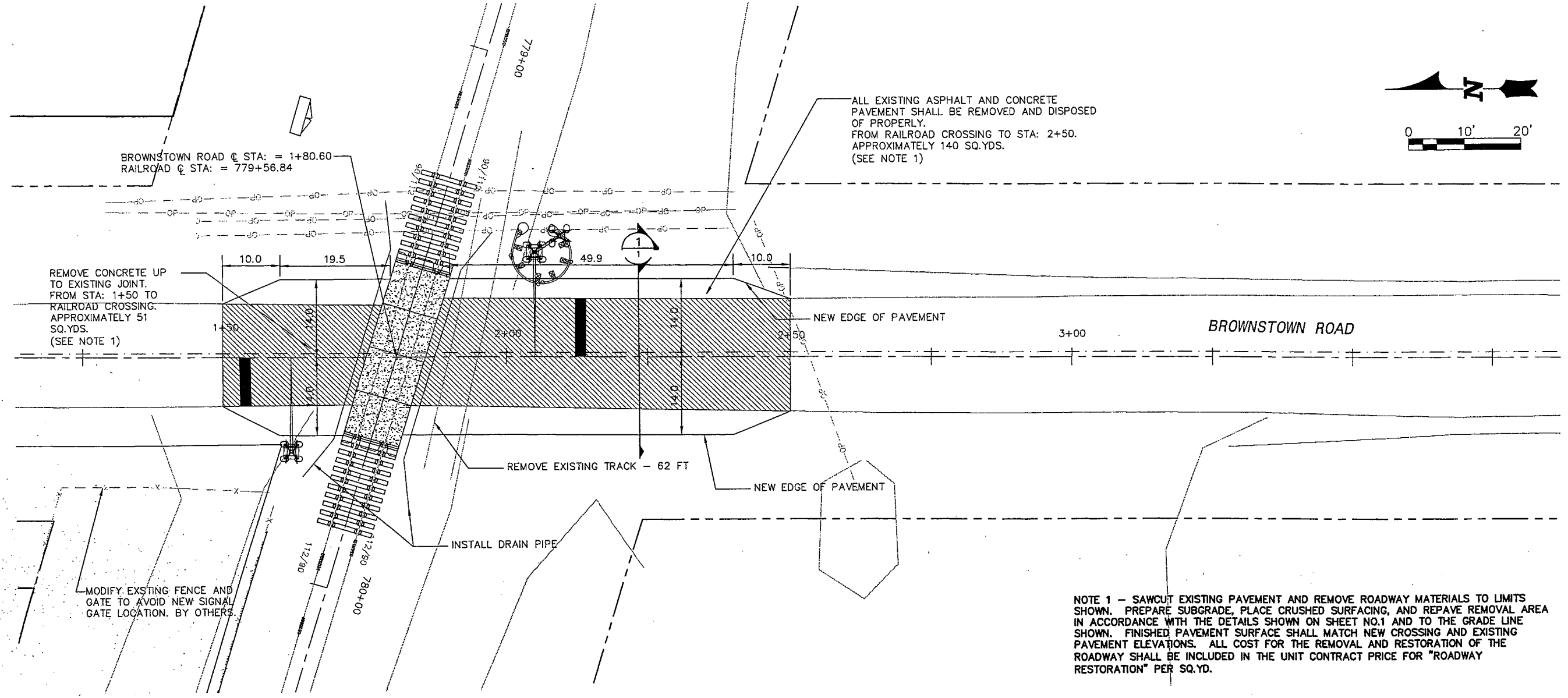
RECOMMENDED BY:

PROJECT ENGINEER

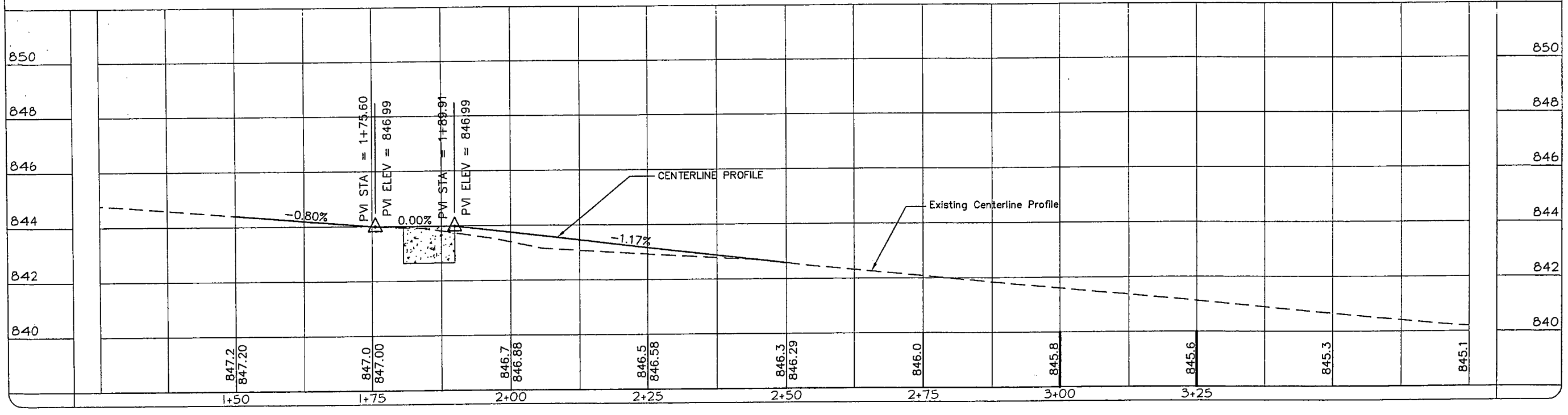
| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING DETAIL

SHEET 8 OF 39




NOTE 1 – SAWCUT EXISTING PAVEMENT AND REMOVE ROADWAY MATERIALS TO LIMITS SHOWN. PREPARE SUBGRADE, PLACE CRUSHED SURFACING, AND REPAVE REMOVAL AREA IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET NO.1 AND TO THE GRADE LINE SHOWN. FINISHED PAVEMENT SURFACE SHALL MATCH NEW CROSSING AND EXISTING PAVEMENT ELEVATIONS. ALL COST FOR THE REMOVAL AND RESTORATION OF THE ROADWAY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR "ROADWAY RESTORATION" PER SQ.YD.




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. MURRAY
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 06/21/06

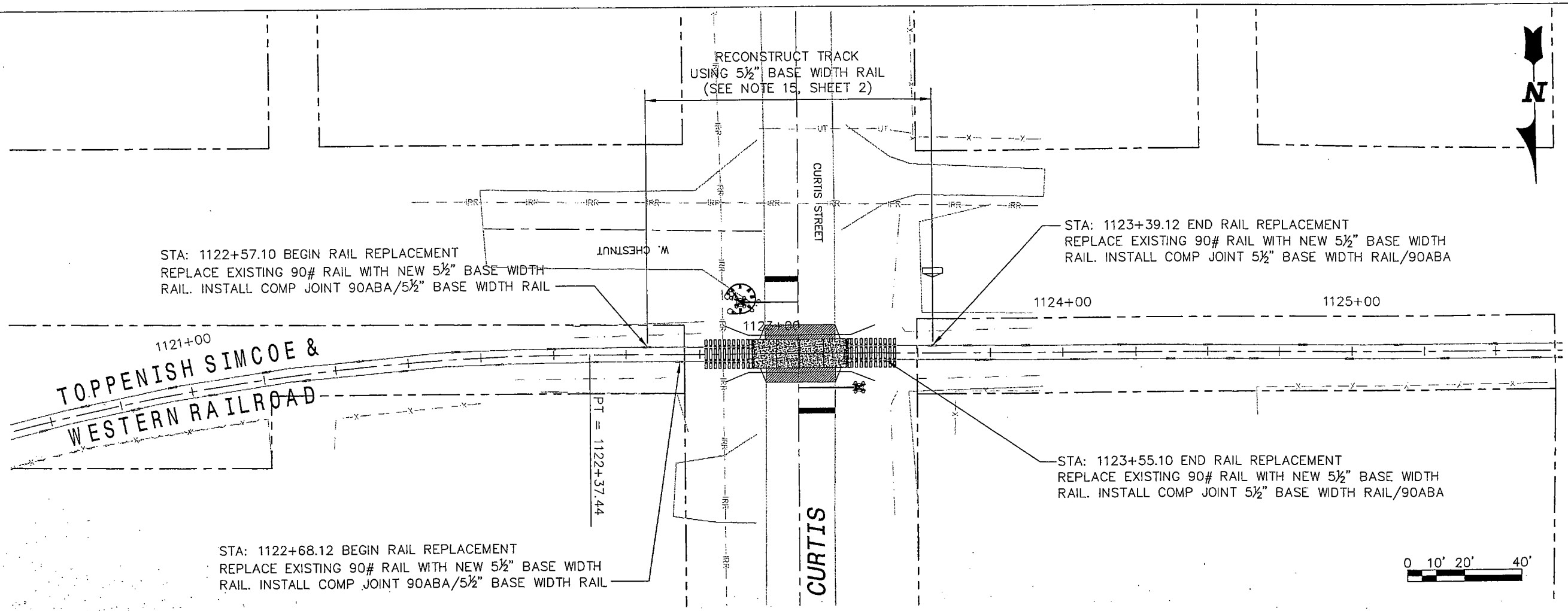
RECOMMENDED BY:

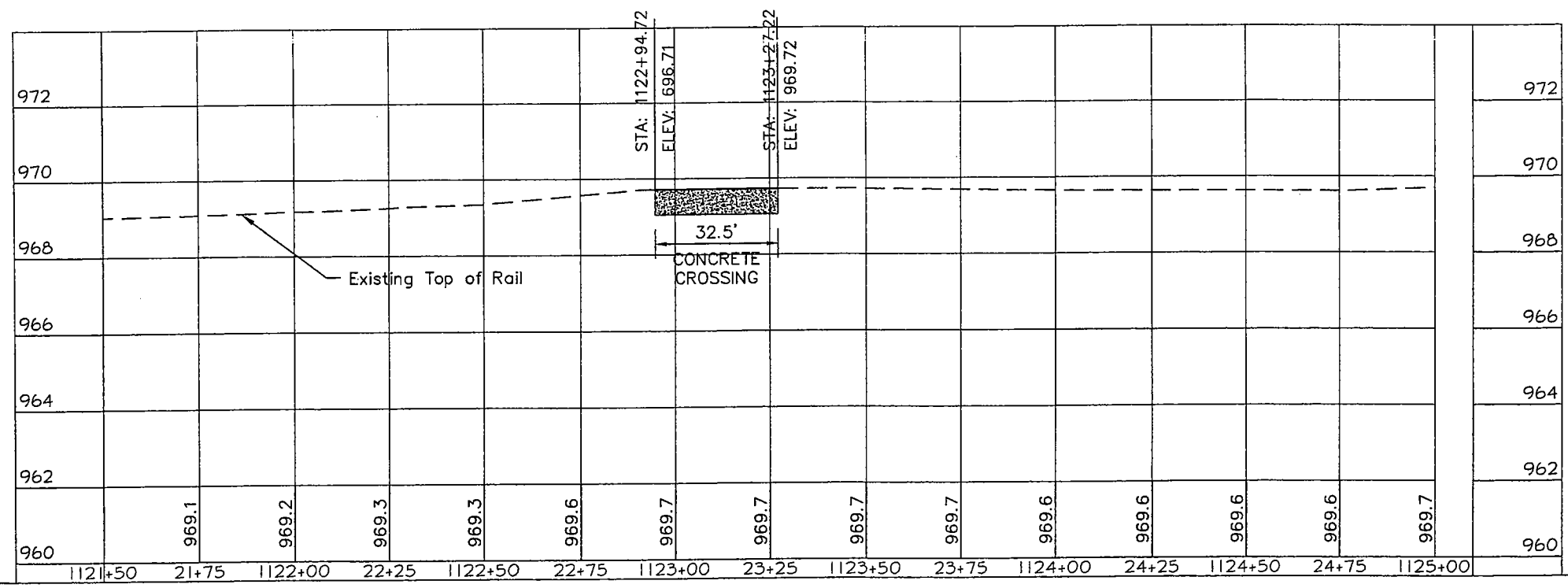
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

PLAN & PROFILE
STA: 0+00
STA: 4+00

SHEET 9 OF 39




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS ROAD
TS 3106

STPXP-A390(005)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. CURRIER
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
6/30/06

EXPIRES: 06/21/06

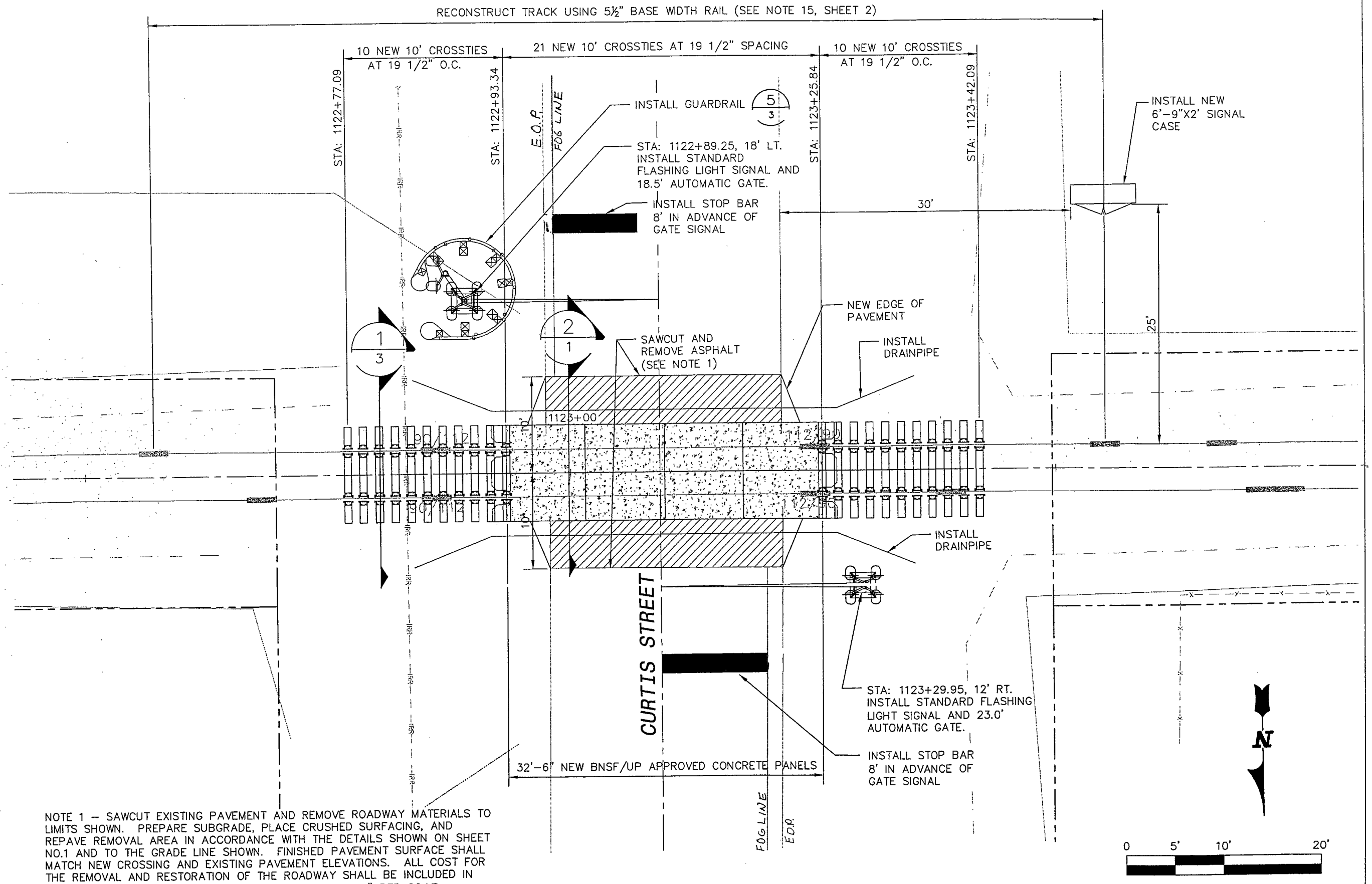
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

PLAN & PROFILE
STA: 1021+50
STA: 1125+00

SHEET 10 OF 39




NOTE 1 – SAWCUT EXISTING PAVEMENT AND REMOVE ROADWAY MATERIALS TO LIMITS SHOWN. PREPARE SUBGRADE, PLACE CRUSHED SURFACING, AND REPAVE REMOVAL AREA IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET NO.1 AND TO THE GRADE LINE SHOWN. FINISHED PAVEMENT SURFACE SHALL MATCH NEW CROSSING AND EXISTING PAVEMENT ELEVATIONS. ALL COST FOR THE REMOVAL AND RESTORATION OF THE ROADWAY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR "ROADWAY RESTORATION" PER SQ.YD.

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS STREET
TS 3106

STPXP-A390(005)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL ALLMAN
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 06/21/06

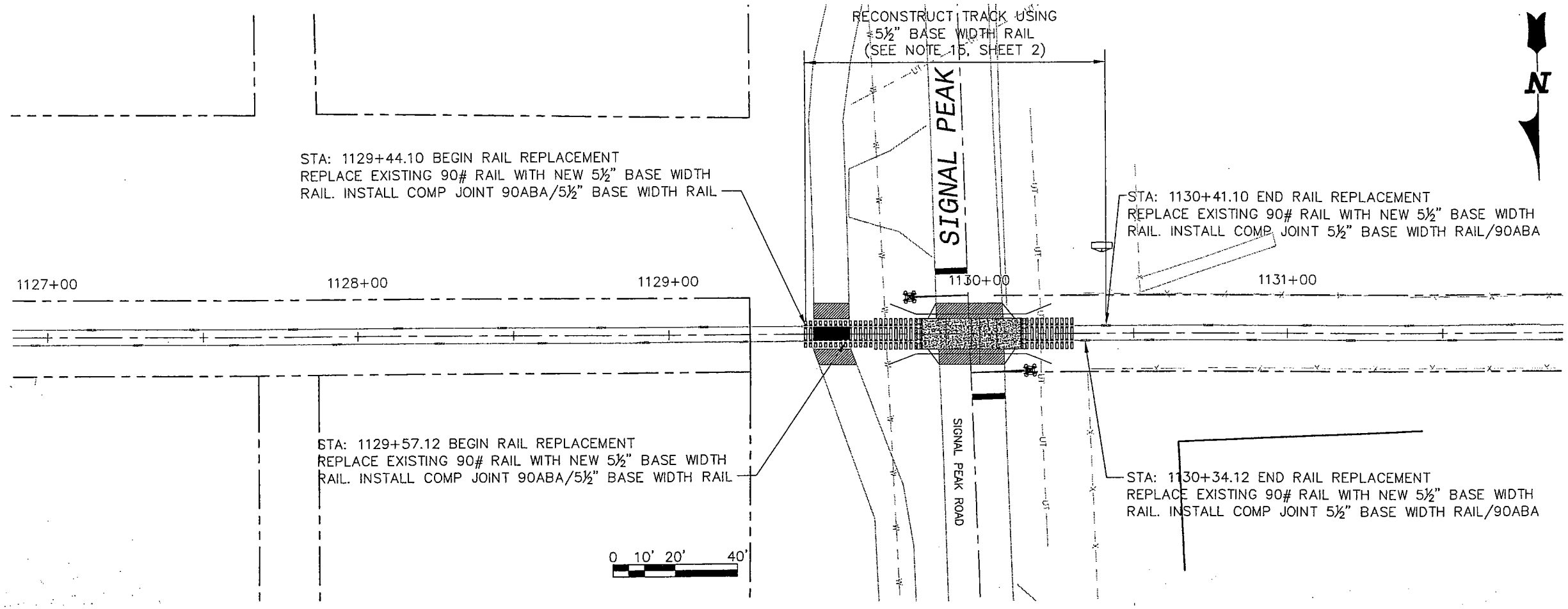
RECOMMENDED BY:

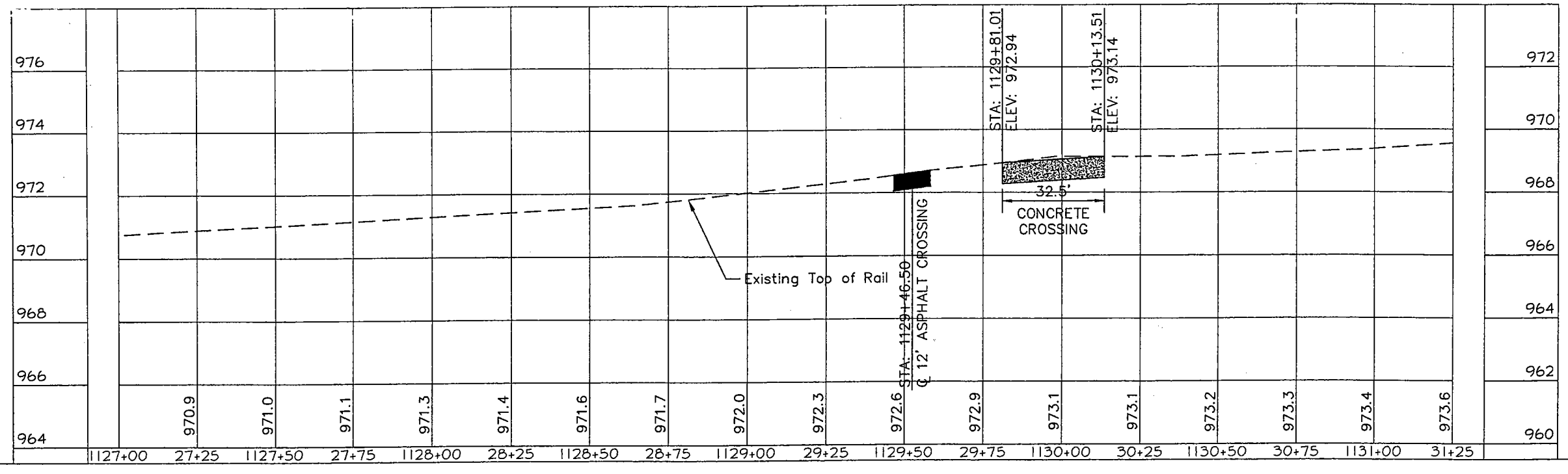
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING DETAIL

SHEET 11 OF 39

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL J. MURRAY
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 06/21/06

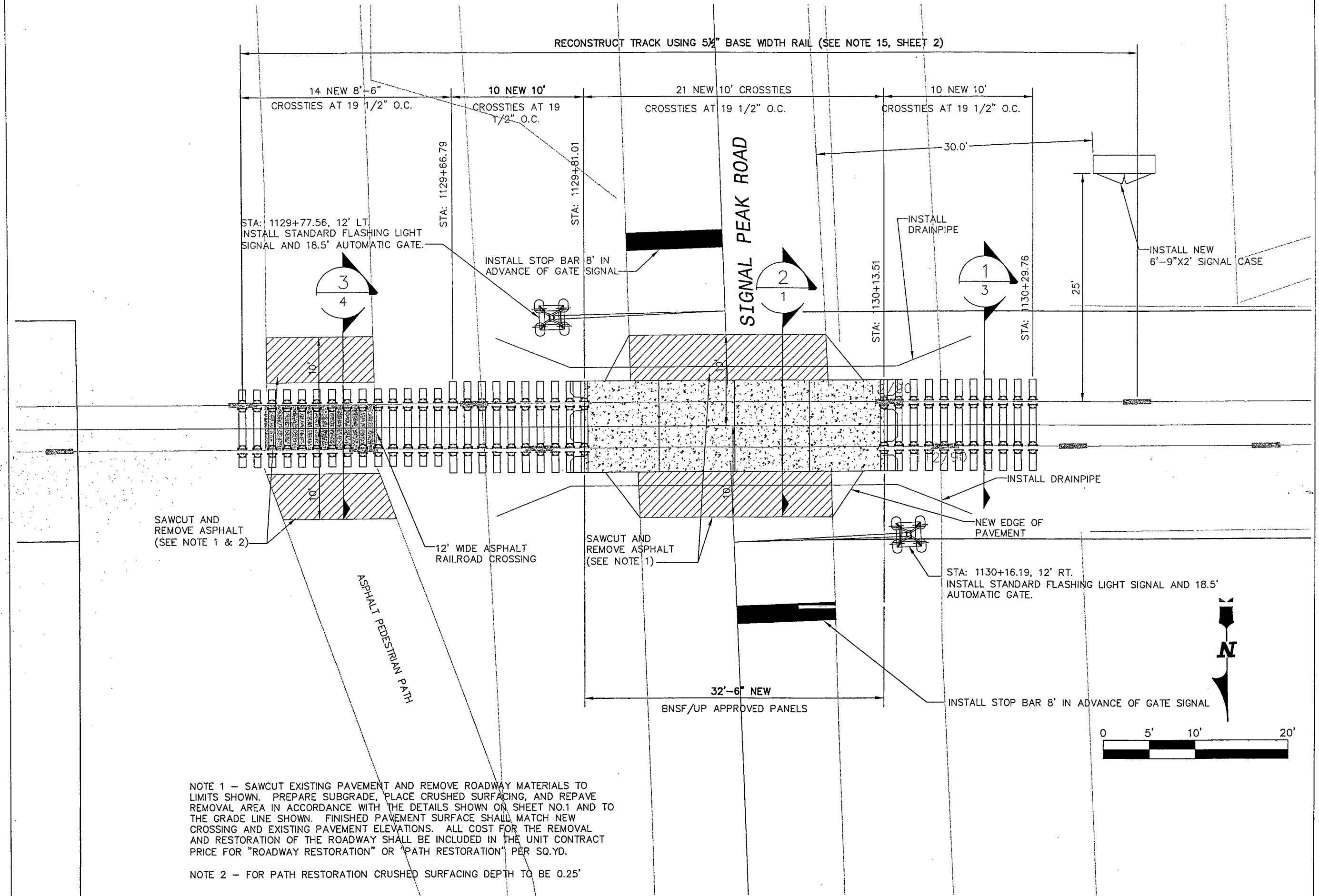
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

PLAN & PROFILE
STA: 1127+00
STA: 1131+85

SHEET 12 OF 39




NOTE 1 – SAWCUT EXISTING PAVEMENT AND REMOVE ROADWAY MATERIALS TO LIMITS SHOWN. PREPARE SUBGRADE, PLACE CRUSHED SURFACING, AND REPAVE REMOVAL AREA IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET NO.1 AND TO THE GRADE LINE SHOWN. FINISHED PAVEMENT SURFACE SHALL MATCH NEW CROSSING AND EXISTING PAVEMENT ELEVATIONS. ALL COST FOR THE REMOVAL AND RESTORATION OF THE ROADWAY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR "ROADWAY RESTORATION" OR "PATH RESTORATION" PER SQ.YD.

NOTE 2 – FOR PATH RESTORATION CRUSHED SURFACING DEPTH TO BE 0.25'

YAKIMA COUNTY PUBLIC WORKS
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# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

MICHAEL A. MURRAY
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER
6/30/01

EXPIRES: 06/21/06

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING DETAIL

SHEET 13 OF 39

END SHOULDER WIDENING
STA: 3+27.50

BEAM GUARDRAIL SRT TERMINAL
WSDOT STD PLAN C-4b
STA: 4+30.50

GRAVITY BLOCK WALL
(SEE TYPICAL SECTION)

WHITE SWAN ROAD
STA: 3+50.50, 24.00 LT.
INSTALL STANDARD
FLASHING LIGHT SIGNAL AND
21.0' AUTOMATIC GATE.

EDGE OF SHOULDER

BEGIN
SHOULDER
WIDENING
STA:
4+72.5 SEE DETAIL
WSDOT STD PLAN C-4b

N

0 5' 10' 20'

1177+00

1177+50

1178+00

1178+50

1179+00

1179+50

2+00

3+00

4+00

6:1 TAPER

4.0'

INSTALL FLEXIBLE DELINEATOR
WITH 4 RPM'S EACH END
(12" SPACING)

INSTALL STOP BAR
8' IN ADVANCE OF
GATE SIGNAL

FOG LINE
INSTALL FLEXIBLE DELINEATOR
WITH 4 RPM'S EACH END
(12" SPACING)

TYPE 4 ANCHOR
WSDOT STD PLAN C-6c

END SHOULDER WIDENING
STA: 3+54.00

WHITE SWAN ROAD

FOG LINE

24.0'

22.0'

INSTALL NEW
6'-9" x 2'
SIGNAL CASE

WHITE SWAN RD.
STA: 2+03 – STA: 3+03
INSTALL TYPE "C" TRAFFIC
CURB, GLUED OR DOWELED
AND PAINTED YELLOW PER
SEC. 8-07.3(2) OF STD.
SPEC.
SEE WSDOT STD PLAN F-2.
INSTALL RAISED PAVEMENT
MARKINGS (RPM'S) EACH
SIDE OF CURB @ 10' O.C.
(22 REQ'D)

INSTALL STOP BAR
8' IN ADVANCE OF
GATE SIGNAL

TYPE 4 ANCHOR
WSDOT STD PLAN C-6c

WHITE SWAN ROAD
STA: 3+03.00, 24.00 RT.
INSTALL STANDARD FLASHING
LIGHT SIGNAL AND 21.0'
AUTOMATIC GATE.

GRAVITY BLOCK WALL
(SEE TYPICAL SECTION)

WHITE SWAN RD.
STA: 3+50 – STA: 4+50
INSTALL TYPE "C" TRAFFIC
CURB, GLUED OR DOWELED
AND PAINTED YELLOW PER
SEC. 8-07.3(2) OF STD.
SPEC.
SEE WSDOT STD PLAN F-2.
INSTALL RAISED PAVEMENT
MARKINGS (RPM'S) EACH
SIDE OF CURB @ 10' O.C.
(22 REQ'D)

BEGIN SHOULDER WIDENING
STA: 1+81 SEE DETAIL
WSDOT STD PLAN C-4b

BEAM GUARDRAIL SRT TERMINAL
WSDOT STD PLAN C-4b
STA: 2+23

EDGE OF SHOULDER

℄

R/W

30.0'

24.0'

2.0'

0.3' CSBC

15.0'

SIGNAL

10:1 BATTER

GRAVITY BLOCK WALL
USE 5'X2.5'X2.5' SMOOTH FACE SOLID
CONCRETE LOCK-BLOCKS, WEIGHT 4300
LBS./BLOCK AS MANUFACTURED BY ULTRA
BLOCK OR APPROVED EQUAL. CSBC FOR
GRAVEL BACKFILL AND FOUNDATION GRAVEL
FOR WALL TO BE INCIDENTAL TO OTHER
ITEMS.

0.5' CSBC

EXISTING WATER/SEWER DEPTH AND SIZE
UNKNOWN. CONTRACTOR TO "DIG AND VERIFY"
PRIOR TO EXCAVATION FOR SIGNAL BASE.
PROTECTION OF EXISTING PIPE OR
MODIFICATION OF SIGNAL BASE, IF REQUIRED, TO
BE BY CHANGE ORDER.

| | START STA | LENGTH |
|---|---|---|
| RT. WALL BOTTOM | 2+85.50 | 55' |
| RT. WALL TOP | 2+88.00 | 50' |
| LT. WALL BOTTOM | 3+33.00 | 35' |
| LT. WALL TOP | 3+35.50 | 30' |

# TYPICAL GRAVITY BLOCK WALL SECTION

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
HDR
ENGINEERING, INC.
FOR
YAKIMA COUNTY

CHAEL A. MURRAY
STATE OF WASHINGTON
15520
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 06/21/06

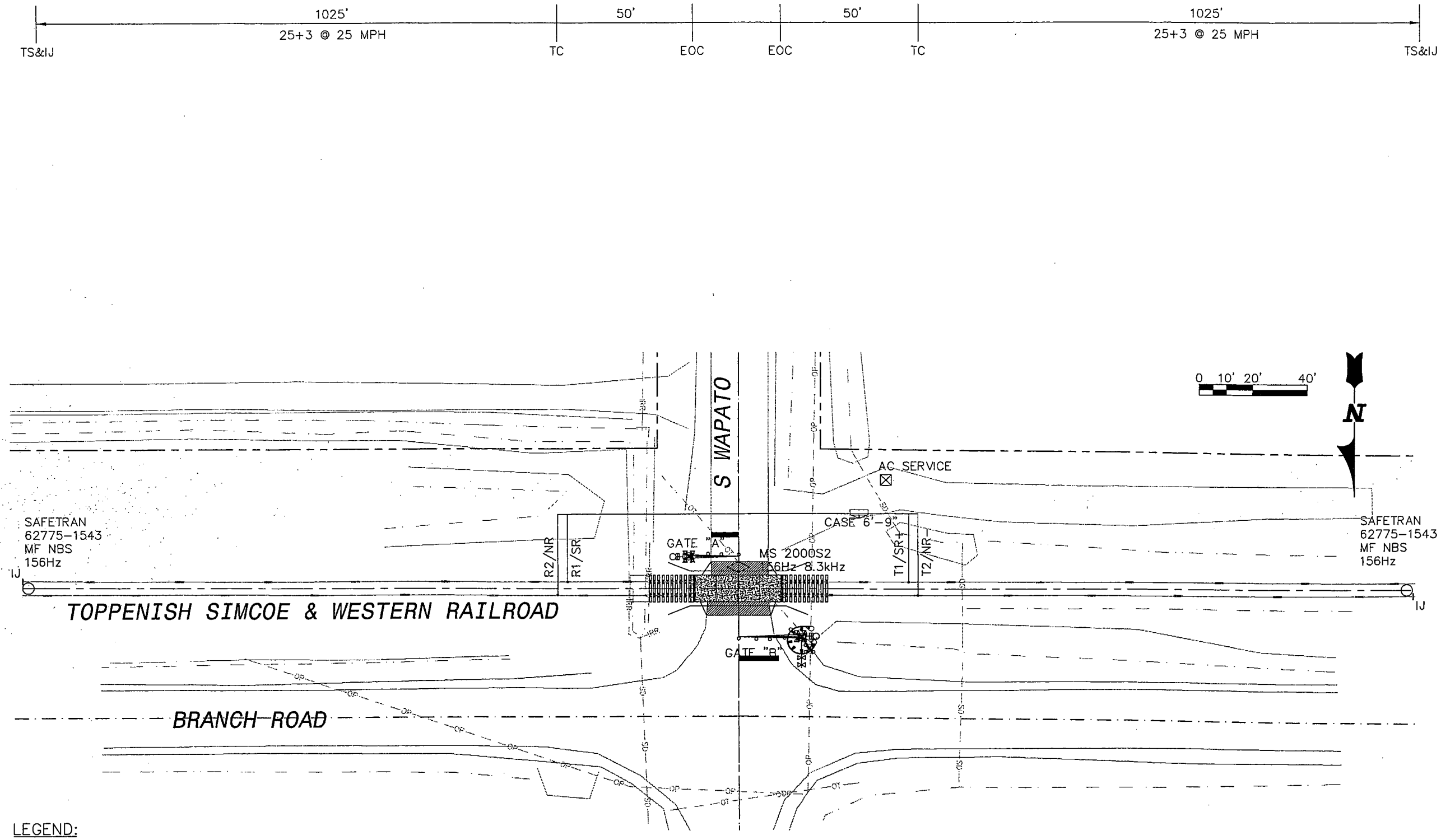
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | 7-16-04 Revised Gravity Wall |

CROSSING DETAIL

SHEET 14 OF 39




LEGEND:

- ◇ SAFETRAN 2000S2 MOTION SENSOR FREQ. 156Hz, ISL. FREQ. 8.3KHz
- ○ MULTIFREQUENCY NARROW BAND SHUNT
- ⊠ AC SERVICE
- IJ INSULATED JOINT
- BELL
- EOC EDGE OF CROSSING
- TC TRACK CONNECTION
- TS TERMINATION SHUNT

CABLE "A1" – 5 COND. #6 FROM CASE TO GATE "A"
CABLE "A2" – 7 COND. #10 FROM CASE TO GATE "A"
CABLE "B1" – 5 COND. #6 FROM CASE TO GATE "B"
CABLE "B2" – 7 COND. #10 FROM CASE TO GATE "B"

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.

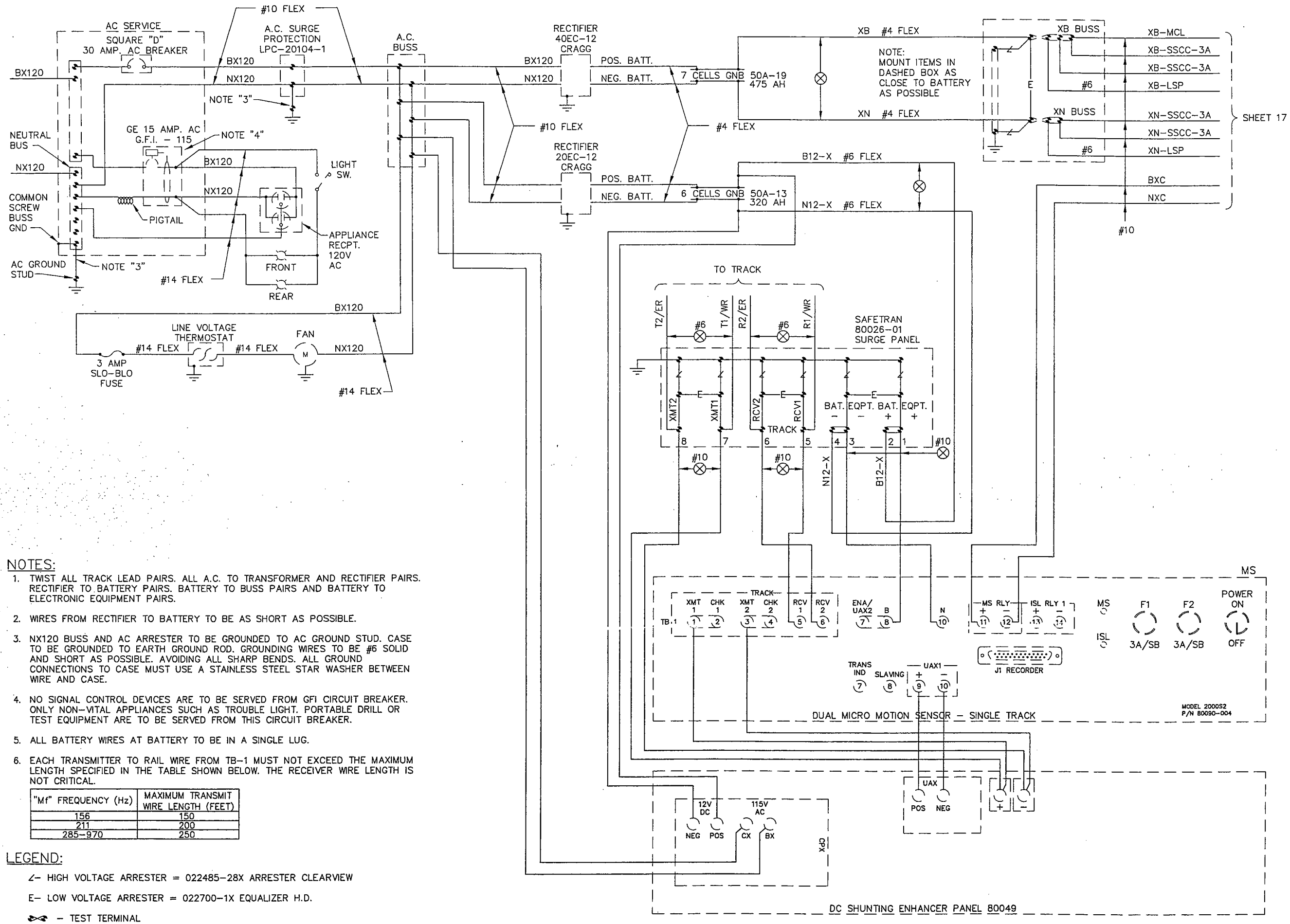
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

SIGNAL LOCATION PLAN




NOTES:

1. TWIST ALL TRACK LEAD PAIRS. ALL A.C. TO TRANSFORMER AND RECTIFIER PAIRS. RECTIFIER TO BATTERY PAIRS. BATTERY TO BUSS PAIRS AND BATTERY TO ELECTRONIC EQUIPMENT PAIRS.
2. WIRES FROM RECTIFIER TO BATTERY TO BE AS SHORT AS POSSIBLE.
3. NX120 BUSS AND AC ARRESTER TO BE GROUNDED TO AC GROUND STUD. CASE TO BE GROUNDED TO EARTH GROUND ROD. GROUNDING WIRES TO BE #6 SOLID AND SHORT AS POSSIBLE. AVOIDING ALL SHARP BENDS. ALL GROUND CONNECTIONS TO CASE MUST USE A STAINLESS STEEL STAR WASHER BETWEEN WIRE AND CASE.
4. NO SIGNAL CONTROL DEVICES ARE TO BE SERVED FROM GFI CIRCUIT BREAKER. ONLY NON-VITAL APPLIANCES SUCH AS TROUBLE LIGHT. PORTABLE DRILL OR TEST EQUIPMENT ARE TO BE SERVED FROM THIS CIRCUIT BREAKER.
5. ALL BATTERY WIRES AT BATTERY TO BE IN A SINGLE LUG.
6. EACH TRANSMITTER TO RAIL WIRE FROM TB-1 MUST NOT EXCEED THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN BELOW. THE RECEIVER WIRE LENGTH IS NOT CRITICAL.

| "Mf" FREQUENCY (Hz) | MAXIMUM TRANSMIT WIRE LENGTH (FEET) |
|---|---|
| 156 | 150 |
| 211 | 200 |
| 285-970 | 250 |

LEGEND:

∠- HIGH VOLTAGE ARRESTER = 022485-28X ARRESTER CLEARVIEW

E- LOW VOLTAGE ARRESTER = 022700-1X EQUALIZER H.D.

– TEST TERMINAL

⊗ – TWISTED WIRES

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

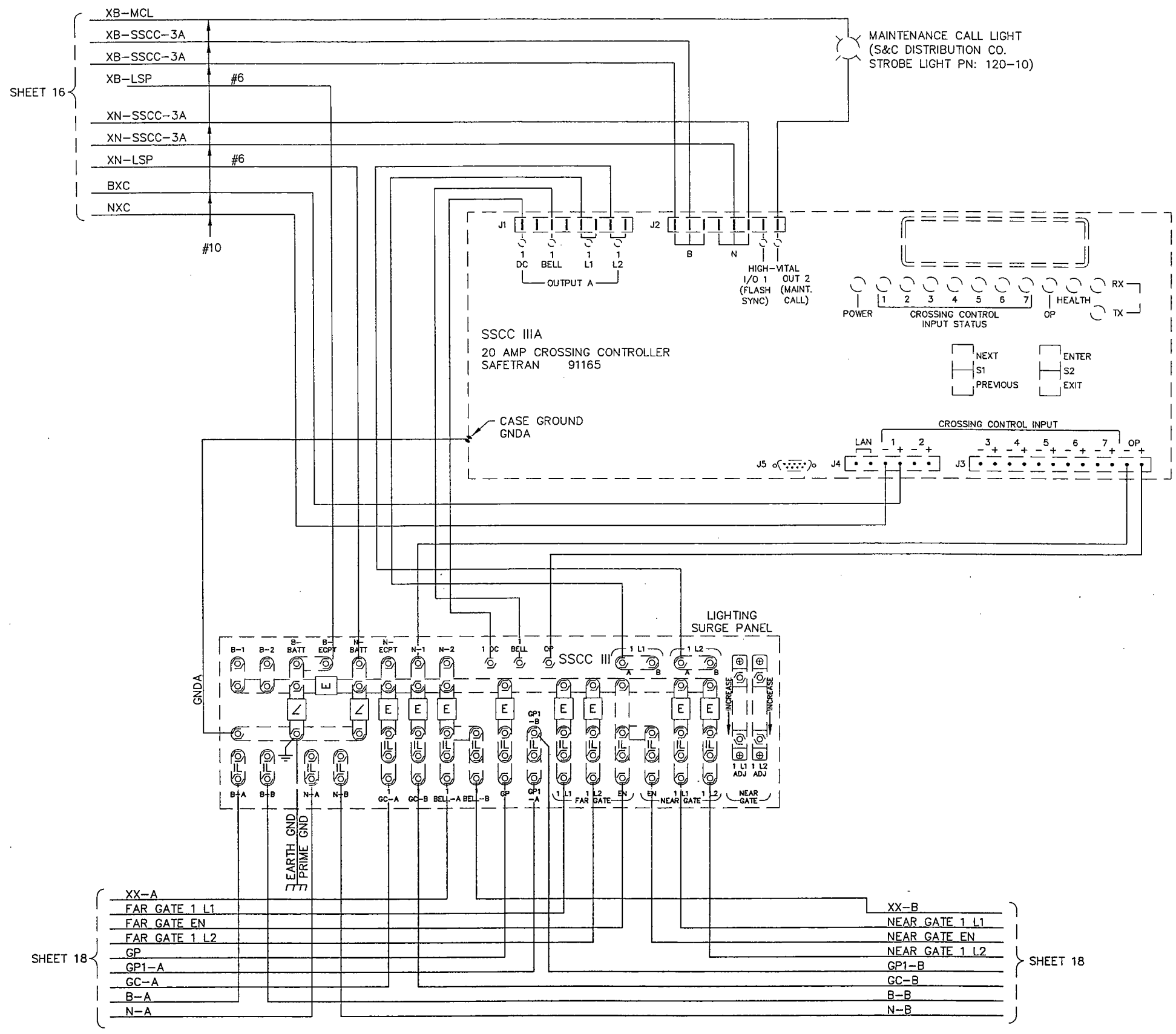
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

POWER DISTRIBUTION & MOTION DETECTION PLAN

SHEET 16 OF 39




NOTES:

1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.
3. THE FOLLOWING SURGE PANEL SYMBOLS ARE USED:
   ∠ – HIGH VOLTAGE ARRESTER = 022485–28X ARRESTER CLEARVIEW
   E – LOW VOLTAGE ARRESTER = 022700–1X EQUALIZER H.D.
   IL – INSULATED TESTING LINK

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# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.

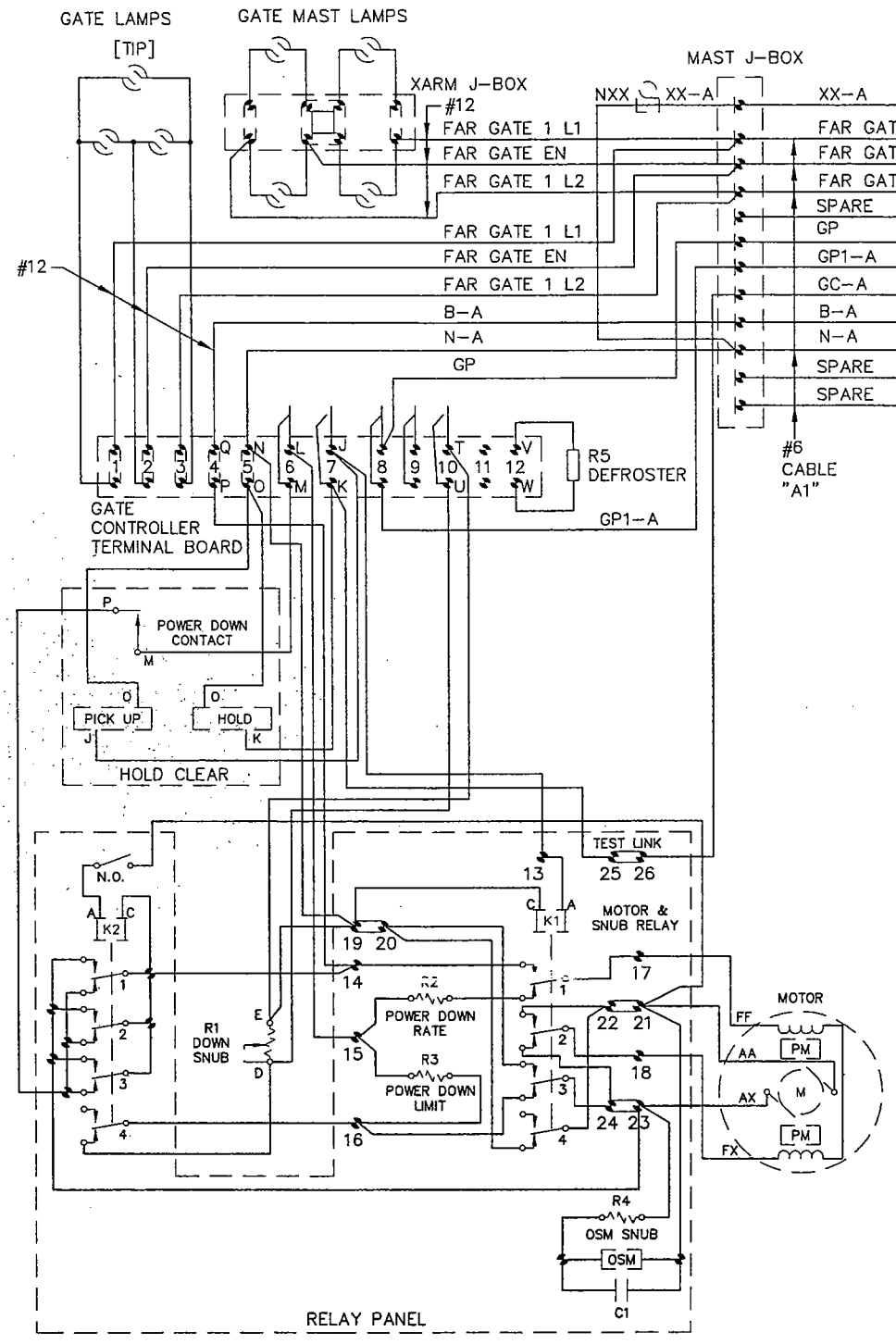
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

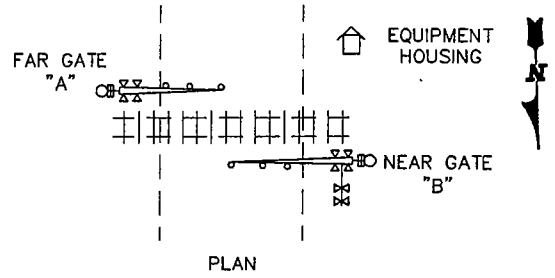
| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

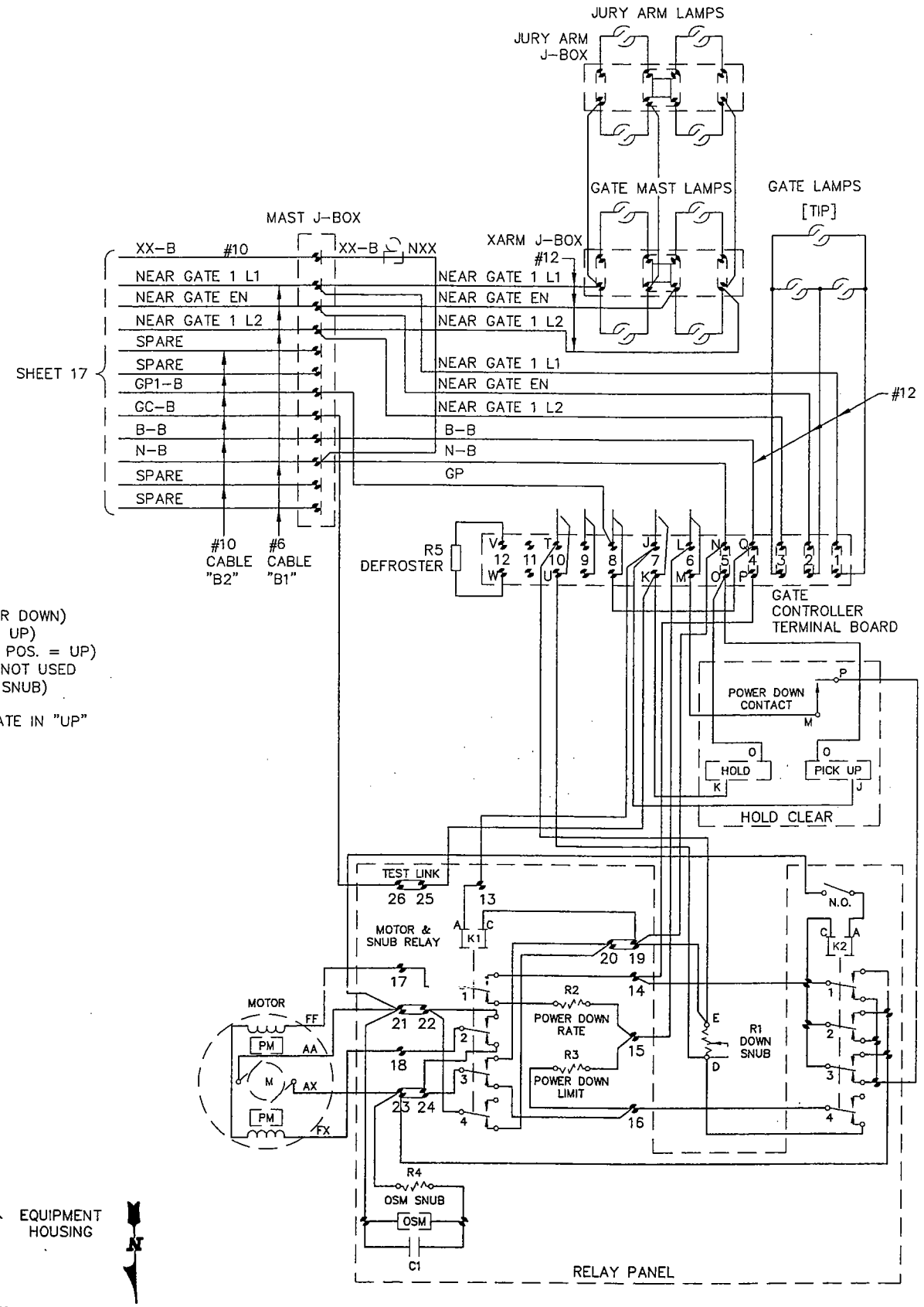
CROSSING CONTROL PLAN




GATE CONTROLLER CLOSED AT:
CONTACT #6: 45–90 DEG. (POWER DOWN)
CONTACT #7: 0–89 DEG. (POWER UP)
CONTACT #8: 83–90 DEG. (GATE POS. = UP)
CONTACT #9: 5–90 DEG. (BELL) NOT USED
CONTACT #10: 0–5 DEG. (HORZ. SNUB)

NOTE: CONTACTS SHOWN WITH GATE IN "UP" POSITION




NOTES:
1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

RECOMMENDED BY:

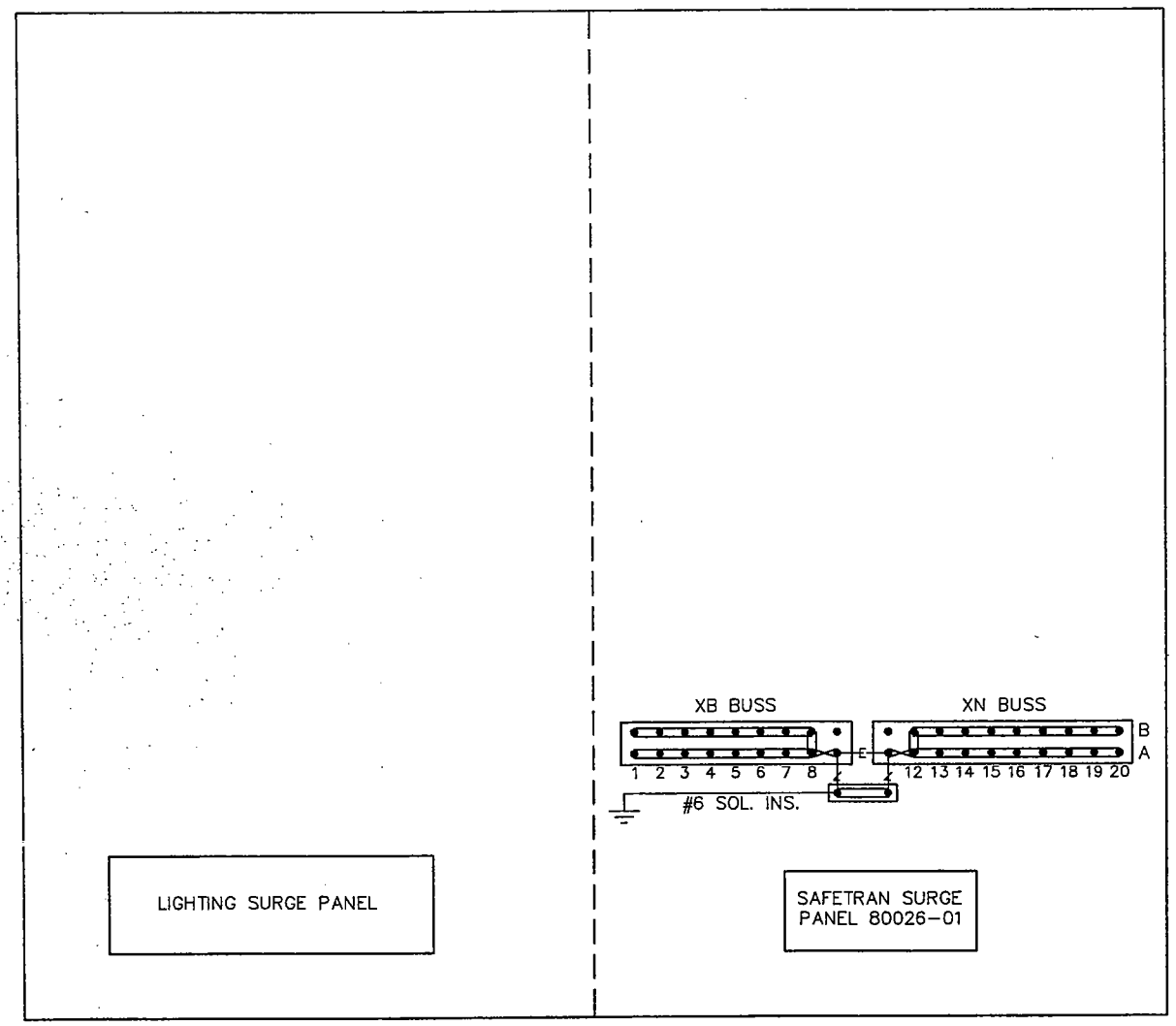
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

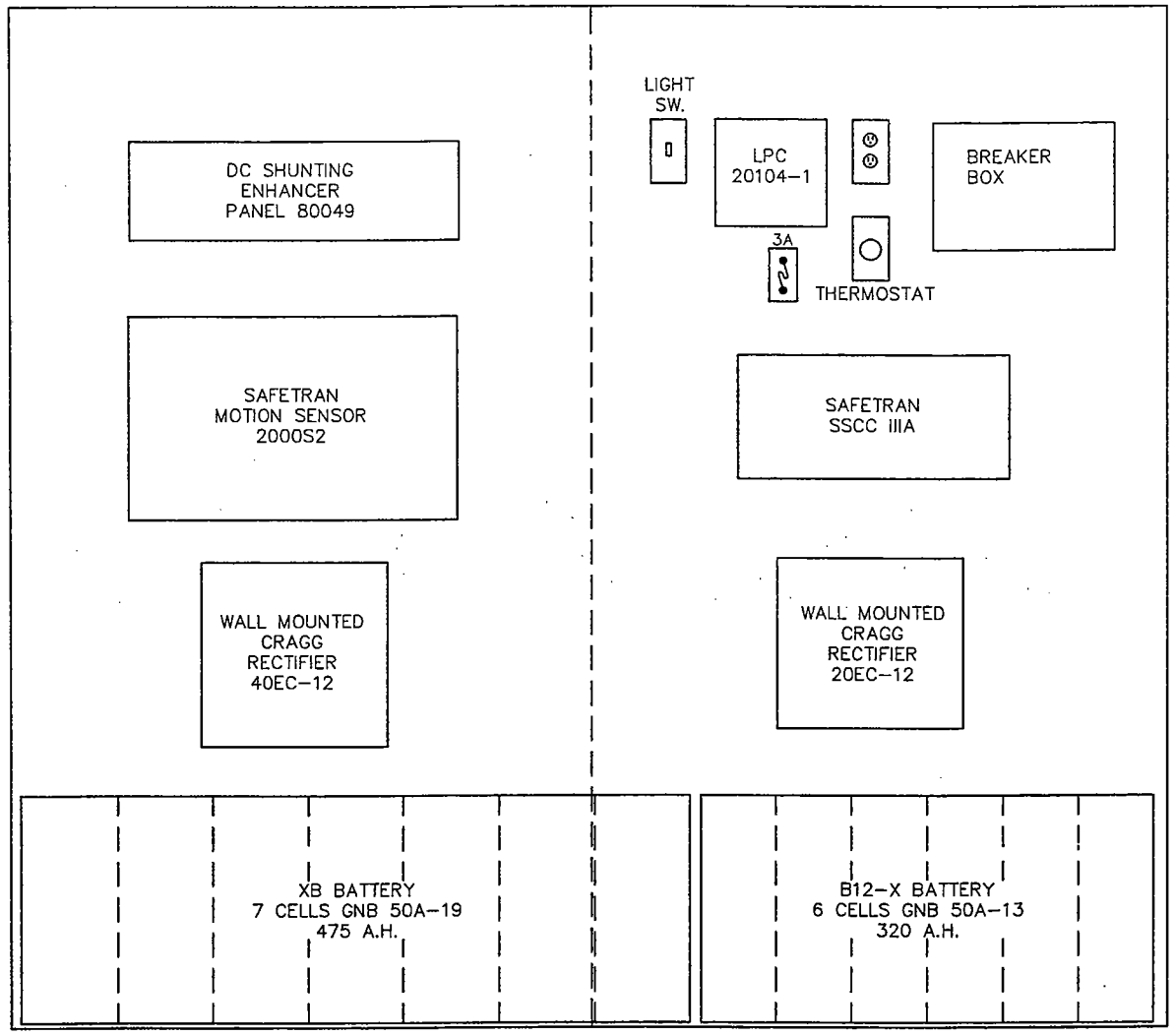
GATE CIRCUIT PLAN

SAFETRAN
6'–9"W x 2'–0"D x 6'–0"H
ALUMINUM CASE

BACK




FRONT

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YAKIMA COUNTY PUBLIC WORKS

TSWR GRADE CROSSINGS IMPROVEMENTS

SOUTH WAPATO ROAD
TS 3104

STPXP-39JL(001)

PREPARED BY
HDR
ENGINEERING, INC.

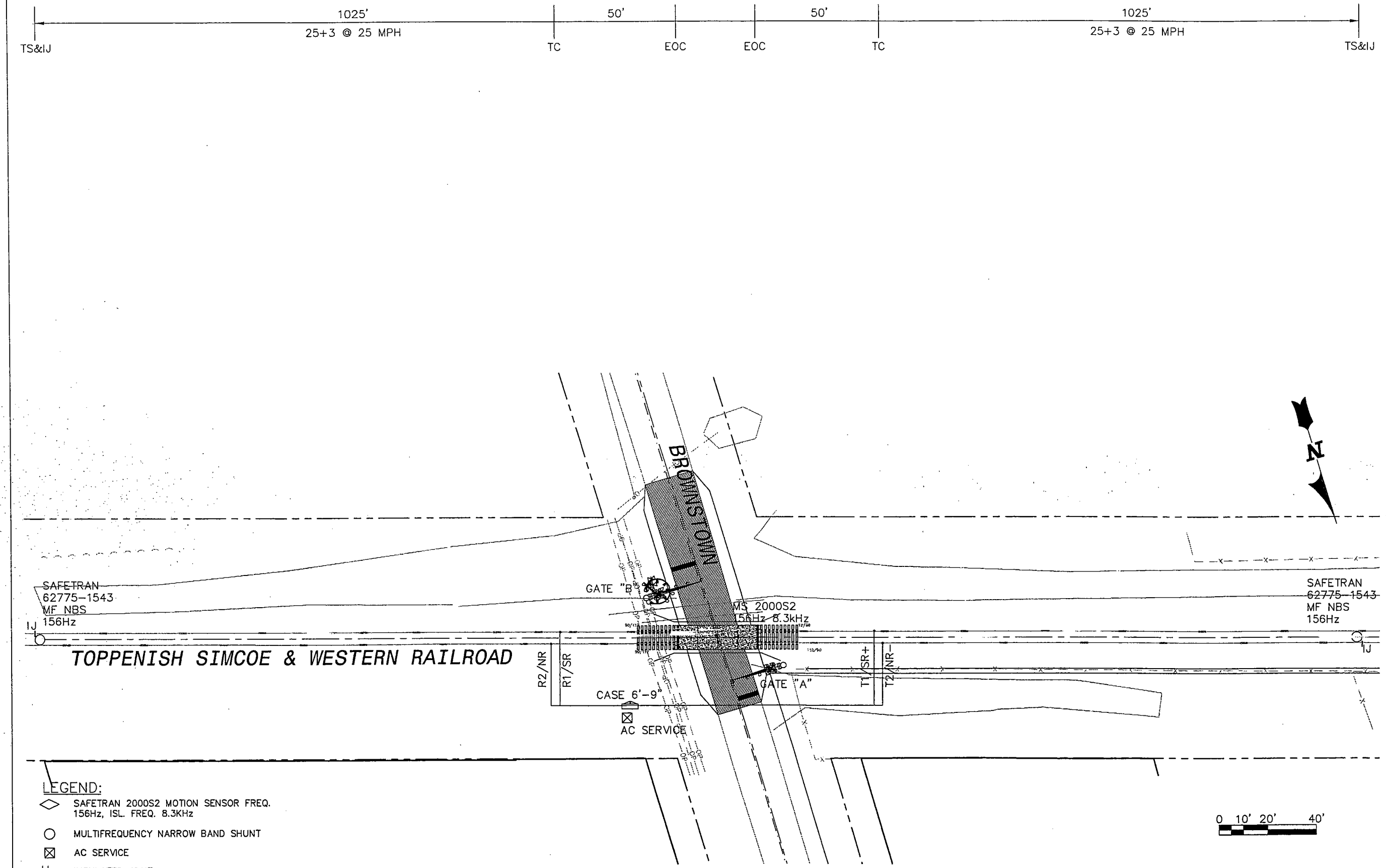
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

EQUIPMENT LAYOUT
PLAN FOR SAFETRAN
6'–9" ALUM. CASE




LEGEND:

- ◇ SAFETRAN 2000S2 MOTION SENSOR FREQ. 156Hz, ISL. FREQ. 8.3KHz
- ○ MULTIFREQUENCY NARROW BAND SHUNT
- ⊠ AC SERVICE
- $IJ_1$ INSULATED JOINT
- BELL
- EOC EDGE OF CROSSING
- TC TRACK CONNECTION
- TS TERMINATION SHUNT

CABLE "A1" – 5 COND. #6 FROM CASE TO GATE "A"
CABLE "A2" – 7 COND. #10 FROM CASE TO GATE "A"
CABLE "B1" – 5 COND. #6 FROM CASE TO GATE "B"
CABLE "B2" – 7 COND. #10 FROM CASE TO GATE "B"

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.

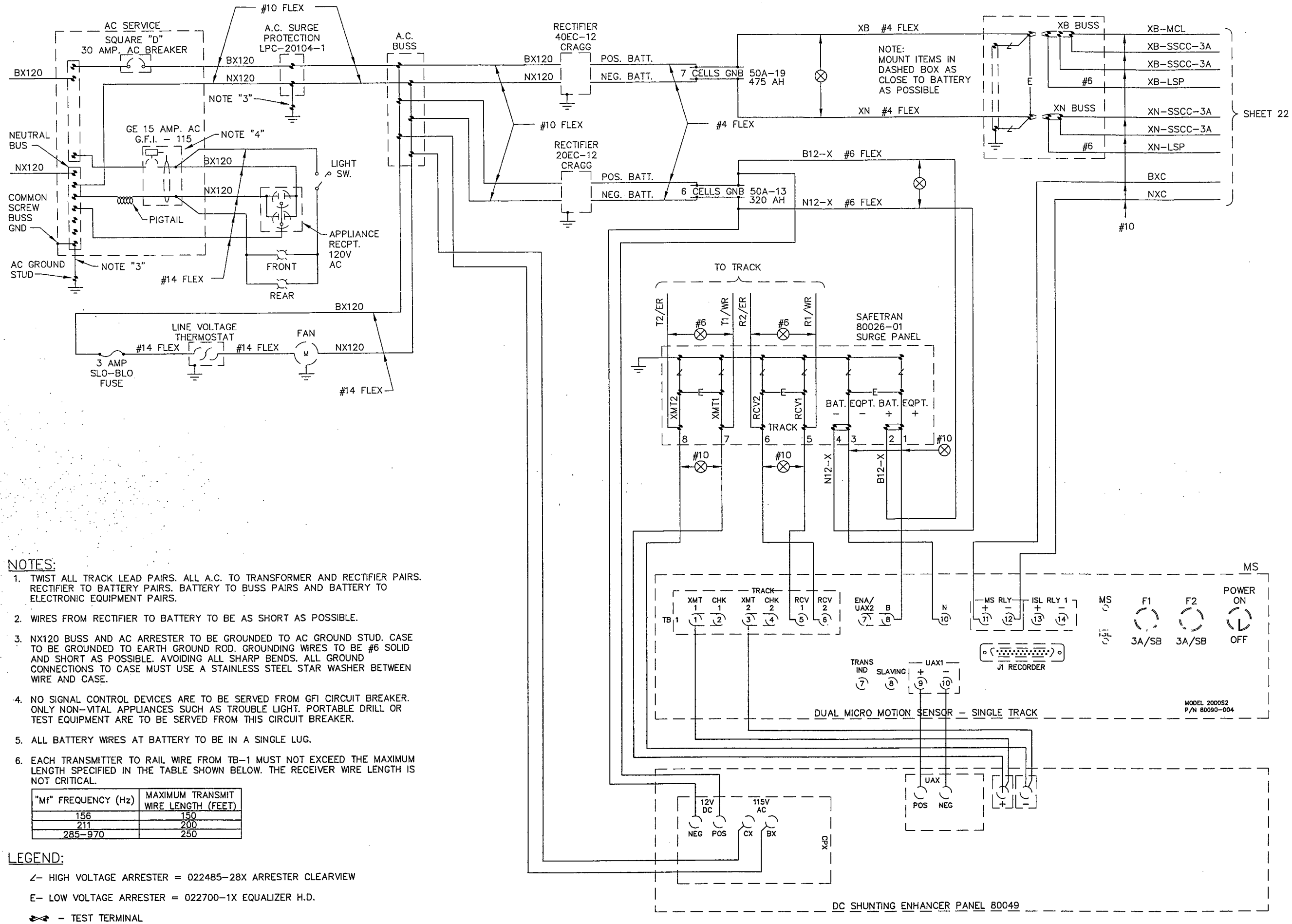
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

SIGNAL LOCATION PLAN




NOTES:

1. TWIST ALL TRACK LEAD PAIRS. ALL A.C. TO TRANSFORMER AND RECTIFIER PAIRS. RECTIFIER TO BATTERY PAIRS. BATTERY TO BUSS PAIRS AND BATTERY TO ELECTRONIC EQUIPMENT PAIRS.
2. WIRES FROM RECTIFIER TO BATTERY TO BE AS SHORT AS POSSIBLE.
3. NX120 BUSS AND AC ARRESTER TO BE GROUNDED TO AC GROUND STUD. CASE TO BE GROUNDED TO EARTH GROUND ROD. GROUNDING WIRES TO BE #6 SOLID AND SHORT AS POSSIBLE. AVOIDING ALL SHARP BENDS. ALL GROUND CONNECTIONS TO CASE MUST USE A STAINLESS STEEL STAR WASHER BETWEEN WIRE AND CASE.
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6. EACH TRANSMITTER TO RAIL WIRE FROM TB-1 MUST NOT EXCEED THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN BELOW. THE RECEIVER WIRE LENGTH IS NOT CRITICAL.

| "Mf" FREQUENCY (Hz) | MAXIMUM TRANSMIT WIRE LENGTH (FEET) |
|---|---|
| 156 | 150 |
| 211 | 200 |
| 285-970 | 250 |

LEGEND:

∠- HIGH VOLTAGE ARRESTER = 022485-28X ARRESTER CLEARVIEW

E- LOW VOLTAGE ARRESTER = 022700-1X EQUALIZER H.D.

⋈ - TEST TERMINAL

⊗ - TWISTED WIRES

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.

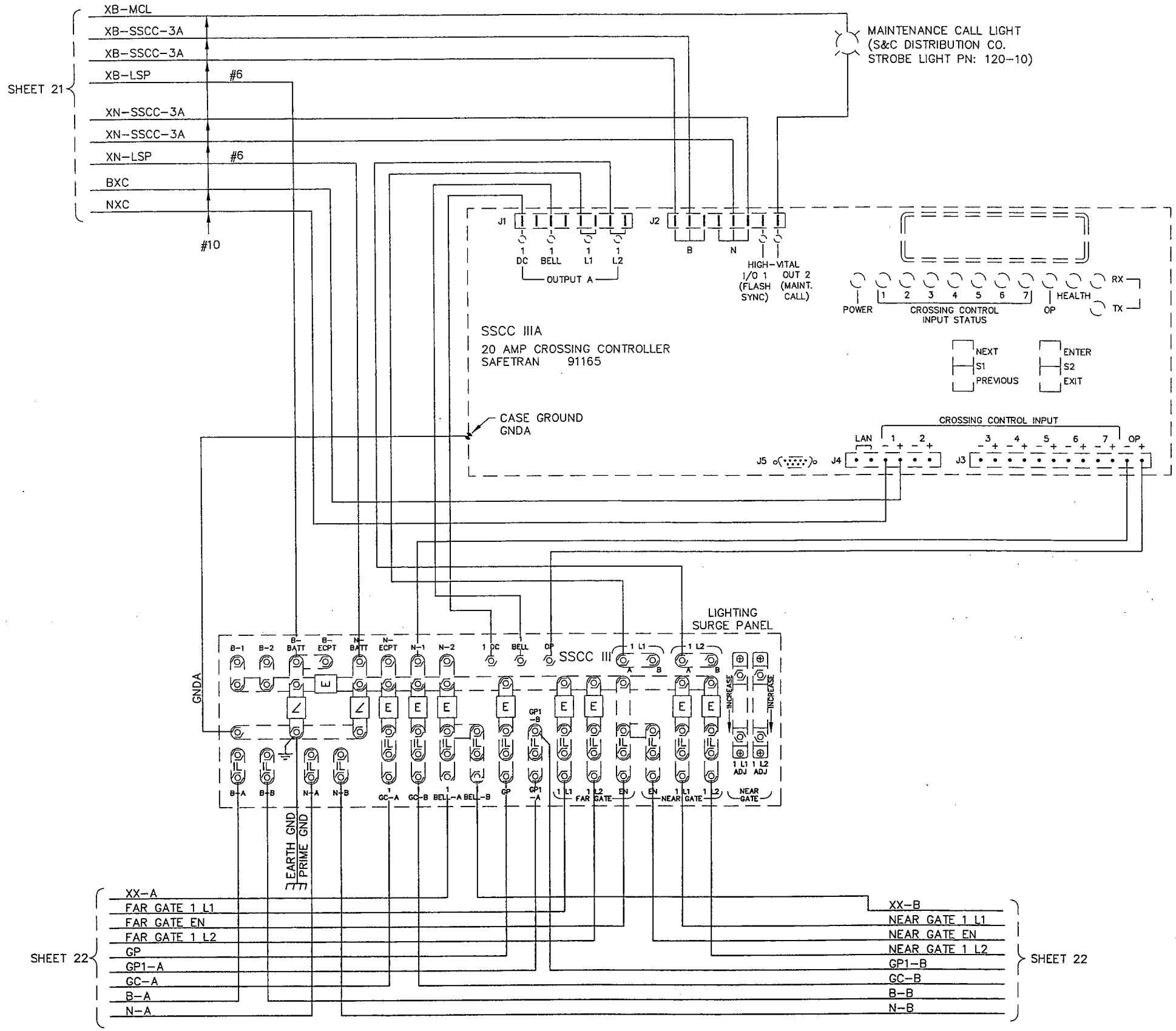
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

POWER DISTRIBUTION & MOTION DETECTION PLAN




NOTES:

1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.
3. THE FOLLOWING SURGE PANEL SYMBOLS ARE USED:
   ∠ – HIGH VOLTAGE ARRESTER = 022485–28X ARRESTER CLEARVIEW
   E – LOW VOLTAGE ARRESTER = 022700–1X EQUALIZER H.D.
   IL – INSULATED TESTING LINK

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

PREPARED BY
HDR
ENGINEERING, INC.

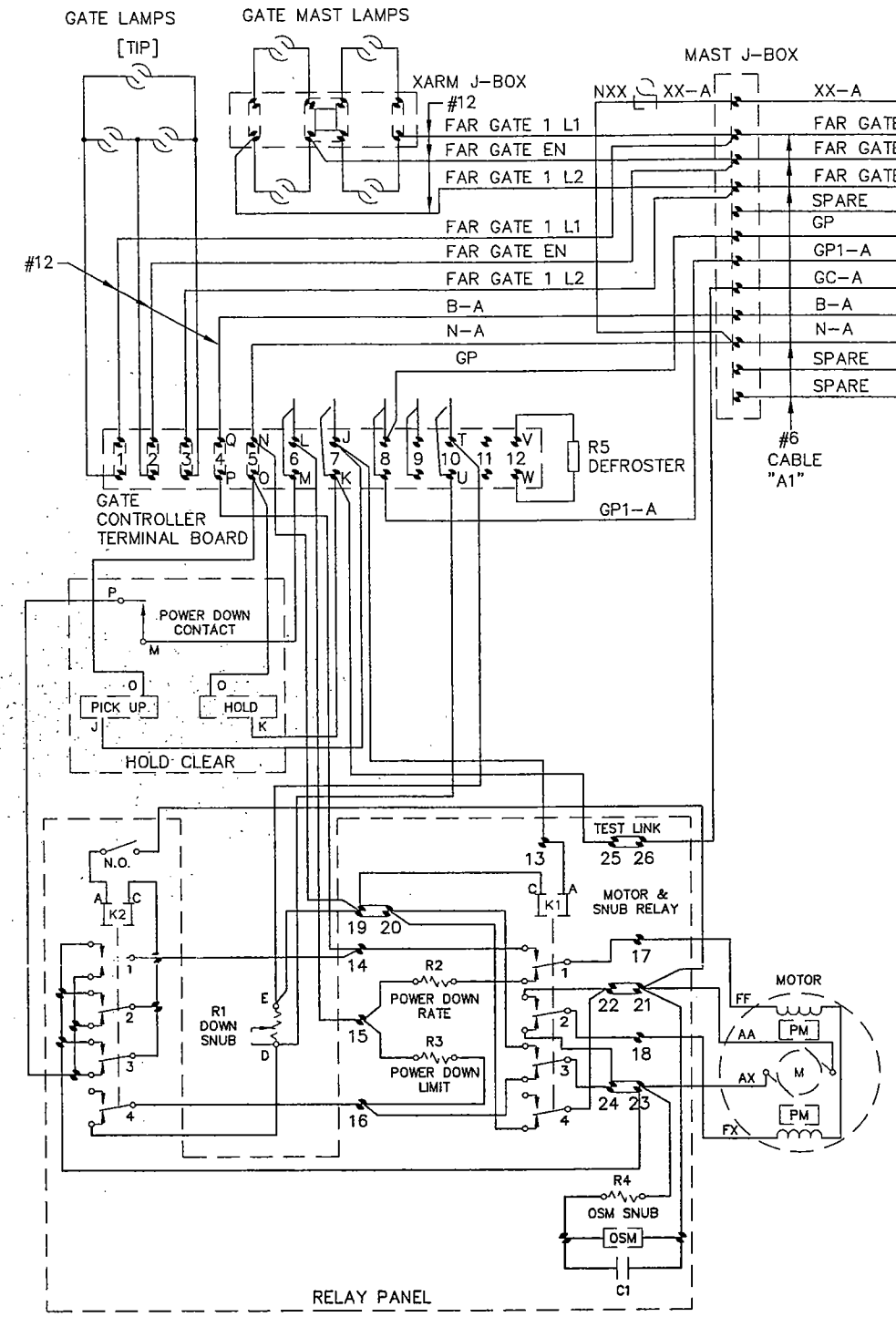
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

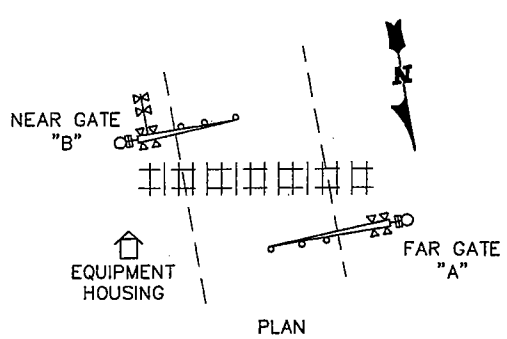
CROSSING CONTROL PLAN



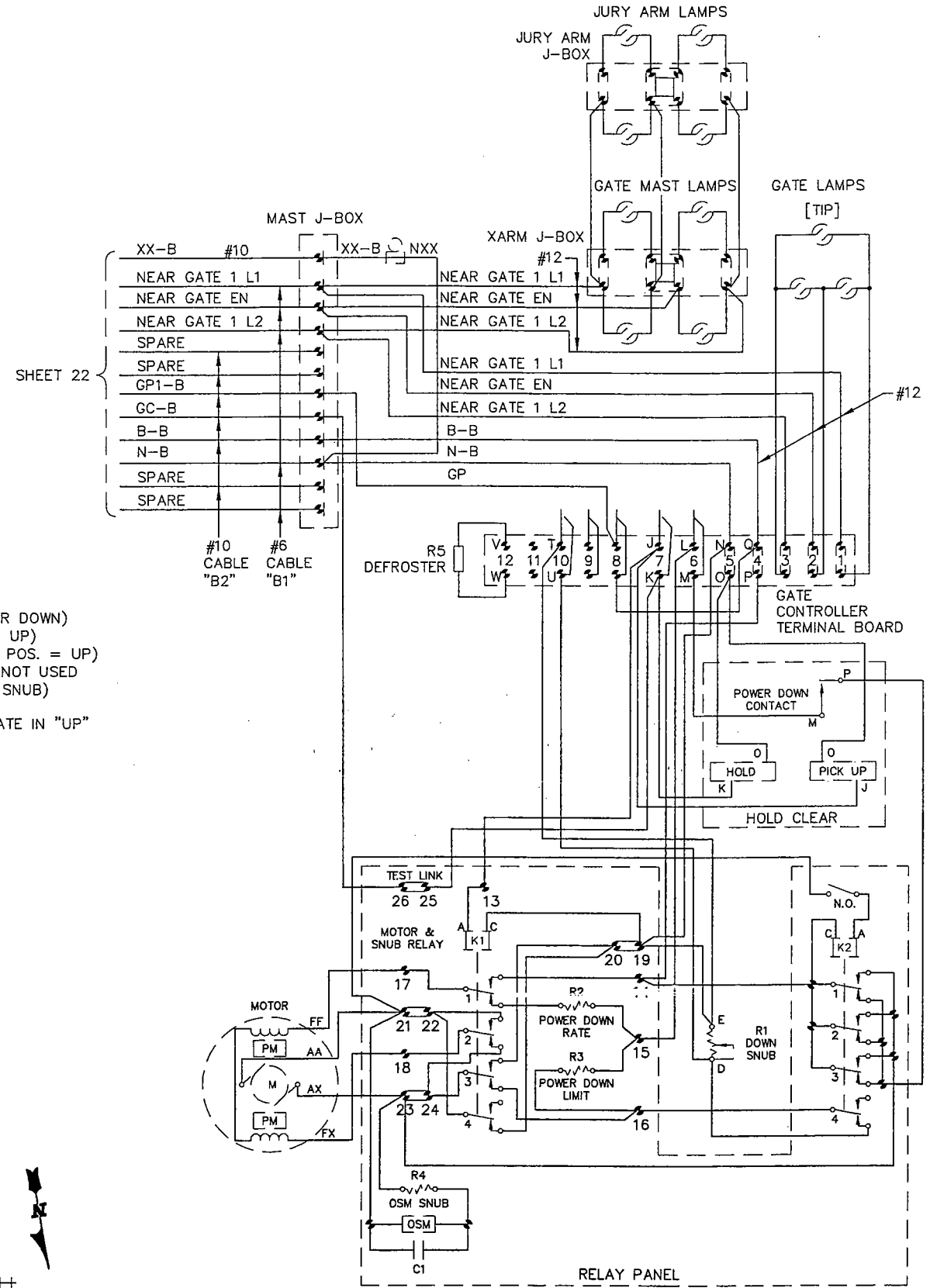

FAR GATE "A"

GATE CONTROLLER CLOSED AT:
CONTACT #6: 45–90 DEG. (POWER DOWN)
CONTACT #7: 0–89 DEG. (POWER UP)
CONTACT #8: 83–90 DEG. (GATE POS. = UP)
CONTACT #9: 5–90 DEG. (BELL) NOT USED
CONTACT #10: 0–5 DEG. (HORZ. SNUB)

NOTE: CONTACTS SHOWN WITH GATE IN "UP" POSITION




PLAN




NEAR GATE "B"

NOTES:
1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.

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# TSWR GRADE CROSSINGS IMPROVEMENTS

BROWNSTOWN ROAD
TS 3105

STPXP-A391(001)

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YAKIMA COUNTY

RECOMMENDED BY:

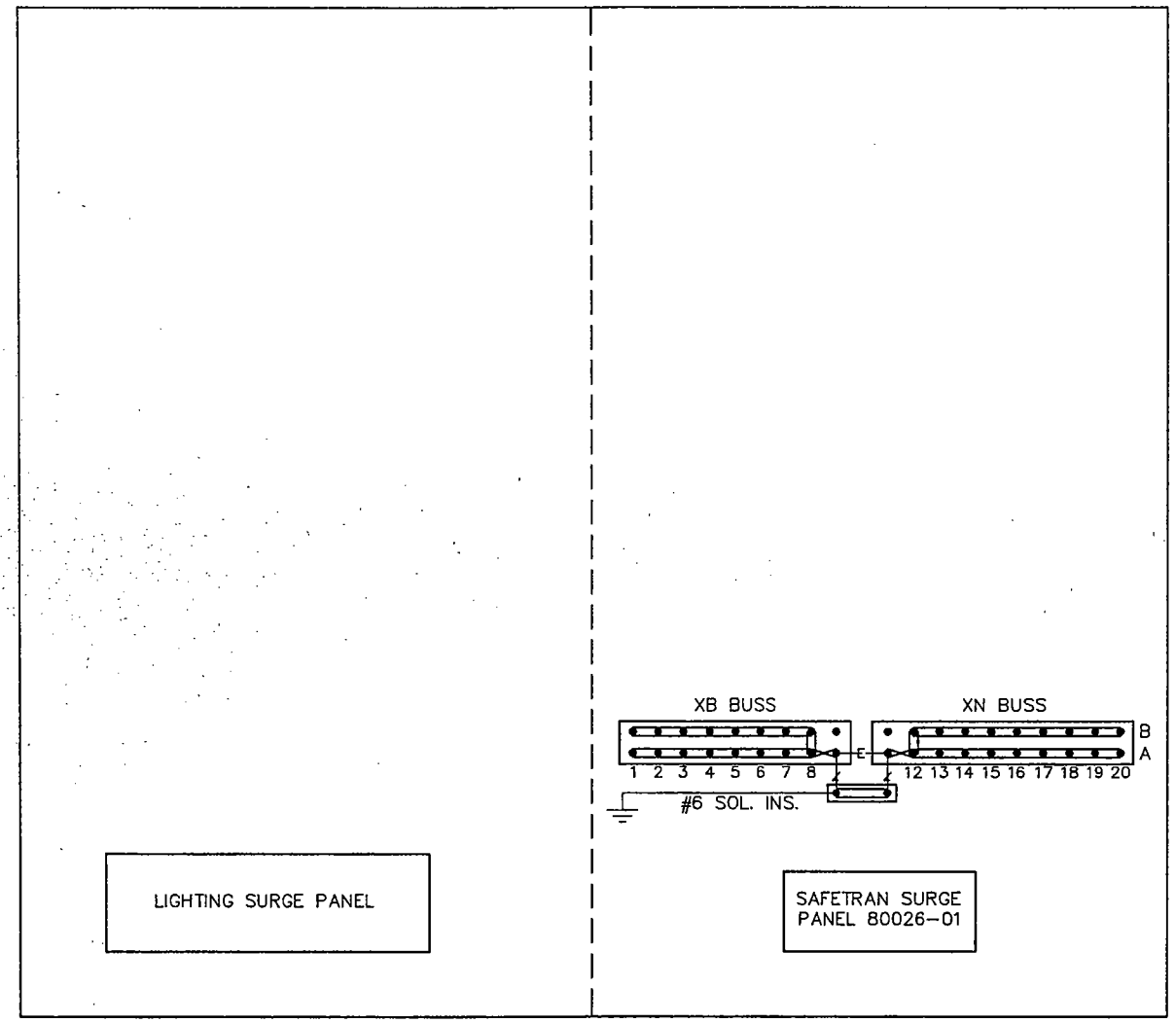
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

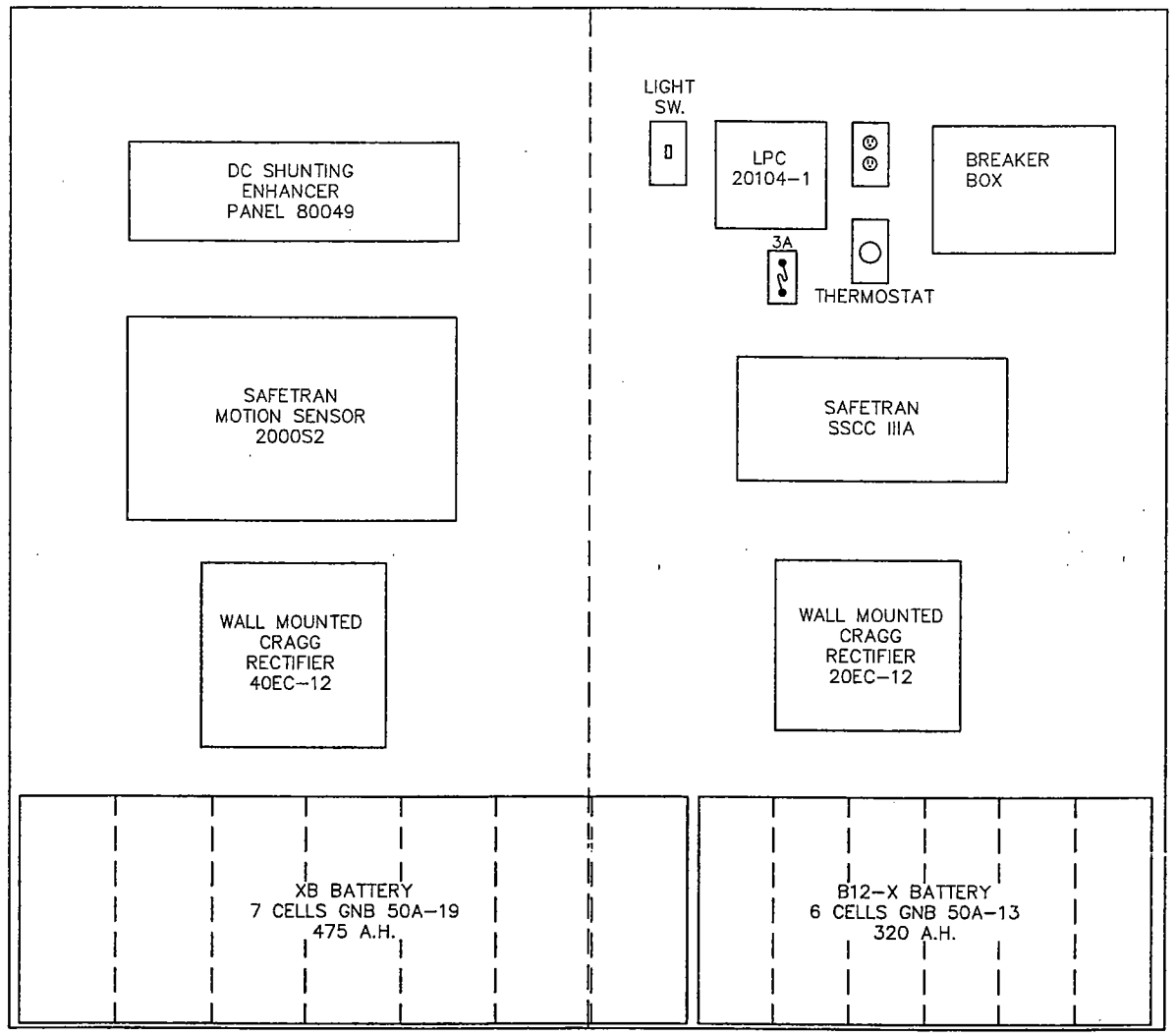
GATE CIRCUIT PLAN

SAFETRAN
6'–9"W x 2'–0"D x 6'–0"H
ALUMINUM CASE

BACK




FRONT

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TSWR GRADE CROSSINGS IMPROVEMENTS

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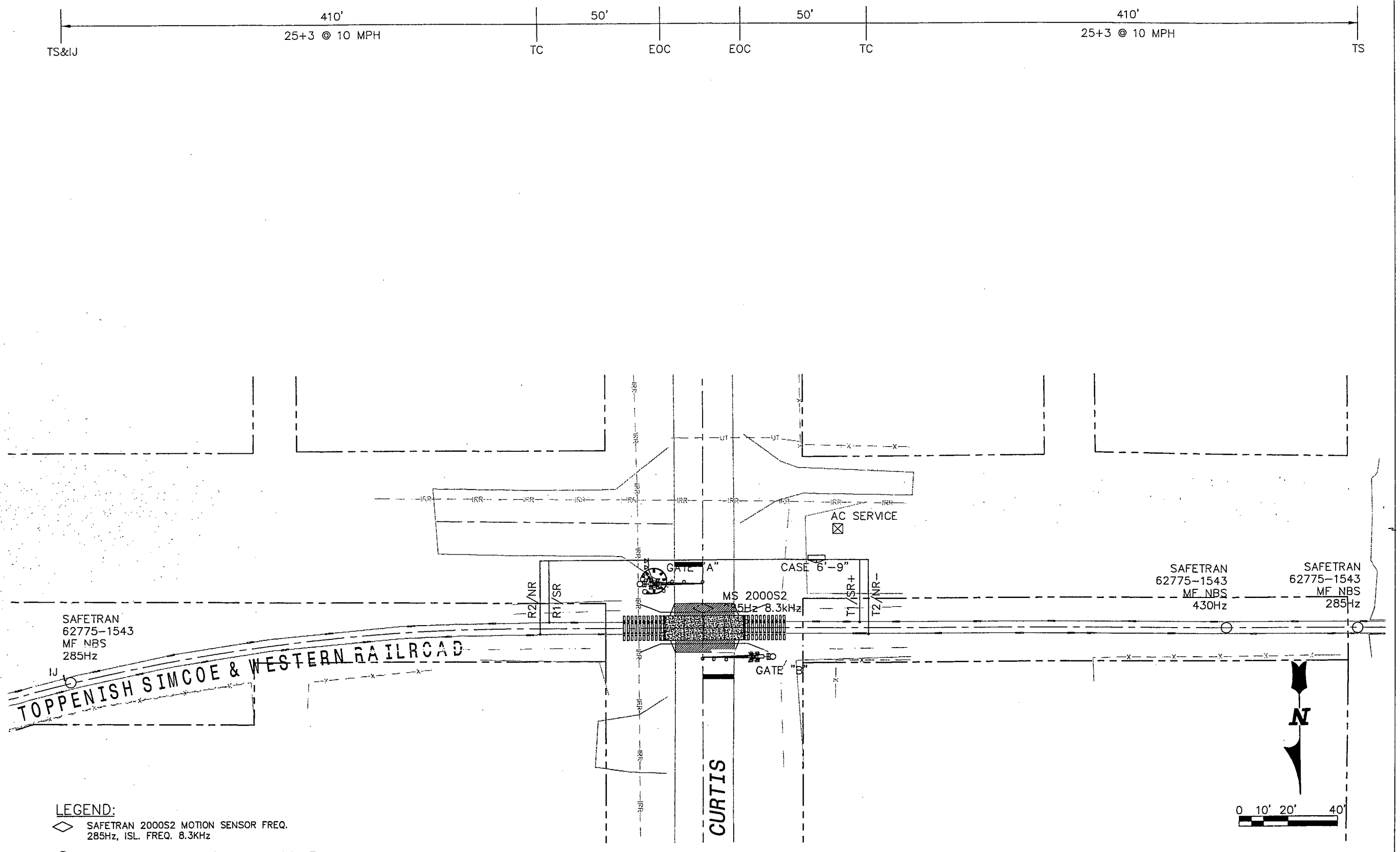
| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

EQUIPMENT LAYOUT
PLAN FOR SAFETRAN
6'–9" ALUM. CASE




LEGEND:

- ◇ SAFETRAN 2000S2 MOTION SENSOR FREQ. 285Hz, ISL. FREQ. 8.3KHz
- ○ MULTIFREQUENCY NARROW BAND SHUNT
- ⊠ AC SERVICE
- $IJ_1$ INSULATED JOINT
- BO BELL
- EOC EDGE OF CROSSING
- TC TRACK CONNECTION
- TS TERMINATION SHUNT

CABLE "A1" – 5 COND. #6 FROM CASE TO GATE "A"
CABLE "A2" – 7 COND. #10 FROM CASE TO GATE "A"
CABLE "B1" – 5 COND. #6 FROM CASE TO GATE "B"
CABLE "B2" – 7 COND. #10 FROM CASE TO GATE "B"

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS STREET
TS 3106

STPXP-A390(005)

PREPARED BY
HDR
ENGINEERING, INC.

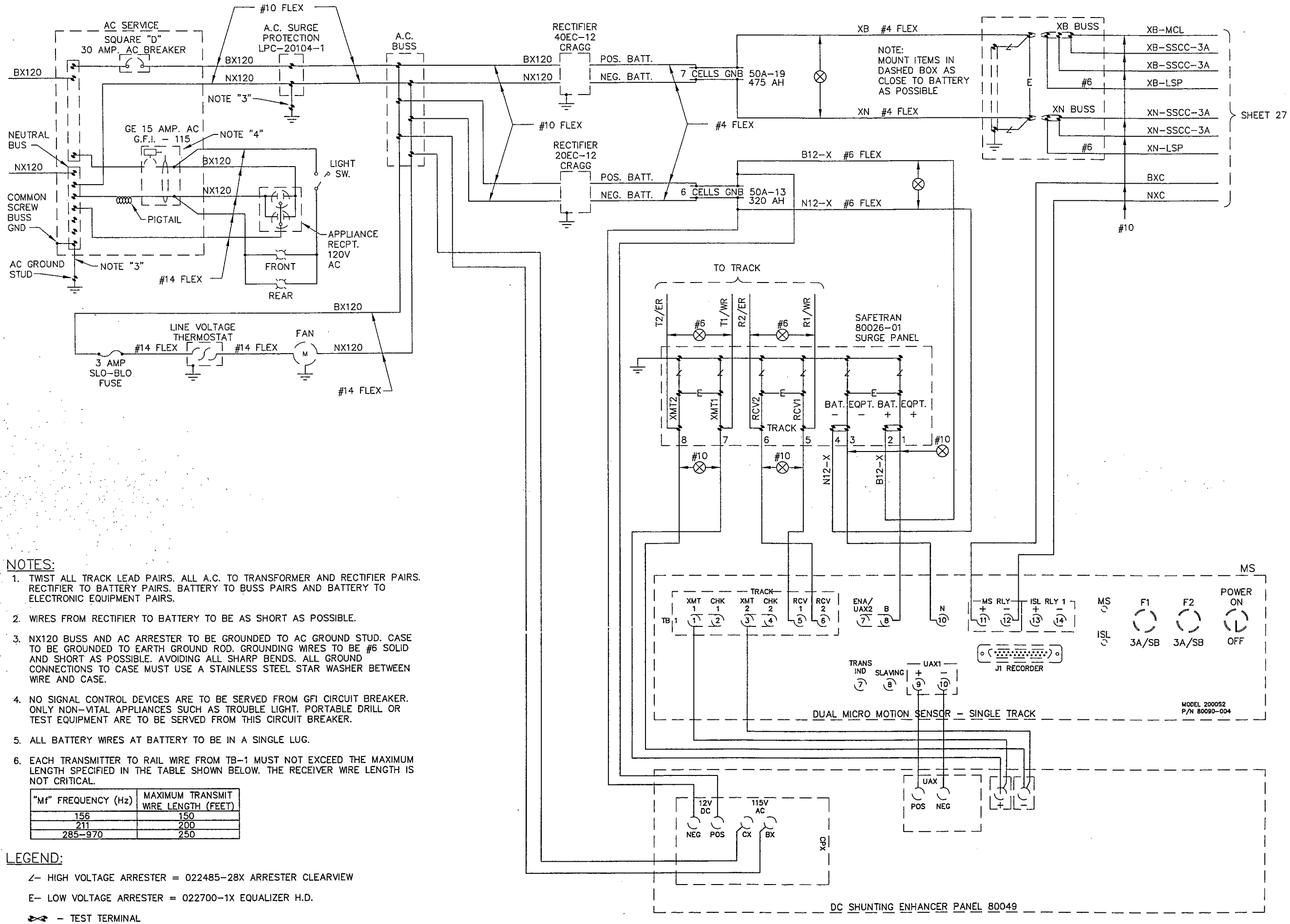
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

SIGNAL LOCATION PLAN




NOTES:

1. TWIST ALL TRACK LEAD PAIRS. ALL A.C. TO TRANSFORMER AND RECTIFIER PAIRS. RECTIFIER TO BATTERY PAIRS. BATTERY TO BUSS PAIRS AND BATTERY TO ELECTRONIC EQUIPMENT PAIRS.
2. WIRES FROM RECTIFIER TO BATTERY TO BE AS SHORT AS POSSIBLE.
3. NX120 BUSS AND AC ARRESTER TO BE GROUNDED TO AC GROUND STUD. CASE TO BE GROUNDED TO EARTH GROUND ROD. GROUNDING WIRES TO BE #6 SOLID AND SHORT AS POSSIBLE. AVOIDING ALL SHARP BENDS. ALL GROUND CONNECTIONS TO CASE MUST USE A STAINLESS STEEL STAR WASHER BETWEEN WIRE AND CASE.
4. NO SIGNAL CONTROL DEVICES ARE TO BE SERVED FROM GFI CIRCUIT BREAKER. ONLY NON-VITAL APPLIANCES SUCH AS TROUBLE LIGHT. PORTABLE DRILL OR TEST EQUIPMENT ARE TO BE SERVED FROM THIS CIRCUIT BREAKER.
5. ALL BATTERY WIRES AT BATTERY TO BE IN A SINGLE LUG.
6. EACH TRANSMITTER TO RAIL WIRE FROM TB-1 MUST NOT EXCEED THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN BELOW. THE RECEIVER WIRE LENGTH IS NOT CRITICAL.

| "Mf" FREQUENCY (Hz) | MAXIMUM TRANSMIT WIRE LENGTH (FEET) |
|---|---|
| 156 | 150 |
| 211 | 200 |
| 285-970 | 250 |

LEGEND:

∠- HIGH VOLTAGE ARRESTER = 022485-28X ARRESTER CLEARVIEW

E- LOW VOLTAGE ARRESTER = 022700-1X EQUALIZER H.D.

⋈ - TEST TERMINAL

⊗ - TWISTED WIRES

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS STREET
TS 3106

STPXP-A390(005)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

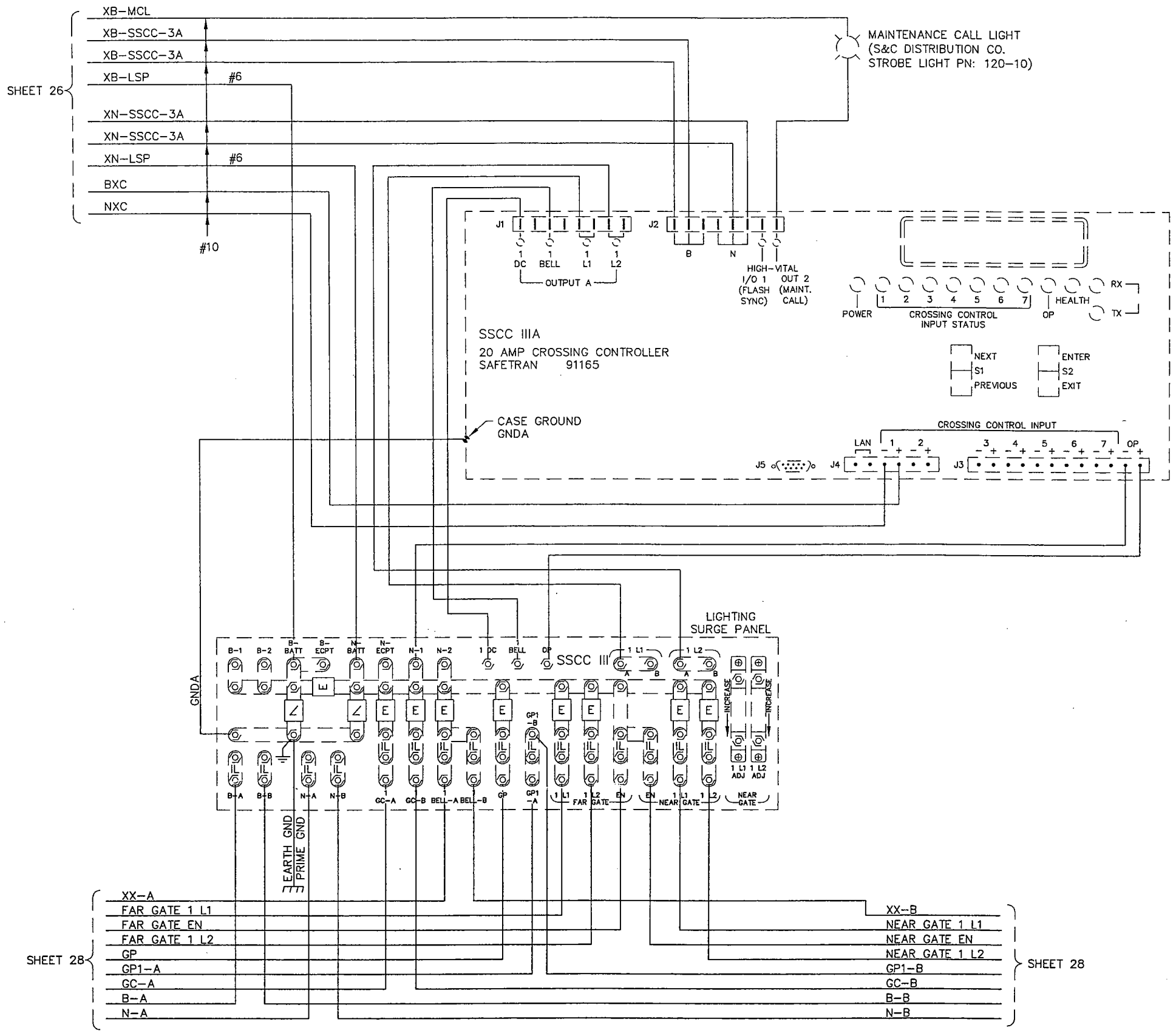
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

POWER DISTRIBUTION & MOTION DETECTION PLAN

SHEET 26 OF 39




NOTES:

1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.
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# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS STREET
TS 3106

STPXP-A390(005)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

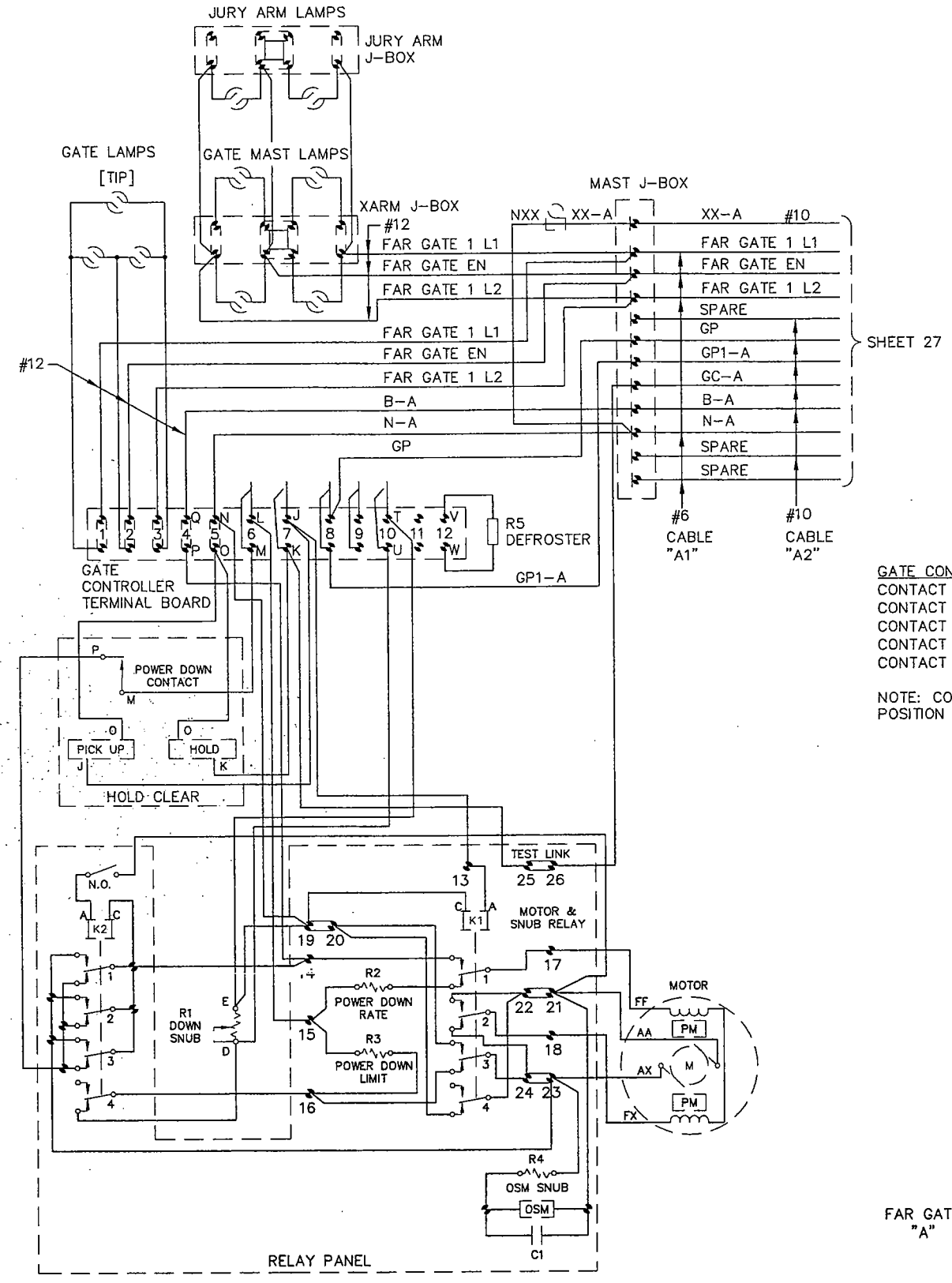
RECOMMENDED BY:

PROJECT ENGINEER

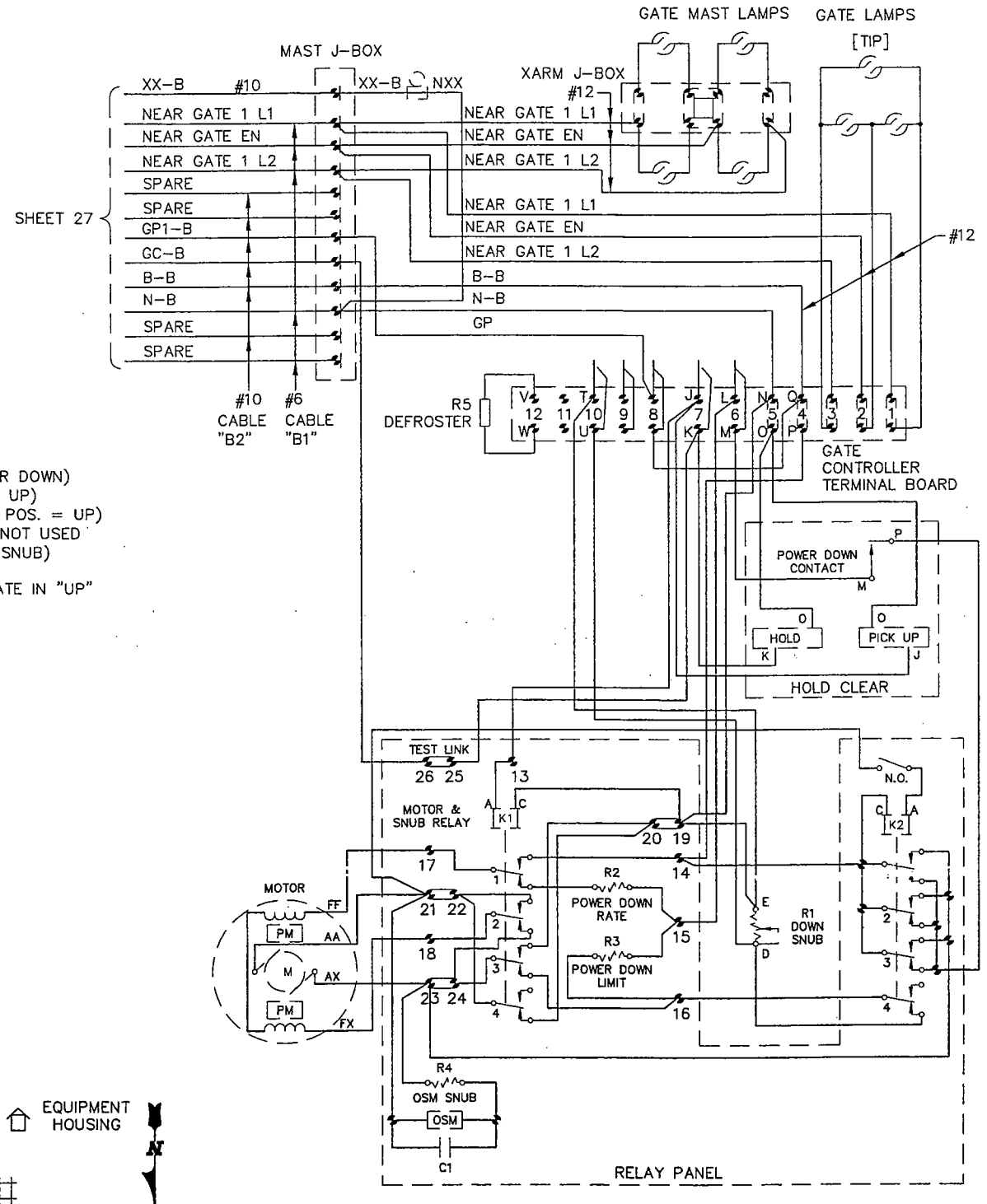
| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING CONTROL PLAN

SHEET 27 OF 39



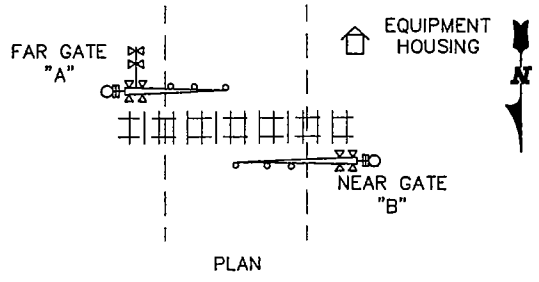

FAR GATE "A"




NEAR GATE "B"

GATE CONTROLLER CLOSED AT:
CONTACT #6: 45–90 DEG. (POWER DOWN)
CONTACT #7: 0–89 DEG. (POWER UP)
CONTACT #8: 83–90 DEG. (GATE POS. = UP)
CONTACT #9: 5–90 DEG. (BELL) NOT USED
CONTACT #10: 0–5 DEG. (HORZ. SNUB)

NOTE: CONTACTS SHOWN WITH GATE IN "UP" POSITION




PLAN

NOTES:
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# TSWR GRADE CROSSINGS IMPROVEMENTS

CURTIS STREET
TS 3106

STPXP-A390(005)

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FOR
YAKIMA COUNTY

RECOMMENDED BY:

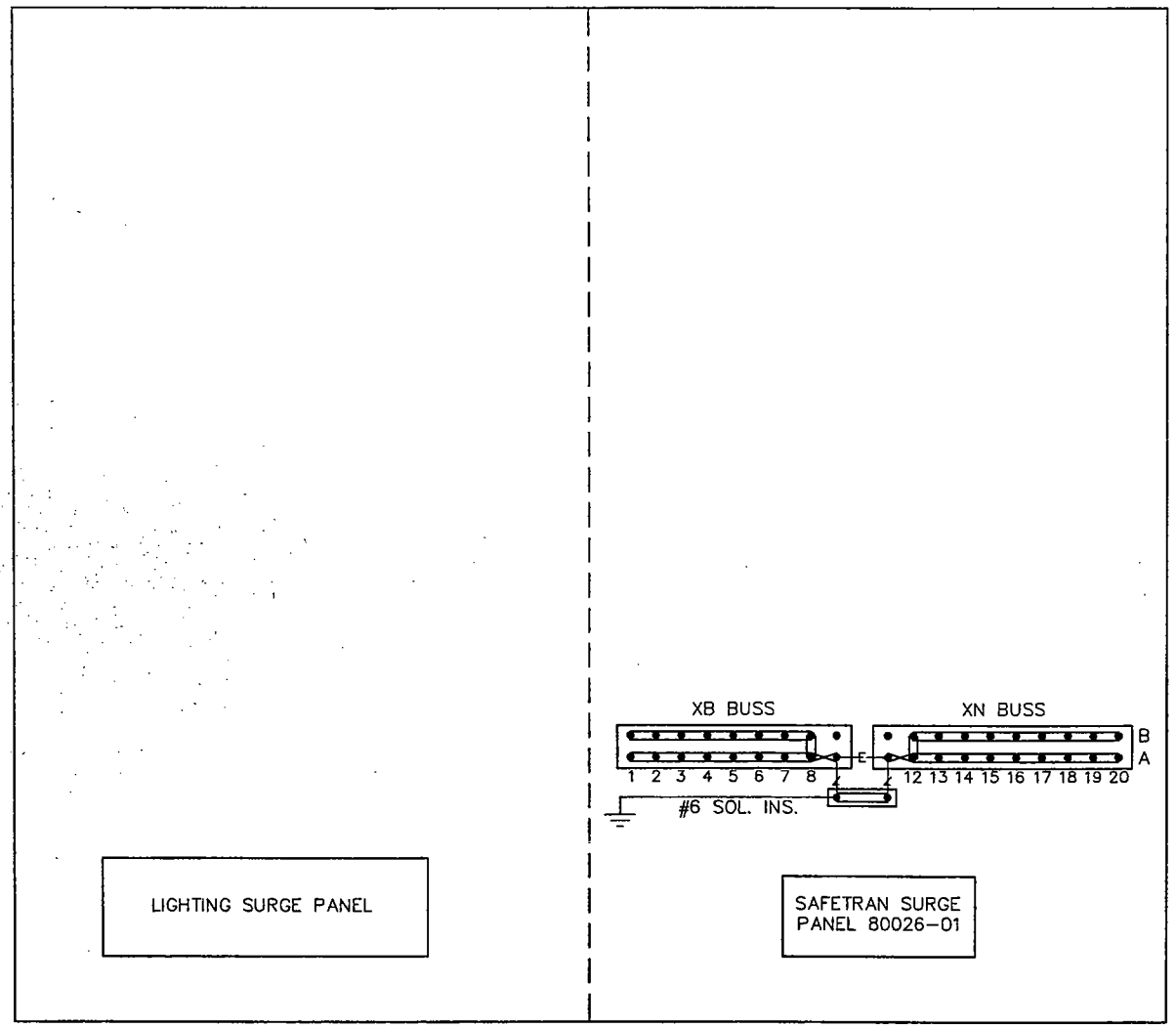
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

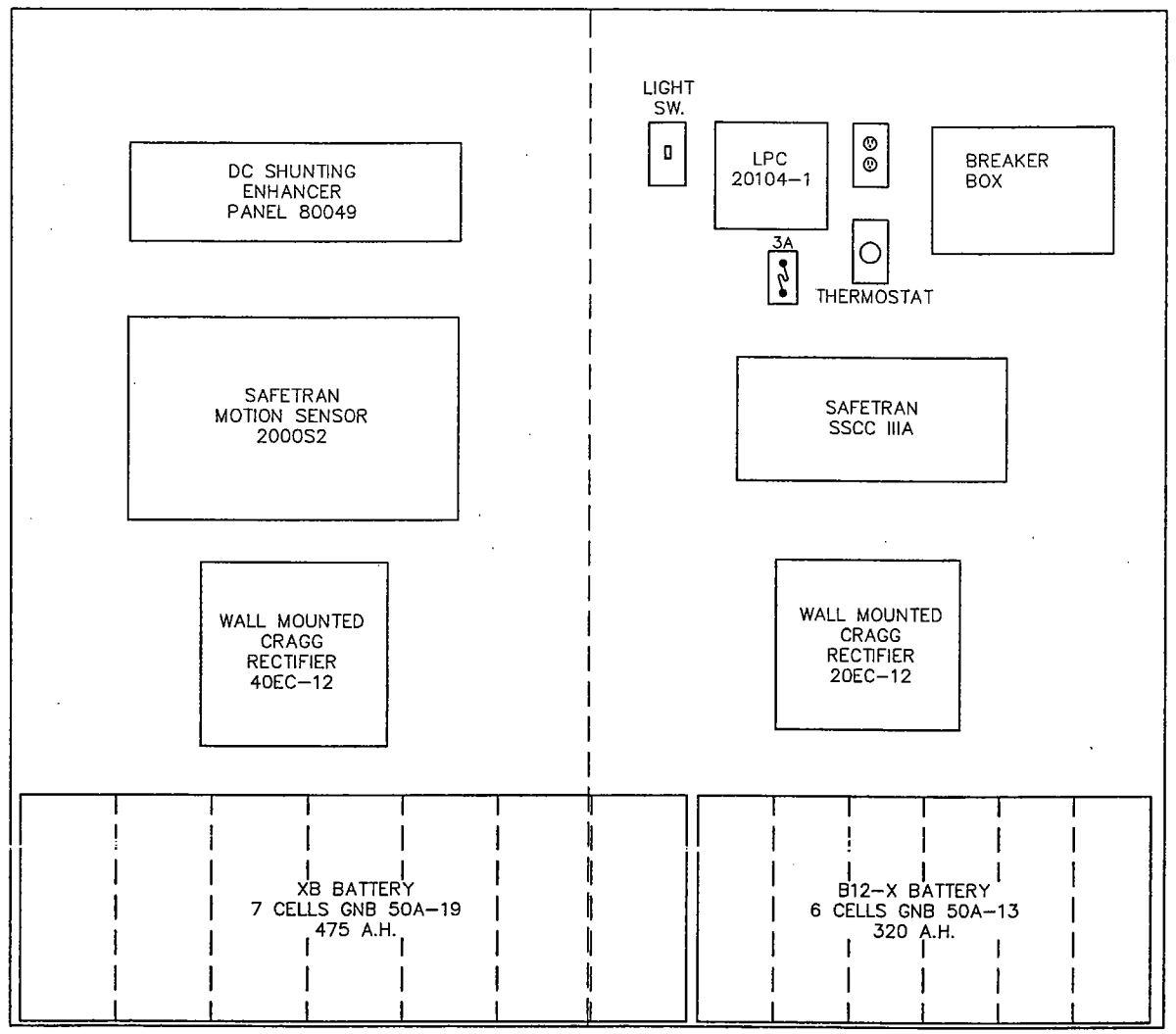
GATE CIRUIT PLAN

SAFETRAN
6'–9"W x 2'–0"D x 6'–0"H
ALUMINUM CASE

BACK




FRONT

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TSWR GRADE CROSSINGS IMPROVEMENTS

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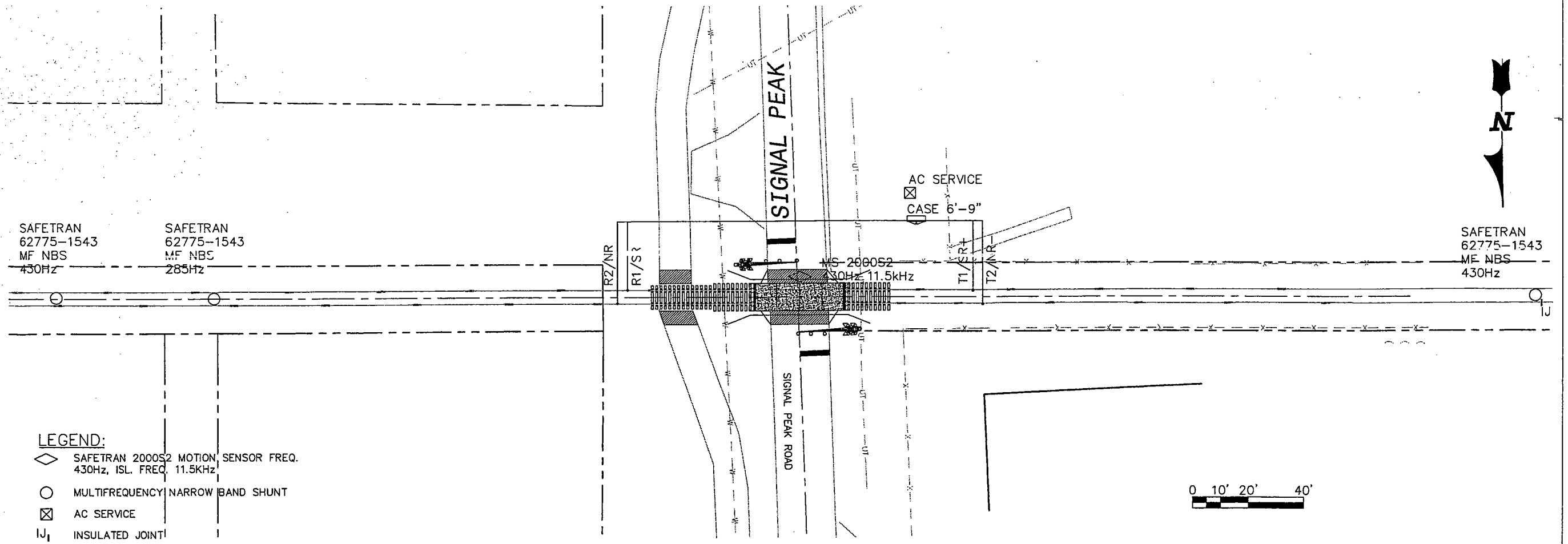
| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

EQUIPMENT LAYOUT PLAN FOR SAFETRAN 6'–9" ALUM. CASE


LEGEND:

| | |
|---|---|
| ◇ | SAFETRAN 2000S2 MOTION SENSOR FREQ. 430Hz, ISL. FREQ. 11.5KHz |
| ○ | MULTIFREQUENCY NARROW BAND SHUNT |
| ⊠ | AC SERVICE |
| IJ | INSULATED JOINT |
| BO | BELL |
| EOC | EDGE OF CROSSING |
| TC | TRACK CONNECTION |
| TS | TERMINATION SHUNT |

CABLE "A1" – 5 COND. #6 FROM CASE TO GATE "A"
CABLE "A2" – 7 COND. #10 FROM CASE TO GATE "A"
CABLE "B1" – 5 COND. #6 FROM CASE TO GATE "B"
CABLE "B2" – 7 COND. #10 FROM CASE TO GATE "B"

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.

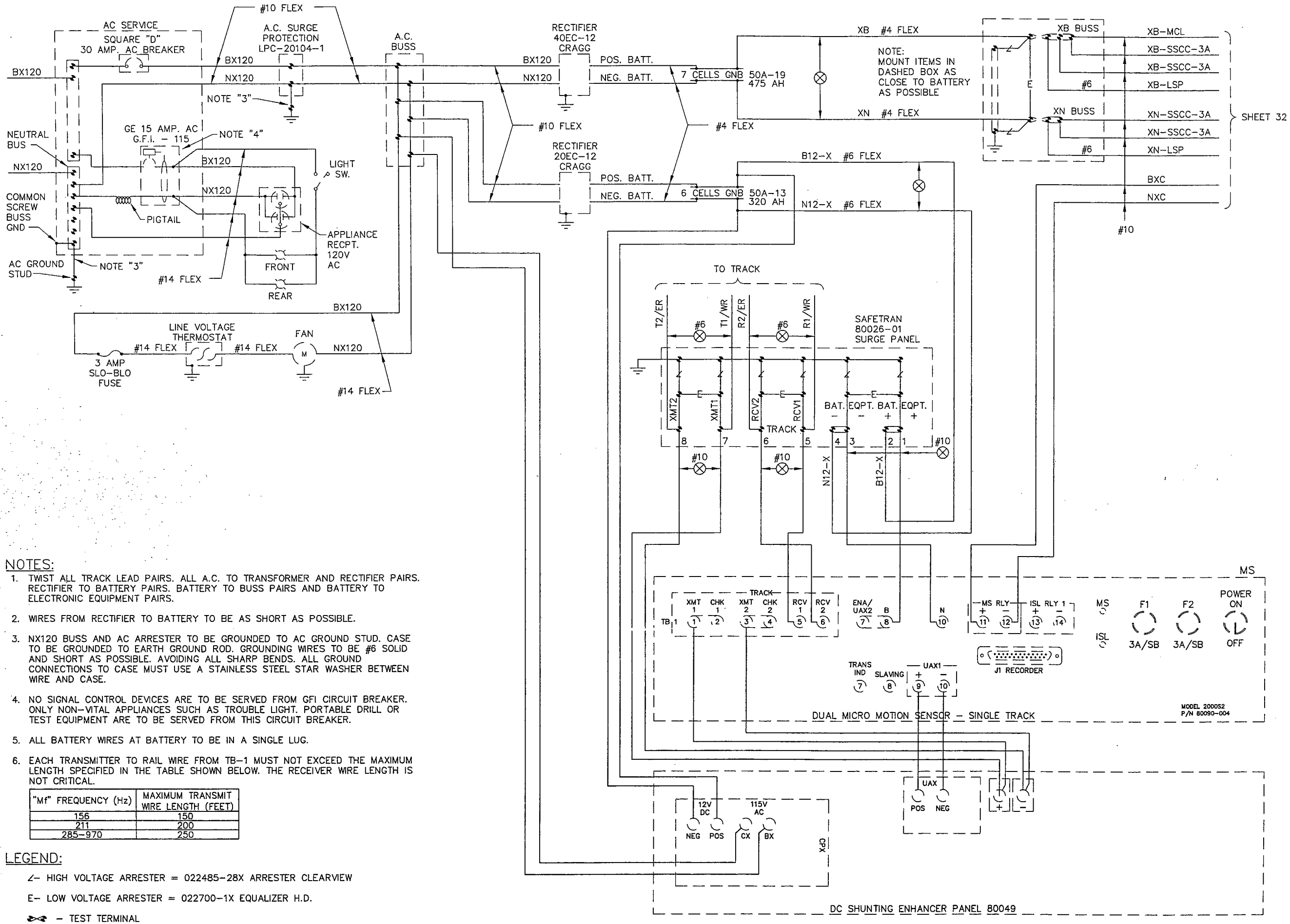
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

## SIGNAL LOCATION PLAN




NOTES:

1. TWIST ALL TRACK LEAD PAIRS. ALL A.C. TO TRANSFORMER AND RECTIFIER PAIRS. RECTIFIER TO BATTERY PAIRS. BATTERY TO BUSS PAIRS AND BATTERY TO ELECTRONIC EQUIPMENT PAIRS.
2. WIRES FROM RECTIFIER TO BATTERY TO BE AS SHORT AS POSSIBLE.
3. NX120 BUSS AND AC ARRESTER TO BE GROUNDED TO AC GROUND STUD. CASE TO BE GROUNDED TO EARTH GROUND ROD. GROUNDING WIRES TO BE #6 SOLID AND SHORT AS POSSIBLE. AVOIDING ALL SHARP BENDS. ALL GROUND CONNECTIONS TO CASE MUST USE A STAINLESS STEEL STAR WASHER BETWEEN WIRE AND CASE.
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| "Mf" FREQUENCY (Hz) | MAXIMUM TRANSMIT WIRE LENGTH (FEET) |
|---|---|
| 156 | 150 |
| 211 | 200 |
| 285-970 | 250 |

LEGEND:

∠- HIGH VOLTAGE ARRESTER = 022485-28X ARRESTER CLEARVIEW

E- LOW VOLTAGE ARRESTER = 022700-1X EQUALIZER H.D.

⋈ - TEST TERMINAL

⊗ - TWISTED WIRES

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

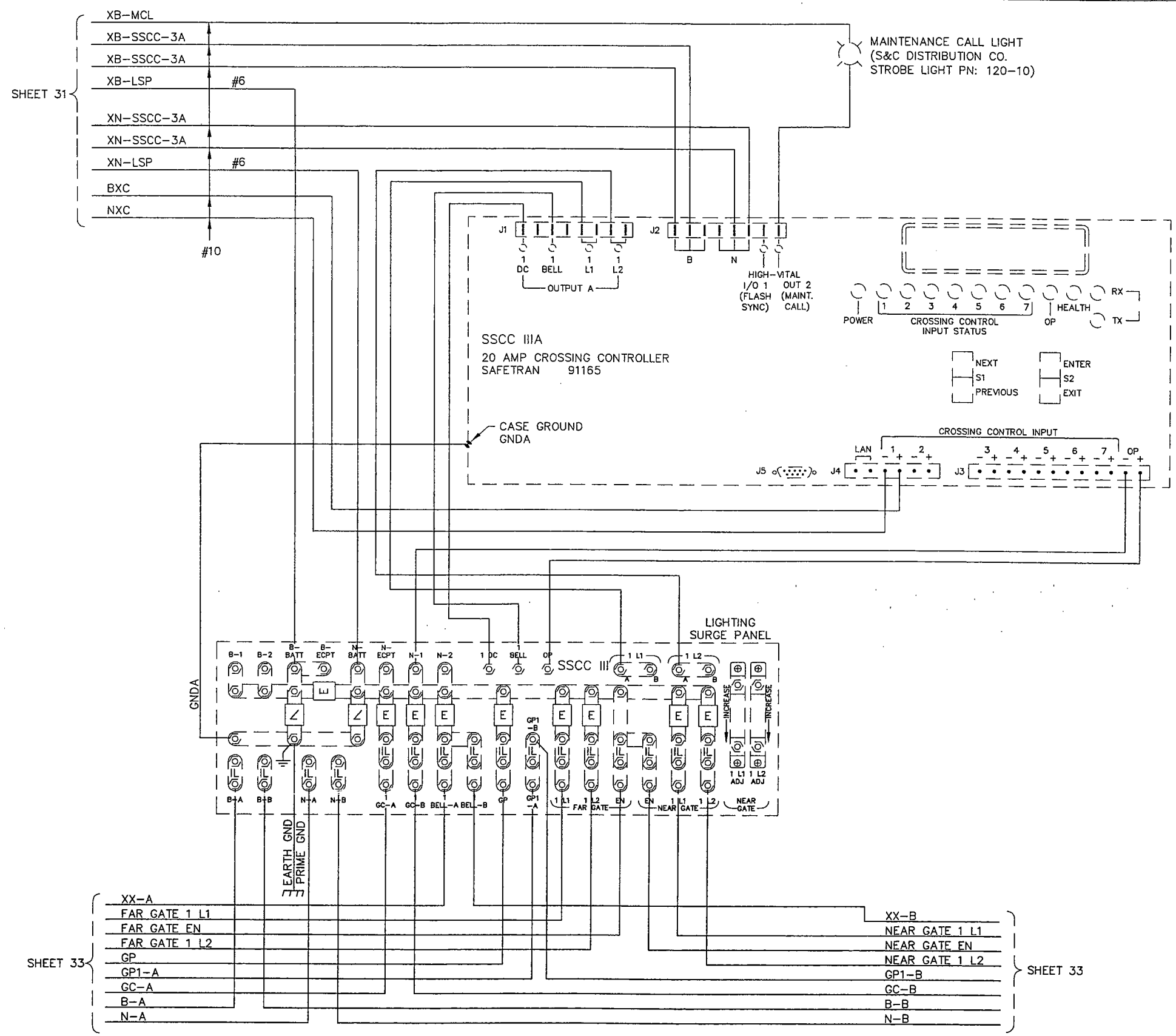
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

POWER DISTRIBUTION & MOTION DETECTION PLAN

SHEET 31 OF 39




NOTES:

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.

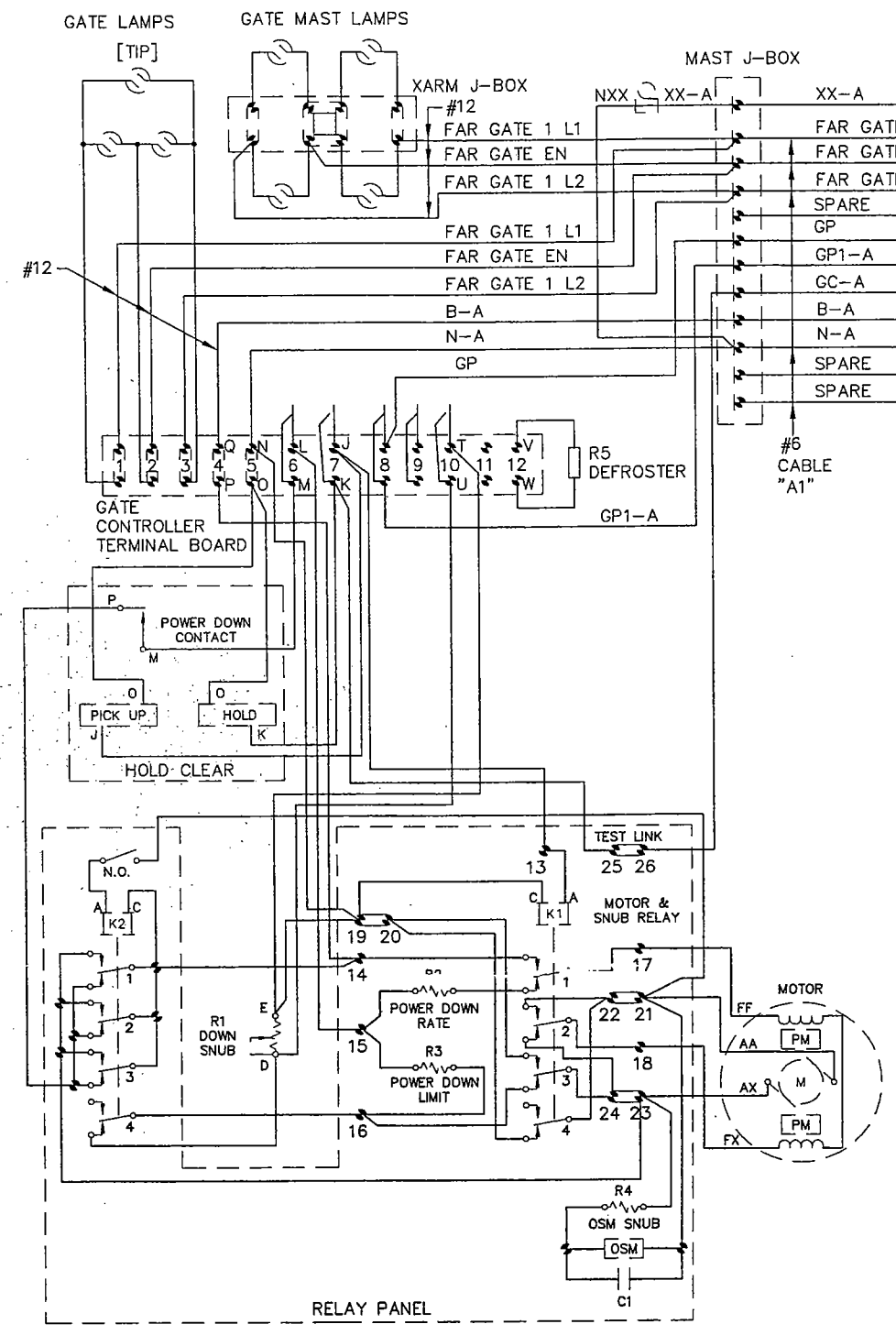
FOR
YAKIMA COUNTY

RECOMMENDED BY:

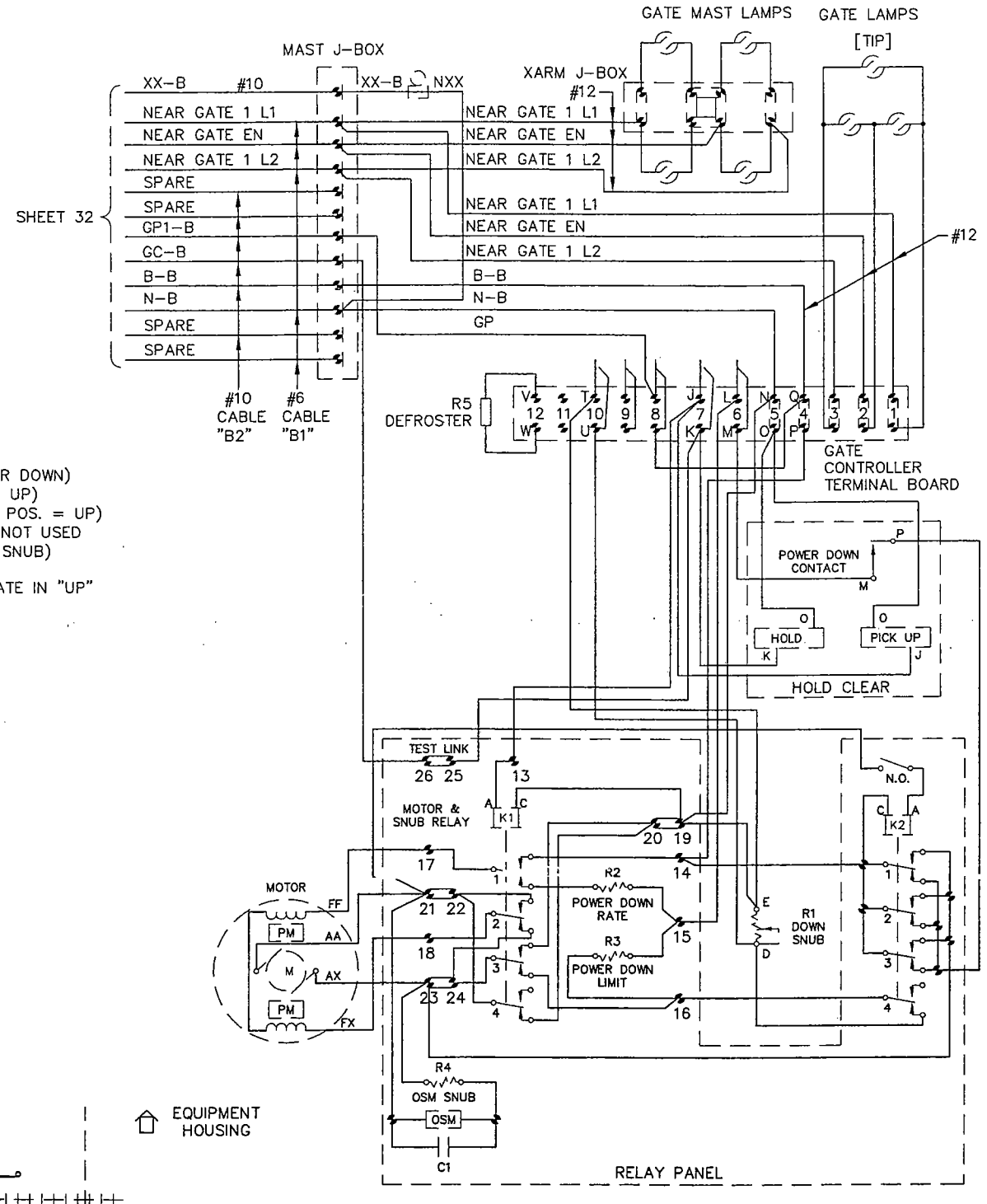
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING CONTROL PLAN



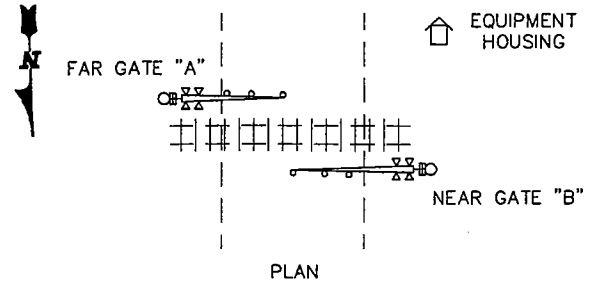

FAR GATE "A"




NEAR GATE "B"

GATE CONTROLLER CLOSED AT:
CONTACT #6: 45–90 DEG. (POWER DOWN)
CONTACT #7: 0–89 DEG. (POWER UP)
CONTACT #8: 83–90 DEG. (GATE POS. = UP)
CONTACT #9: 5–90 DEG. (BELL) NOT USED
CONTACT #10: 0–5 DEG. (HORZ. SNUB)

NOTE: CONTACTS SHOWN WITH GATE IN "UP" POSITION




PLAN

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YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
TS 3107

STPXP-39JA(001)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

RECOMMENDED BY:

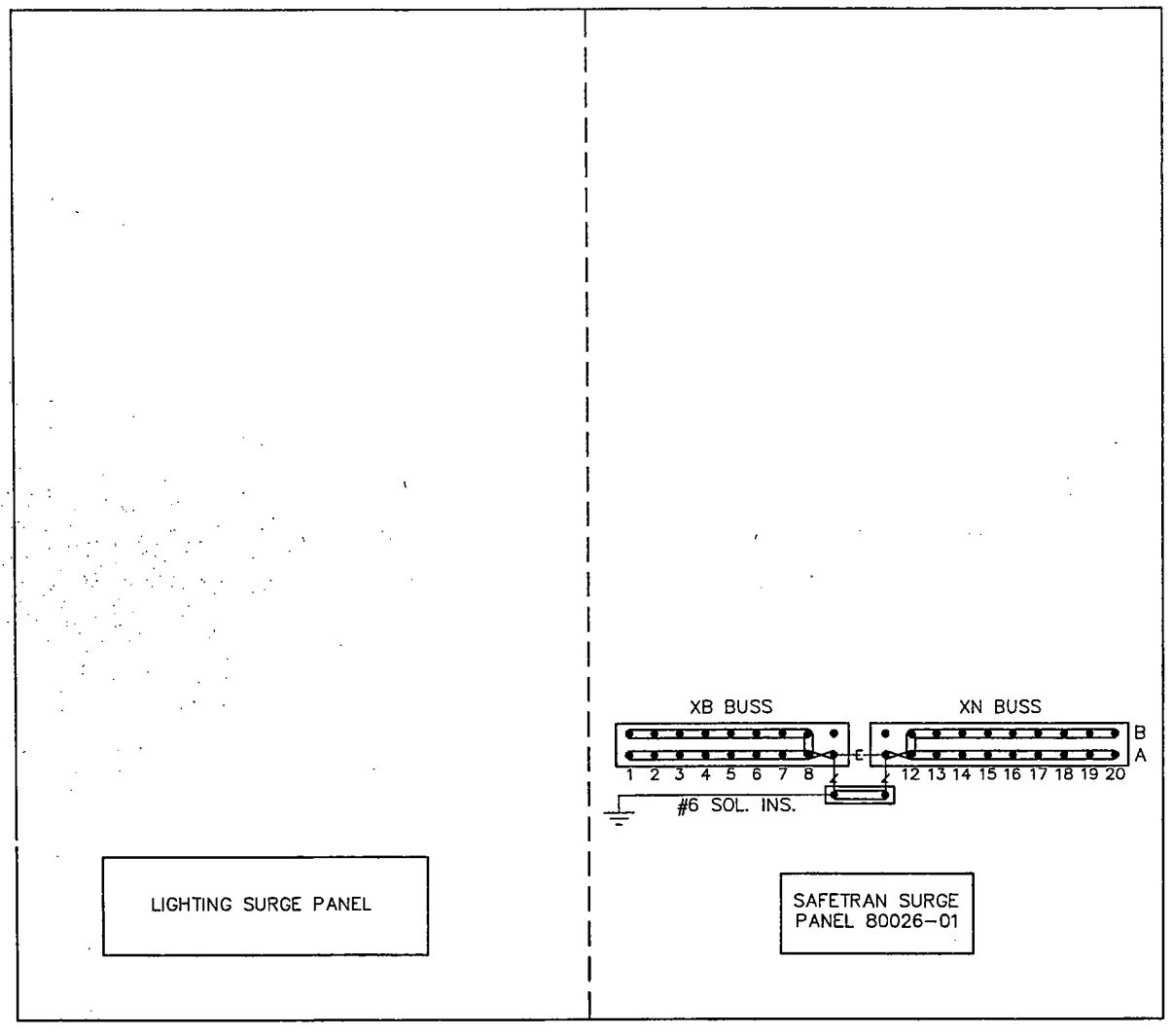
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

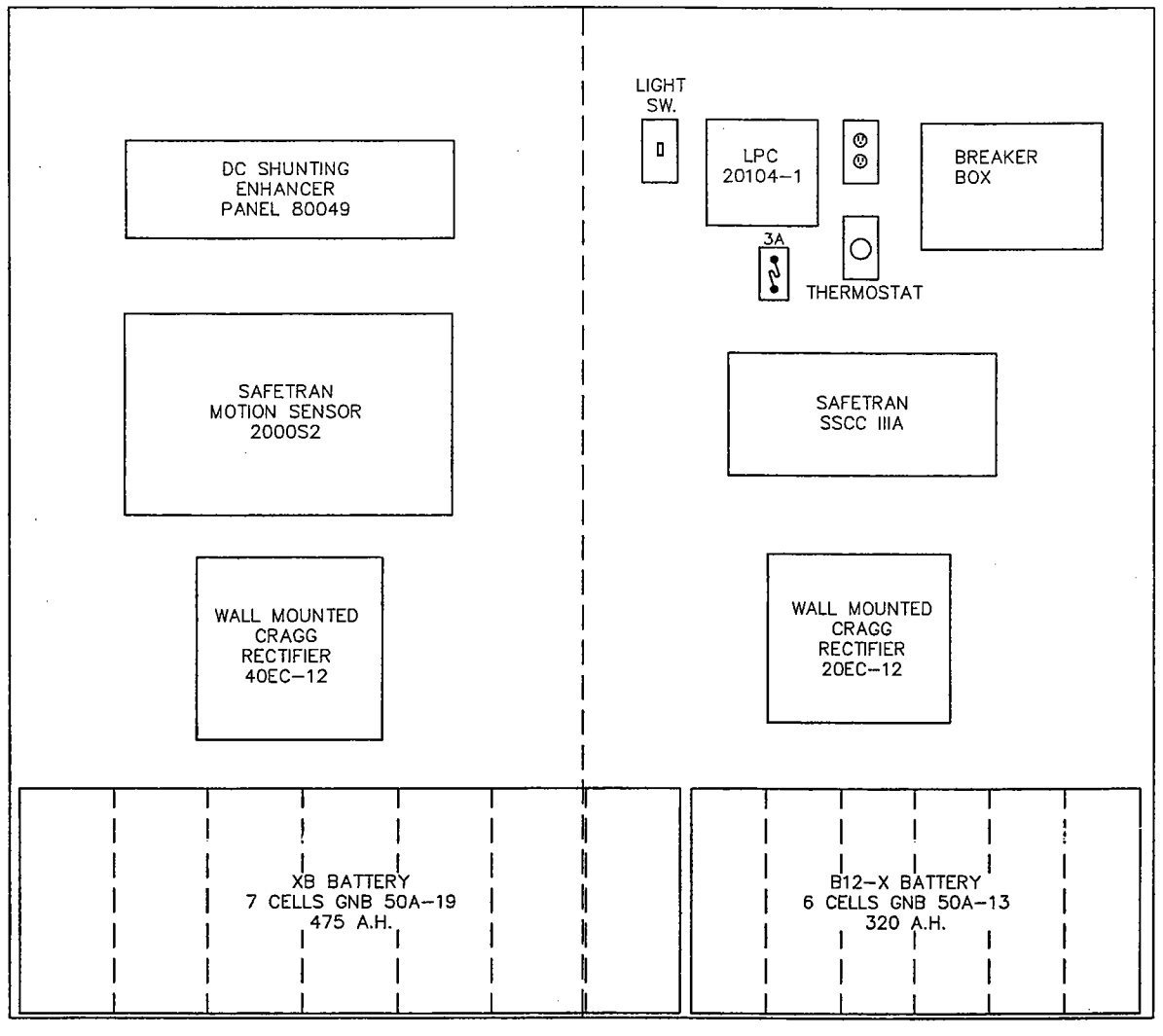
GATE CIRCUIT
PLAN

SAFETRAN
6'–9"W x 2'–0"D x 6'–0"H
ALUMINUM CASE

BACK




FRONT

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TSWR GRADE CROSSINGS IMPROVEMENTS

SIGNAL PEAK ROAD
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STPXP-39JA(001)

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FOR
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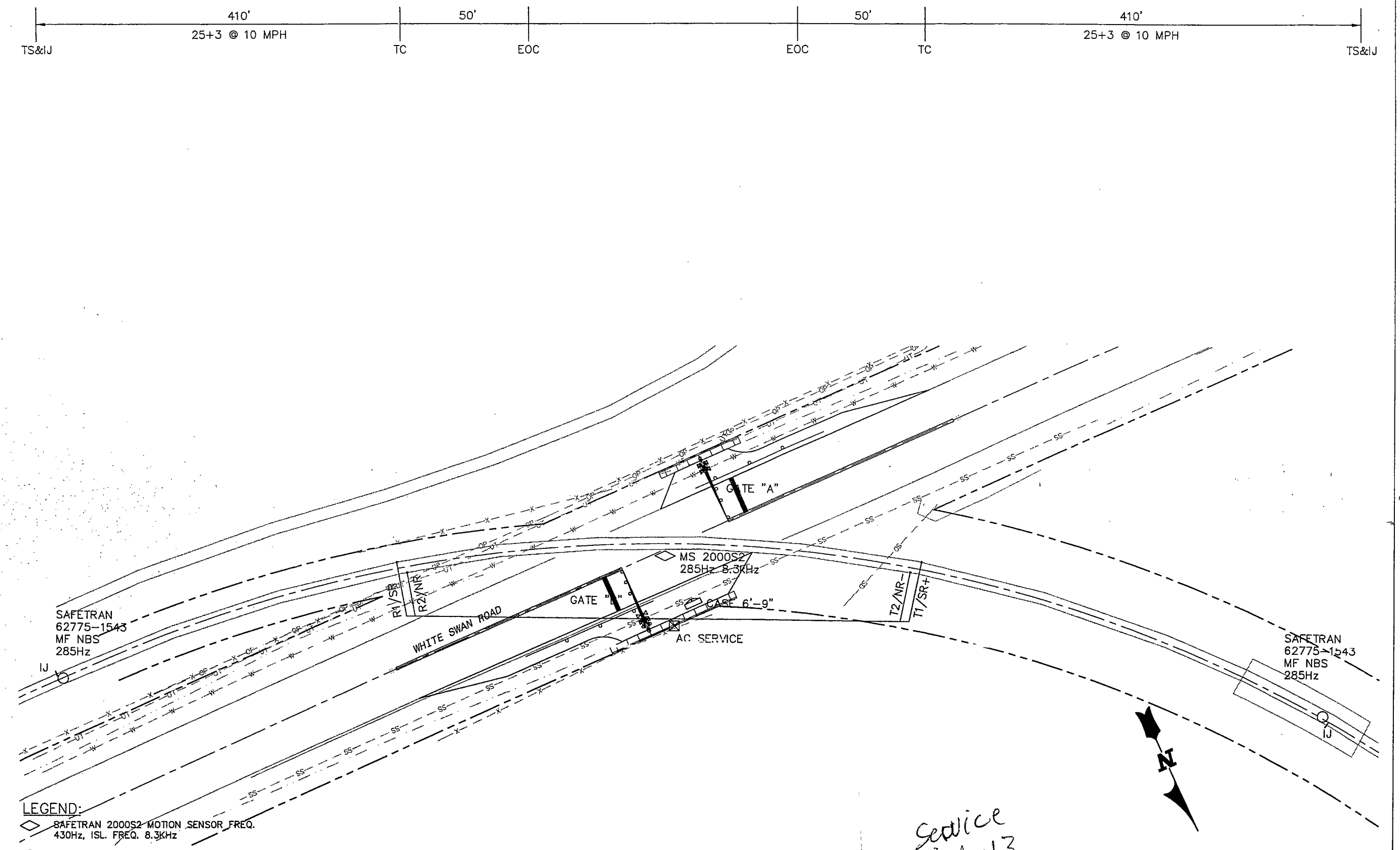
RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

EQUIPMENT LAYOUT
PLAN FOR SAFETRAN
6'–9" ALUM. CASE




LEGEND:

- ◇ SAFETRAN 2000S2 MOTION SENSOR FREQ. 430Hz, ISL. FREQ. 8.3KHz
- ○ MULTIFREQUENCY NARROW BAND SHUNT
- ⊠ AC SERVICE
- IJ INSULATED JOINT
- BO BELL
- EOC EDGE OF CROSSING
- TC TRACK CONNECTION
- TS TERMINATION SHUNT

CABLE "A1" – 5 COND. #6 FROM CASE TO GATE "A"
CABLE "A2" – 7 COND. #10 FROM CASE TO GATE "A"
CABLE "B1" – 5 COND. #6 FROM CASE TO GATE "B"
CABLE "B2" – 7 COND. #10 FROM CASE TO GATE "B"

Service in Wall

YAKIMA COUNTY PUBLIC WORKS
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# TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
HDR
ENGINEERING, INC.

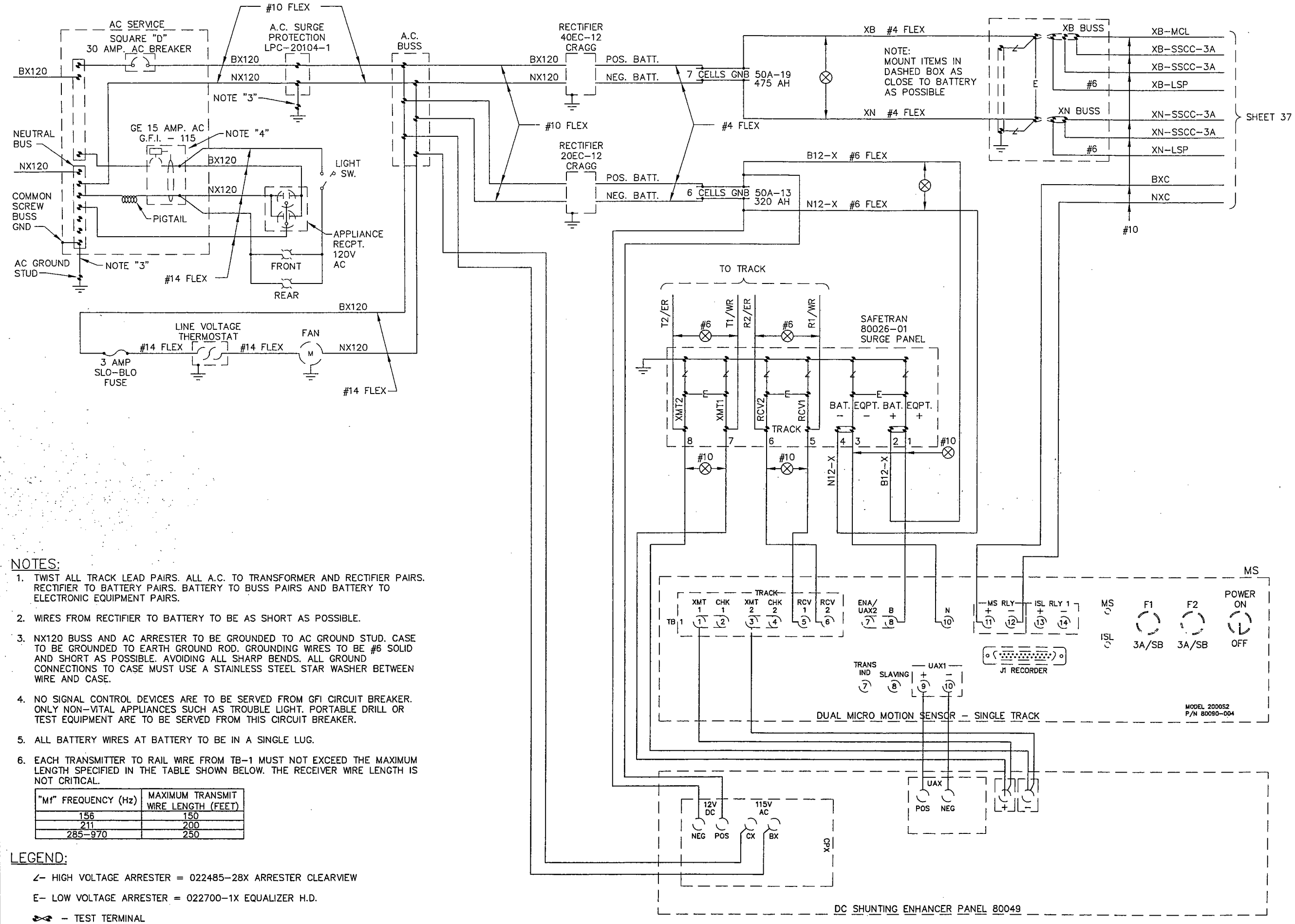
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

SIGNAL LOCATION PLAN




NOTES:

1. TWIST ALL TRACK LEAD PAIRS. ALL A.C. TO TRANSFORMER AND RECTIFIER PAIRS. RECTIFIER TO BATTERY PAIRS. BATTERY TO BUSS PAIRS AND BATTERY TO ELECTRONIC EQUIPMENT PAIRS.
2. WIRES FROM RECTIFIER TO BATTERY TO BE AS SHORT AS POSSIBLE.
3. NX120 BUSS AND AC ARRESTER TO BE GROUNDED TO AC GROUND STUD. CASE TO BE GROUNDED TO EARTH GROUND ROD. GROUNDING WIRES TO BE #6 SOLID AND SHORT AS POSSIBLE. AVOIDING ALL SHARP BENDS. ALL GROUND CONNECTIONS TO CASE MUST USE A STAINLESS STEEL STAR WASHER BETWEEN WIRE AND CASE.
4. NO SIGNAL CONTROL DEVICES ARE TO BE SERVED FROM GFI CIRCUIT BREAKER. ONLY NON-VITAL APPLIANCES SUCH AS TROUBLE LIGHT. PORTABLE DRILL OR TEST EQUIPMENT ARE TO BE SERVED FROM THIS CIRCUIT BREAKER.
5. ALL BATTERY WIRES AT BATTERY TO BE IN A SINGLE LUG.
6. EACH TRANSMITTER TO RAIL WIRE FROM TB-1 MUST NOT EXCEED THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN BELOW. THE RECEIVER WIRE LENGTH IS NOT CRITICAL.

| "Mf" FREQUENCY (Hz) | MAXIMUM TRANSMIT WIRE LENGTH (FEET) |
|---|---|
| 156 | 150 |
| 211 | 200 |
| 285-970 | 250 |

LEGEND:

∠- HIGH VOLTAGE ARRESTER = 022485-28X ARRESTER CLEARVIEW

E- LOW VOLTAGE ARRESTER = 022700-1X EQUALIZER H.D.

⋈ - TEST TERMINAL

⊗ - TWISTED WIRES

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
HDR
ENGINEERING, INC.

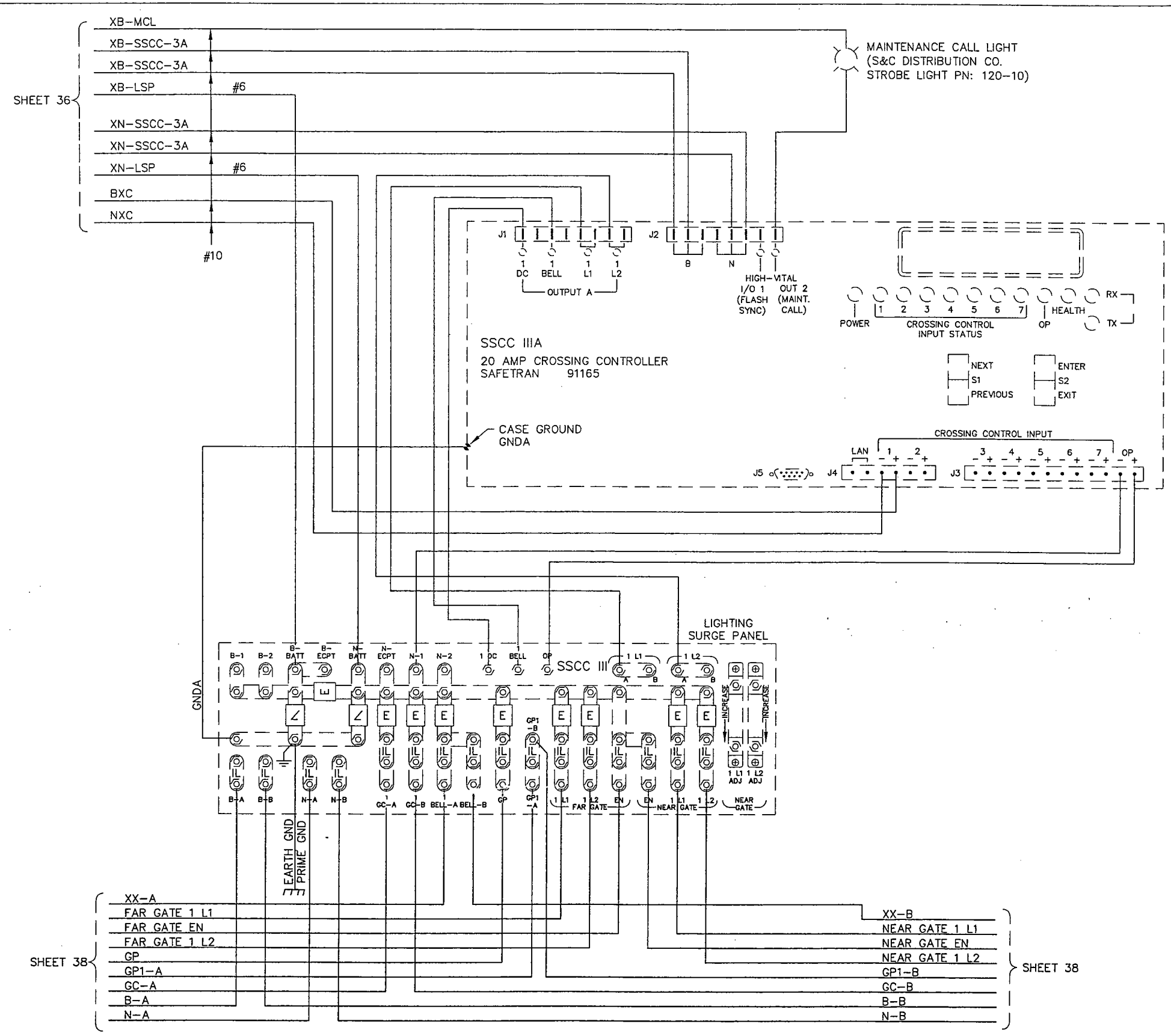
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

POWER DISTRIBUTION & MOTION DETECTION PLAN




NOTES:

1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.
3. THE FOLLOWING SURGE PANEL SYMBOLS ARE USED:
   ∠ – HIGH VOLTAGE ARRESTER = 022485–28X ARRESTER CLEARVIEW
   E – LOW VOLTAGE ARRESTER = 022700–1X EQUALIZER H.D.
   IL – INSULATED TESTING LINK

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
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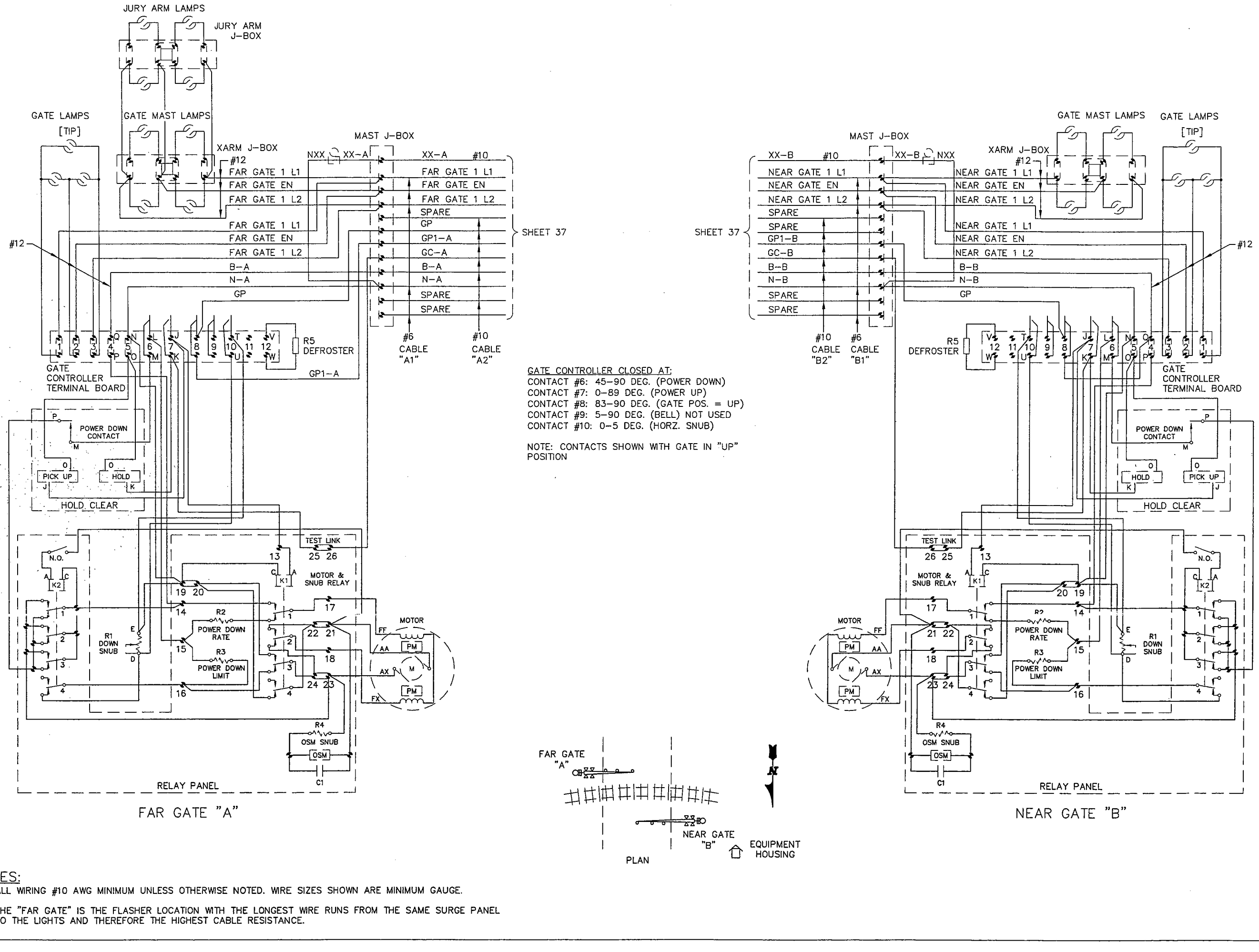
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

CROSSING CONTROL PLAN




GATE CONTROLLER CLOSED AT:
CONTACT #6: 45–90 DEG. (POWER DOWN)
CONTACT #7: 0–89 DEG. (POWER UP)
CONTACT #8: 83–90 DEG. (GATE POS. = UP)
CONTACT #9: 5–90 DEG. (BELL) NOT USED
CONTACT #10: 0–5 DEG. (HORZ. SNUB)

NOTE: CONTACTS SHOWN WITH GATE IN "UP" POSITION

NOTES:
1. ALL WIRING #10 AWG MINIMUM UNLESS OTHERWISE NOTED. WIRE SIZES SHOWN ARE MINIMUM GAUGE.
2. THE "FAR GATE" IS THE FLASHER LOCATION WITH THE LONGEST WIRE RUNS FROM THE SAME SURGE PANEL TO THE LIGHTS AND THEREFORE THE HIGHEST CABLE RESISTANCE.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
HDR
ENGINEERING, INC.

FOR
YAKIMA COUNTY

RECOMMENDED BY:

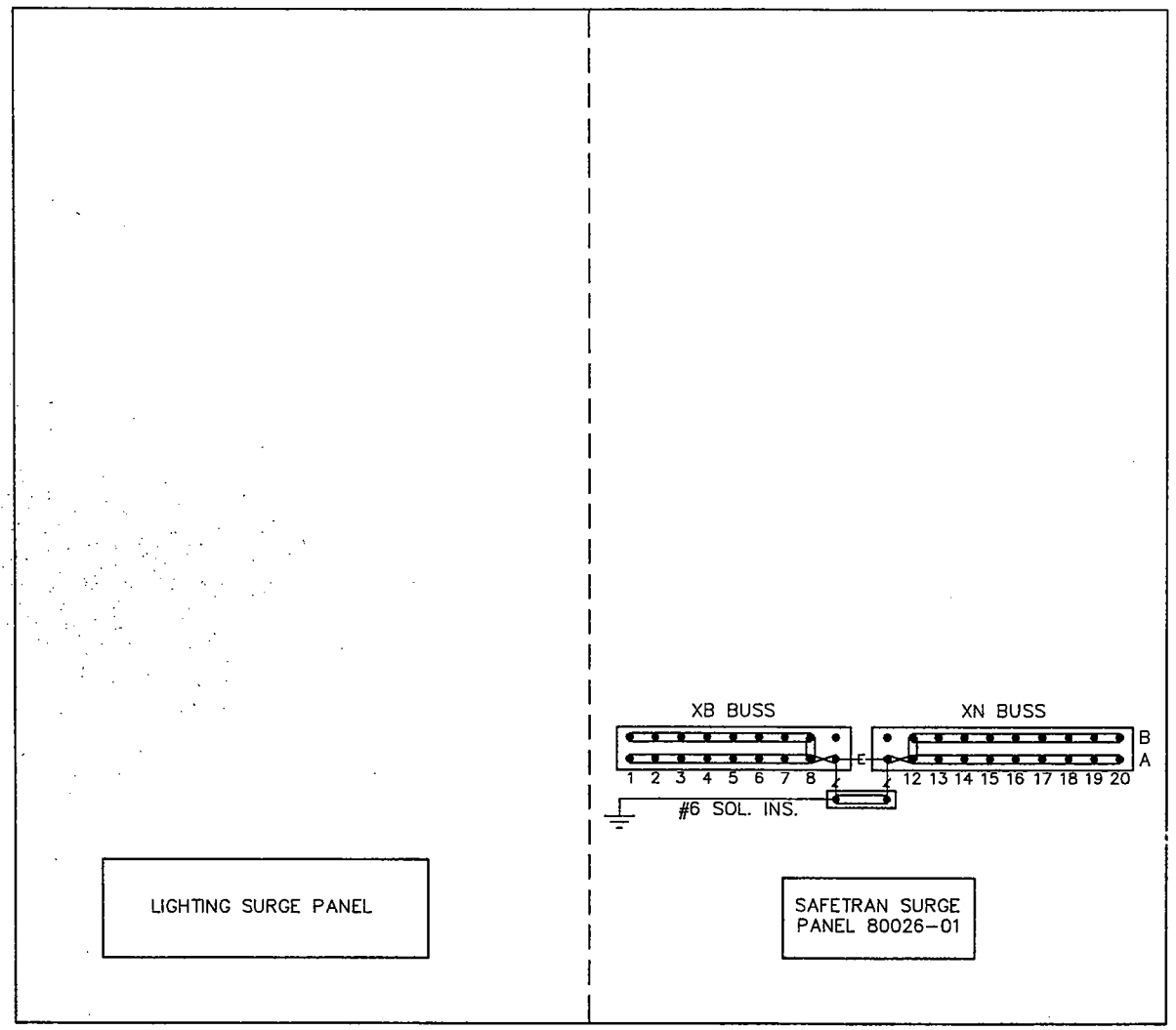
PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

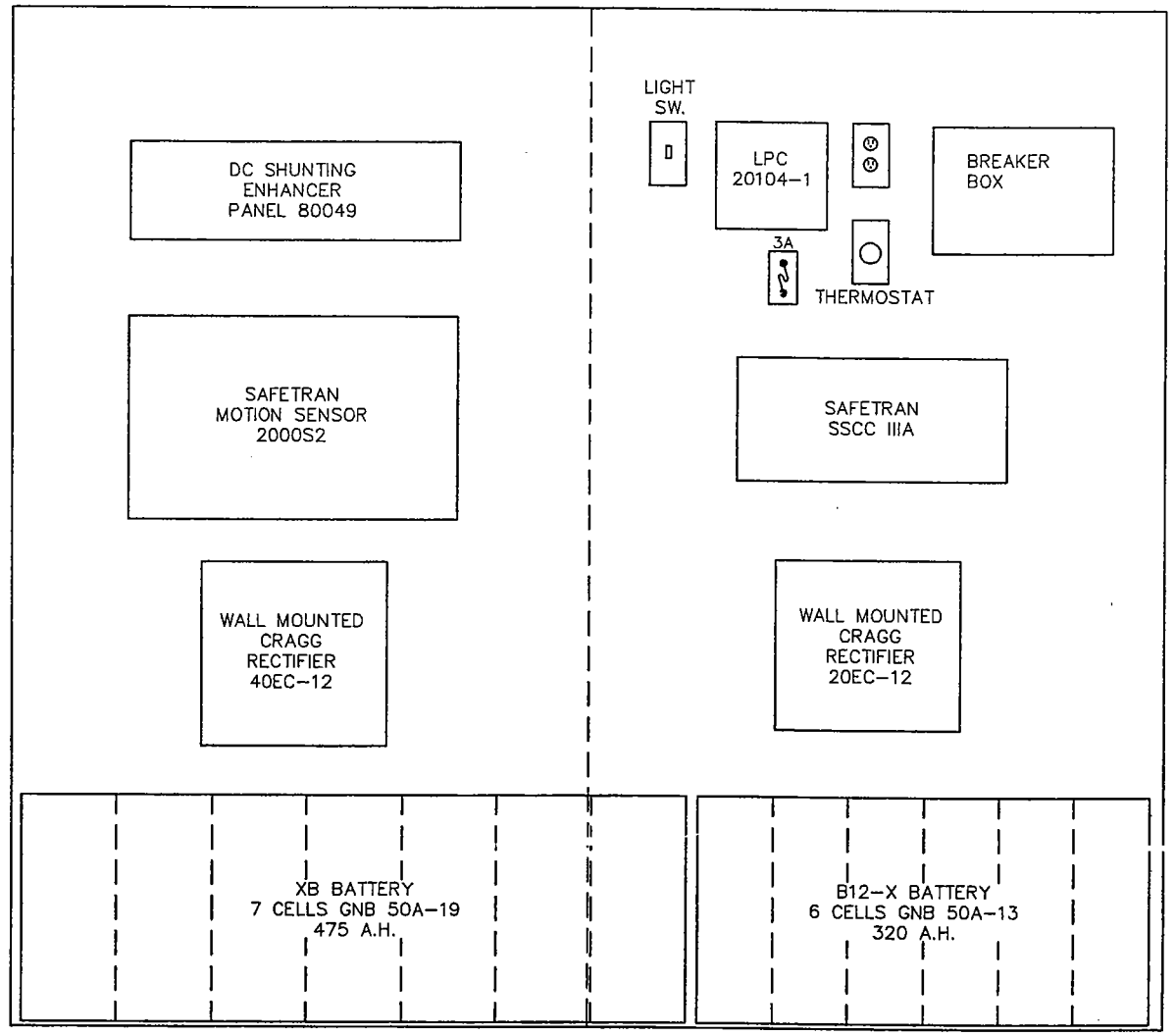
GATE CIRCUIT PLAN

SAFETRAN
6'–9"W x 2'–0"D x 6'–0"H
ALUMINUM CASE

BACK




FRONT




YAKIMA COUNTY PUBLIC WORKS
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TSWR GRADE CROSSINGS IMPROVEMENTS

WHITE SWAN ROAD
TS 3108

STPXP-S390(002)

PREPARED BY
HDR
ENGINEERING, INC.

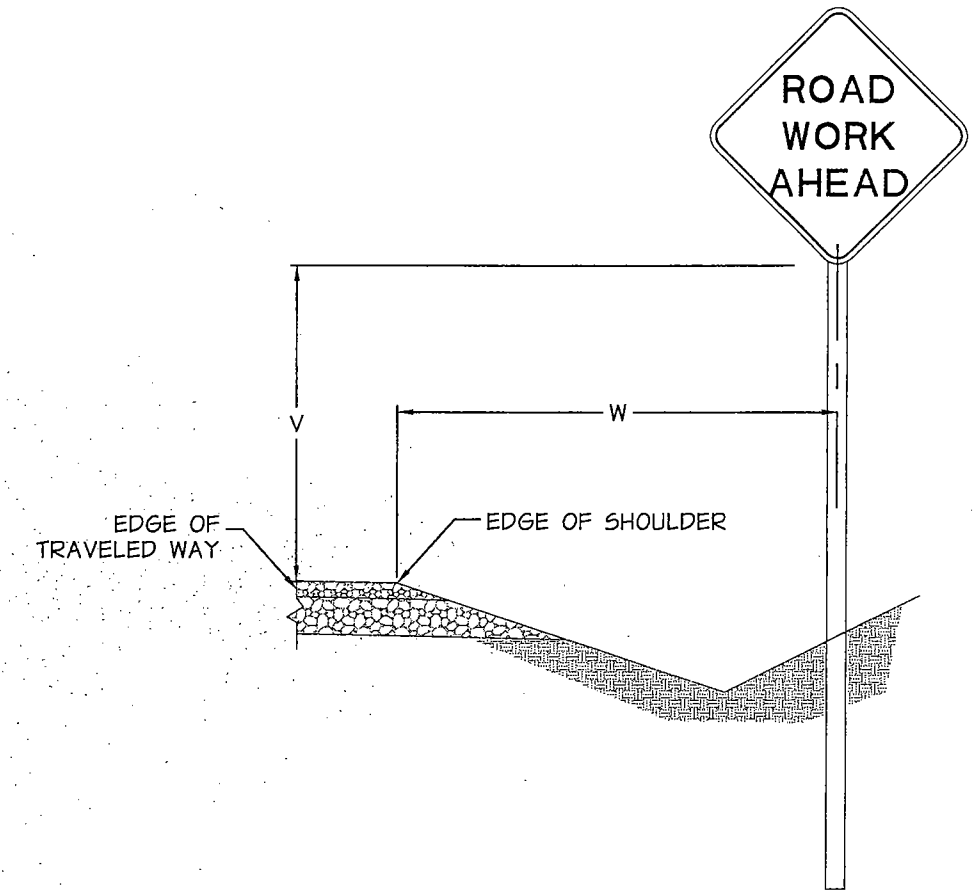
FOR
YAKIMA COUNTY

RECOMMENDED BY:

PROJECT ENGINEER

| DRAWN: | CHECKED BY: |
|---|---|
| REVISION: | |

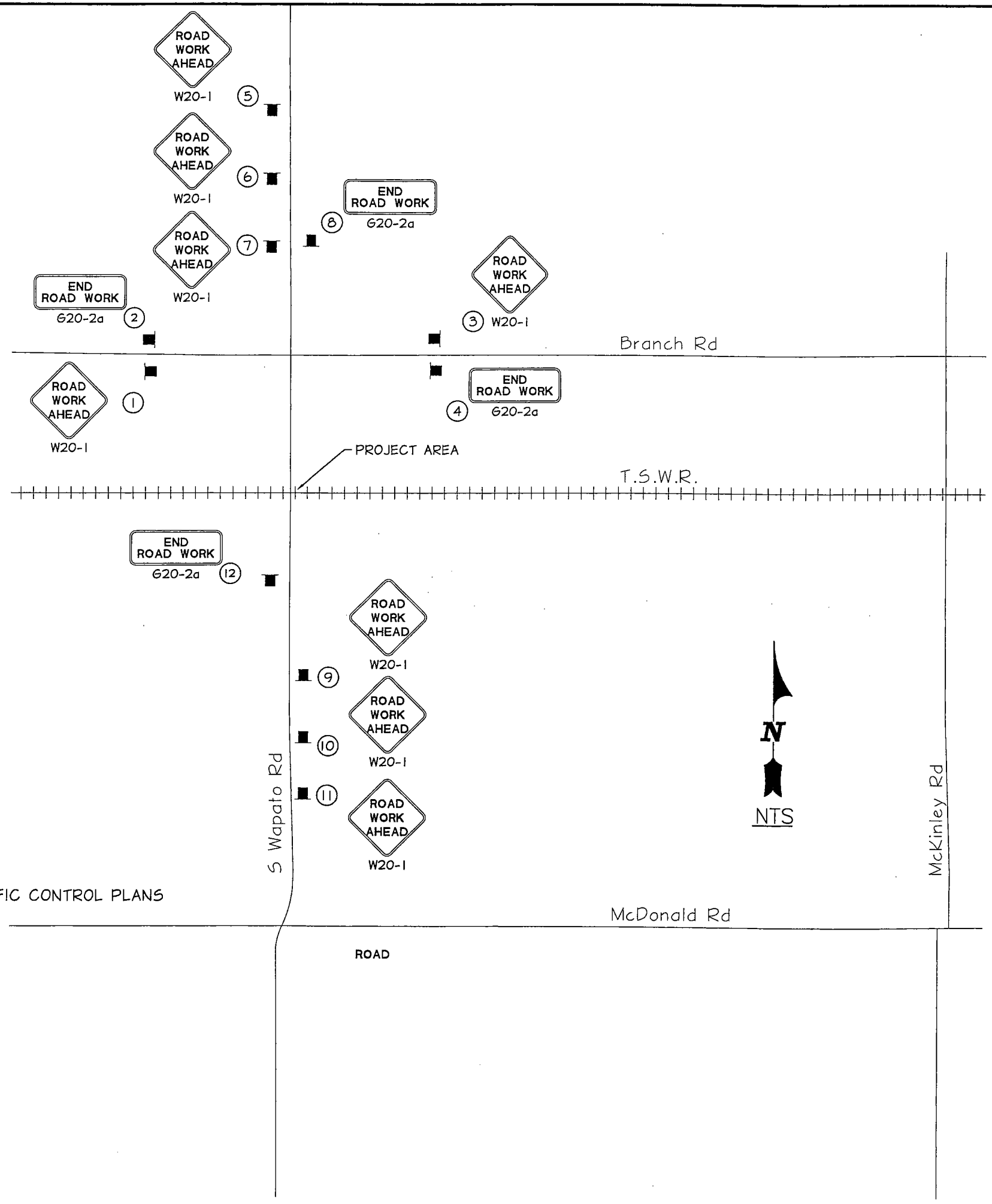
EQUIPMENT LAYOUT PLAN FOR SAFETRAN 6'–9" ALUM. CASE




## *TYPICAL SIGN INSTALLATION*

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

S. WAPATO RD.
RAILROAD
CROSSING
PROJECT

TS 3104

STPXP-39JL(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL |
|---|---|
| REVISION: | |

GENERAL
TRAFFIC
CONTROL
PLAN

# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | H1 | V | W | |
| 1 | W20-1 | BRANCH ROAD, 550' WEST OF SOUTH WAPATO ROAD | 48" | 48" | WOOD | 4"X4" | 14' | 7' | 10' | |
| 2 | G20-2a | BRANCH ROAD, 550' WEST OF SOUTH WAPATO ROAD | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 3 | W20-1 | BRANCH ROAD, 550' EAST OF SOUTH WAPATO ROAD | 48" | 48" | WOOD | 4"X4" | 17' | 7' | 10' | |
| 4 | G20-2a | BRANCH ROAD, 550' EAST OF SOUTH WAPATO ROAD | 36" | 18" | WOOD | 4"X4" | 14' | 7' | 10' | |
| 5 | W20-1 | SOUTH WAPATO ROAD, 1600' NORTH OF BRANCH ROAD | 48" | 48" | WOOD | 4"X4" | 19' | 7' | 10' | |
| 6 | W20-1 | SOUTH WAPATO ROAD, 1050' NORTH OF BRANCH ROAD | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| 7 | W20-1 | SOUTH WAPATO ROAD, 500' NORTH OF BRANCH ROAD | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| 8 | G20-2a | SOUTH WAPATO ROAD, 500' NORTH OF BRANCH ROAD | 36" | 18" | WOOD | 4"X4" | 14' | 7' | 8' | |
| 9 | W20-1 | SOUTH WAPATO ROAD, 720' SOUTH OF RR TRACKS | 48" | 48" | WOOD | 4"X4" | 20' | 7' | 10' | |
| 10 | W20-1 | SOUTH WAPATO ROAD, 1270' SOUTH OF RR TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| 11 | W20-1 | SOUTH WAPATO ROAD, 1820' SOUTH OF RR TRACKS | 48" | 48" | WOOD | 4"X4" | 20' | 7' | 10' | |
| 12 | G20-2a | SOUTH WAPATO ROAD, 500' SOUTH OF RR TRACKS | 36" | 18" | WOOD | 4"X4" | 15' | 7' | 10' | |

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

S. WAPATO RD.
RAILROAD CROSSING PROJECT

TS 3104

STPXP-39JL(001)

PREPARED UNDER THE DIRECTION OF:

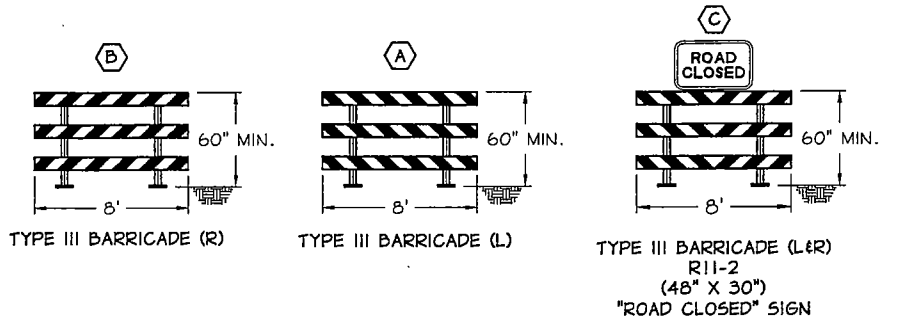
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

GENERAL TRAFFIC CONTROL PLAN



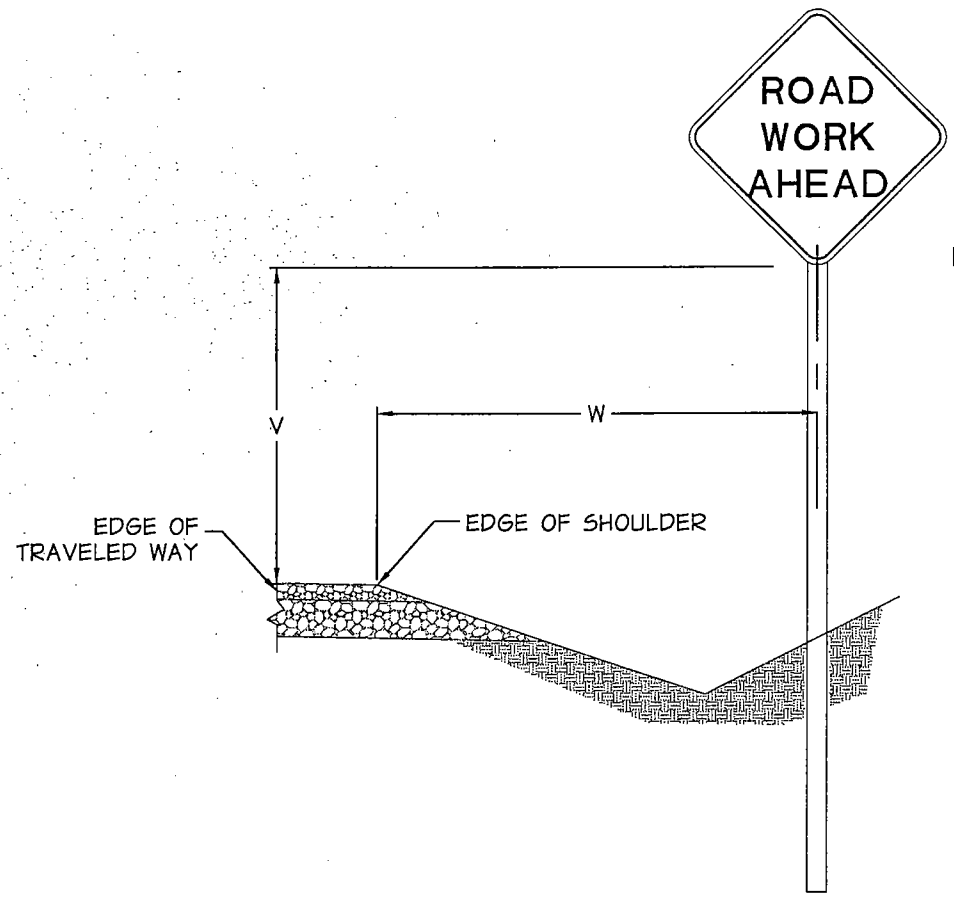

SPECIAL SIGNS NO. 1 AND 3
(48" X 36")
BLACK ON ORANGE

ROAD WILL BE CLOSED FOR TRACK WORK
MO/DAY

SPECIAL SIGNS NO. 2 AND 4
(36" X 12")
BLACK ON ORANGE
(INSTALL 10 DAYS PRIOR TO CLOSURE)

NOTE: THIS ROAD CLOSURE PLAN IS APPROVED FOR ONE DAY ONLY AND DURING DAYLIGHT HOURS ONLY. TRAFFIC CONTROL DEVICES MAY BE INSTALLED USING PORTABLE SIGN STANDS UNLESS OTHERWISE NOTED AS BEING POST MOUNTED.

* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.

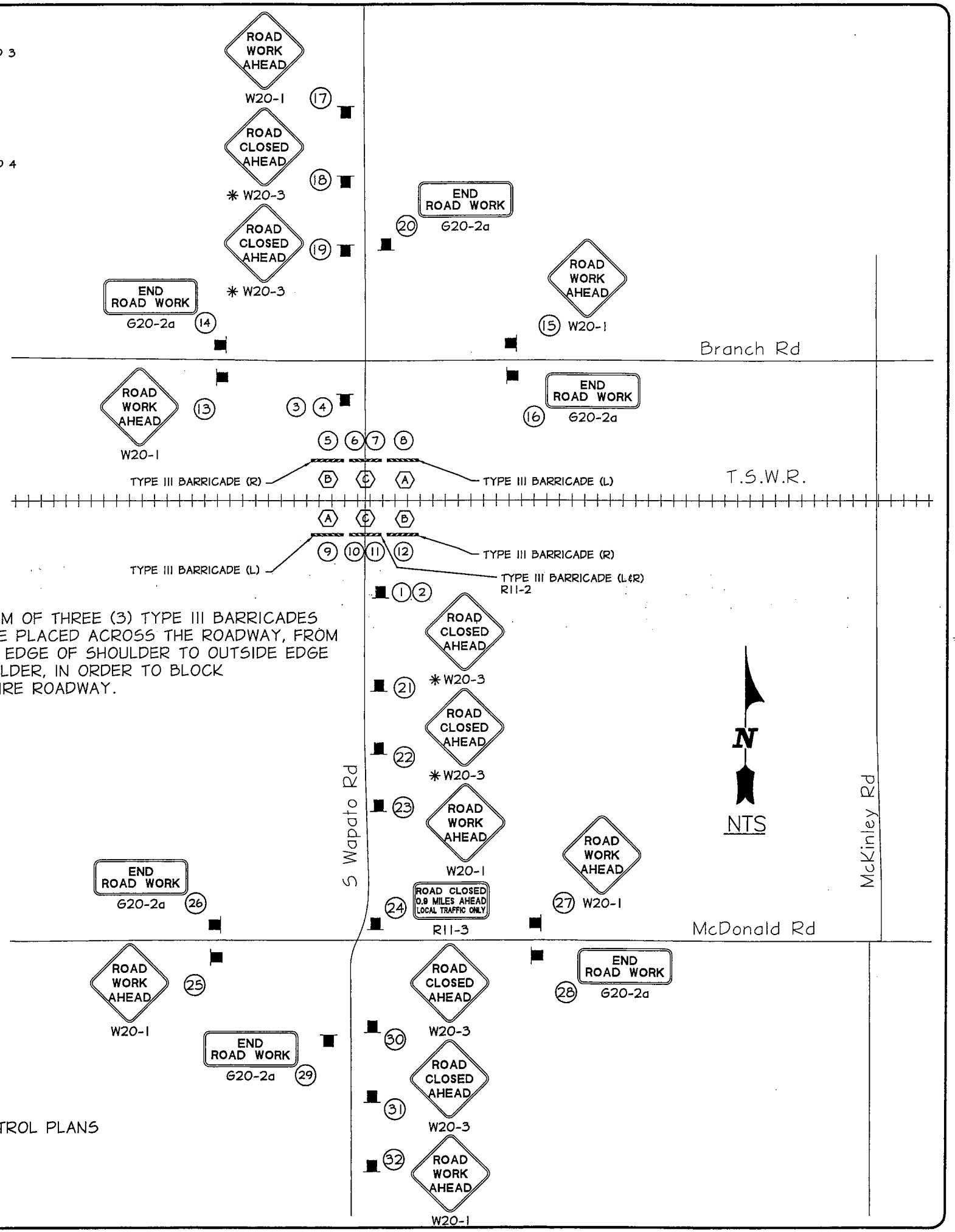



## TYPICAL SIGN INSTALLATION

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.

NOTE: A MINIMUM OF THREE (3) TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROADWAY, FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.




COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

S. WAPATO RD.
RAILROAD CROSSING PROJECT

TS 3104

STPXP-39JL(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

ROAD CLOSURE PLAN

# ROAD CLOSURE SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | H1 | V | W | |
| 1 | SPECIAL | SOUTH WAPATO ROAD, 200' SOUTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 18' | 7' | 10' | SPECIAL SIGN NO.1 |
| 2 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 2, BELOW SIGN NO. 1 |
| 3 | SPECIAL | SOUTH WAPATO ROAD, 25' NORTH OF BRANCH ROAD | 48" | 36" | WOOD | 4"X4" | 18' | 7' | 10' | SPECIAL SIGN NO.3 |
| 4 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 4, BELOW SIGN NO. 3 |
| 5 | TYPE III BARRICADE (R) | SOUTH WAPATO ROAD, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 6 | TYPE III BARRICADE (L&R) | SOUTH WAPATO ROAD, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 7 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 6 |
| 8 | TYPE III BARRICADE (L) | SOUTH WAPATO ROAD, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 9 | TYPE III BARRICADE (L) | SOUTH WAPATO ROAD, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 10 | TYPE III BARRICADE (L&R) | SOUTH WAPATO ROAD, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 11 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 10 |
| 12 | TYPE III BARRICADE (R) | SOUTH WAPATO ROAD, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 13 | W20-1 | BRANCH ROAD, 550' WEST OF SOUTH WAPATO ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 14 | G20-2a | BRANCH ROAD, 550' WEST OF SOUTH WAPATO ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 15 | W20-1 | BRANCH ROAD, 550' EAST OF SOUTH WAPATO ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 16 | G20-2a | BRANCH ROAD, 550' EAST OF SOUTH WAPATO ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 17 | W20-1 | SOUTH WAPATO ROAD, 1600' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 18 | W20-3 * | SOUTH WAPATO ROAD, 1050' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 19 | W20-3 * | SOUTH WAPATO ROAD, 500' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 20 | G20-2a | SOUTH WAPATO ROAD, 500' NORTH OF BRANCH ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 21 | W20-3 * | SOUTH WAPATO ROAD, 700' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 22 | W20-3 * | SOUTH WAPATO ROAD, 1200' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 23 | W20-1 | SOUTH WAPATO ROAD, 1750' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 24 | R11-3 | SOUTH WAPATO ROAD, 30' NORTH OF MCDONALD ROAD | 60" | 30" | --- | --- | --- | --- | --- | "0.9 MILES AHEAD" |
| 25 | W20-1 | MCDONALD ROAD, 550' WEST OF SOUTH WAPATO ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 26 | G20-2a | MCDONALD ROAD, 550' WEST OF SOUTH WAPATO ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 27 | W20-1 | MCDONALD ROAD, 550' EAST OF SOUTH WAPATO ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 28 | G20-2a | MCDONALD ROAD, 550' EAST OF SOUTH WAPATO ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 29 | G20-2a | SOUTH WAPATO ROAD, 550' SOUTH OF MCDONALD ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 30 | W20-3 | SOUTH WAPATO ROAD, 700' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 31 | W20-3 | SOUTH WAPATO ROAD, 1250' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 32 | W20-1 | SOUTH WAPATO ROAD, 1800' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |

* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES 6.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

S. WAPATO RD.
RAILROAD CROSSING PROJECT

TS 3104

STPXP-39JL(001)

PREPARED UNDER THE DIRECTION OF:

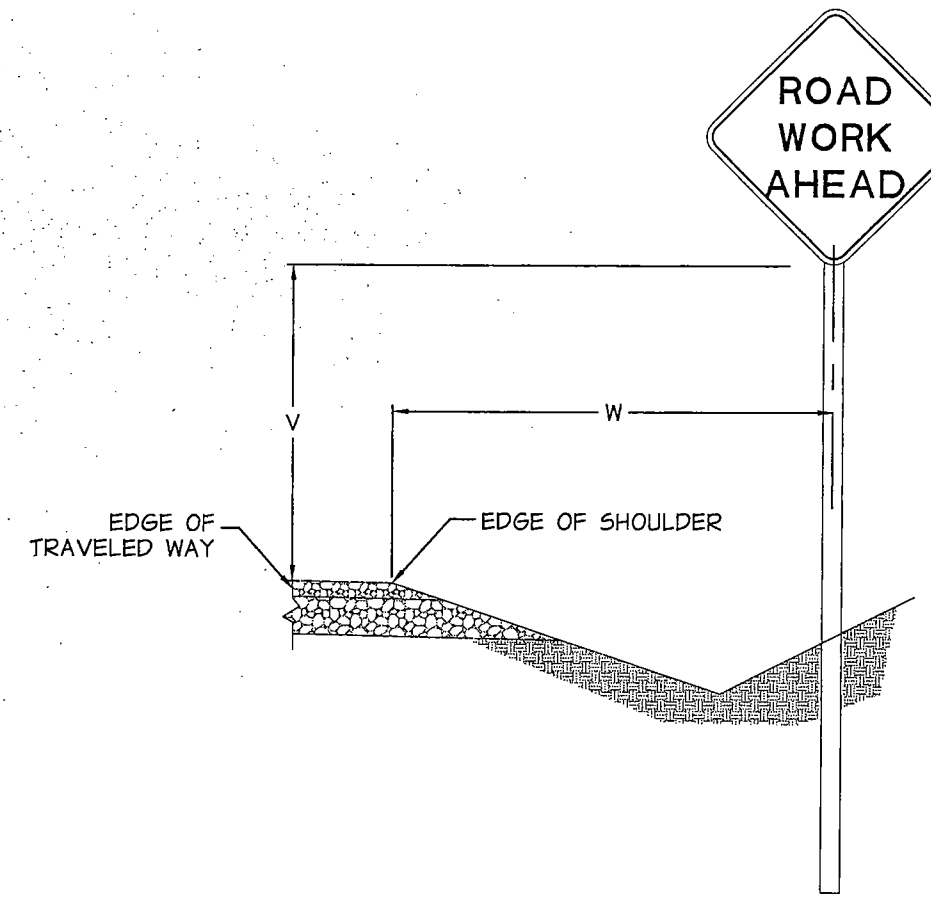
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINGAID
CHECKED BY: K. FRENZEL

REVISION:

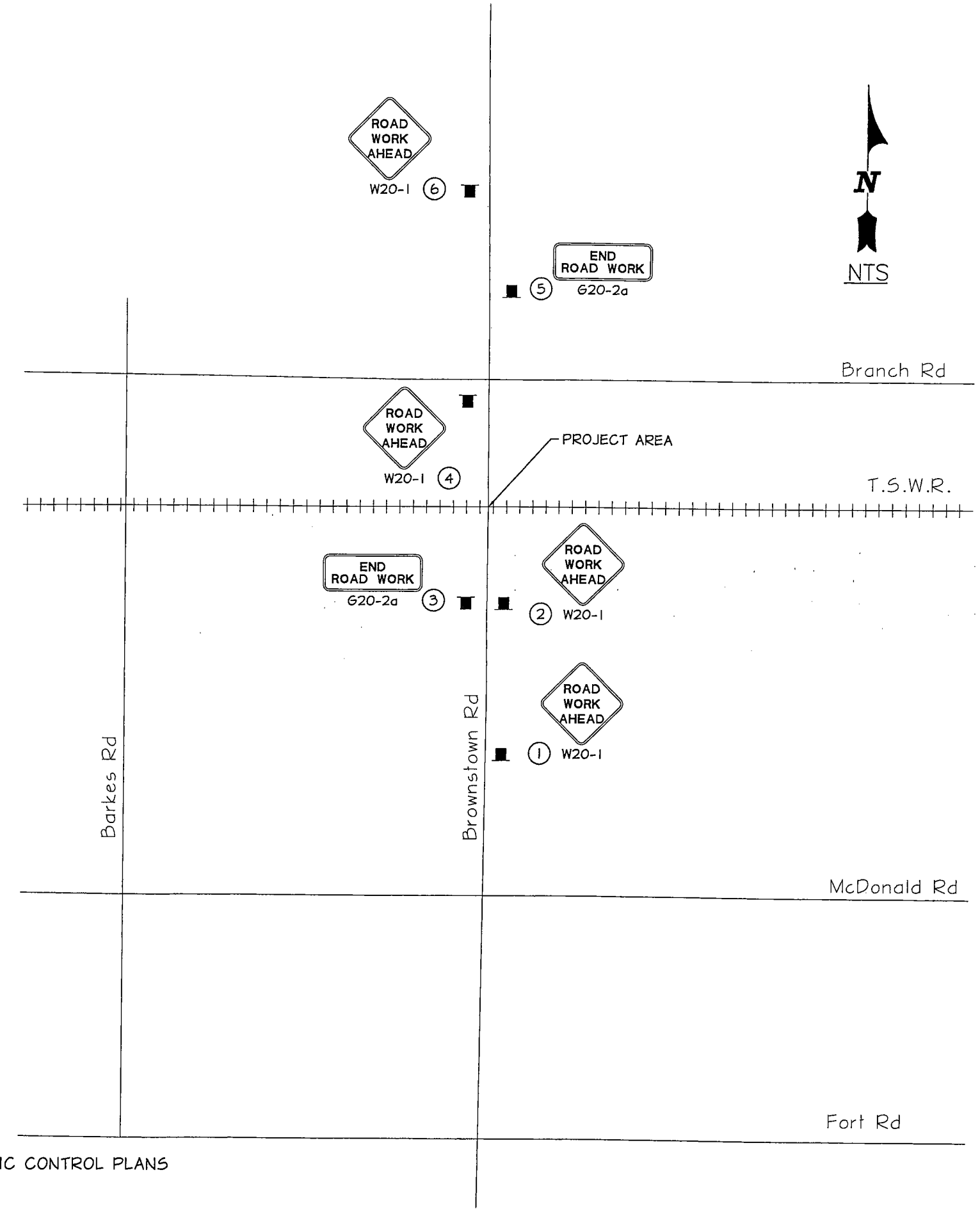
ROAD CLOSURE PLAN




## *TYPICAL SIGN INSTALLATION*

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

BROWNSTOWN RD
RAILROAD
CROSSING
PROJECT

TS 3105

STPXP-A391(001)

PREPARED UNDER
THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

GENERAL
TRAFFIC
CONTROL
PLAN

SHEET 1 OF 5

# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | H1 | V | W | |
| 1 | W20-1 | BROWNSTOWN ROAD, 1100' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| 2 | W20-1 | BROWNSTOWN ROAD, 550' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 3 | G20-2a | BROWNSTOWN ROAD, 550' SOUTH OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 4 | W20-1 | BROWNSTOWN ROAD, 450' NORTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 5 | G20-2a | BROWNSTOWN ROAD, 550' NORTH OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 8' | |
| 6 | W20-1 | BROWNSTOWN ROAD, 1000' NORTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 17' | 7' | 10' | |

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
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5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

BROWNSTOWN RD RAILROAD CROSSING PROJECT

TS 3105

STPXP-A391(001)

PREPARED UNDER THE DIRECTION OF:

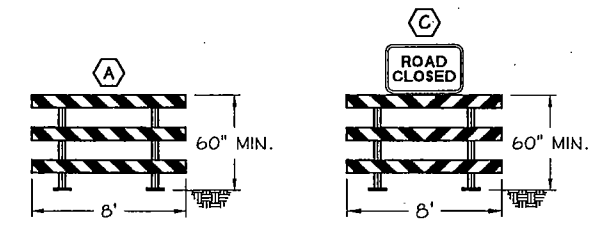
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL

REVISION:

GENERAL TRAFFIC CONTROL PLAN




TYPE III BARRICADE (L)

TYPE III BARRICADE (L&R)
R11-2
(48" X 30")
"ROAD CLOSED" SIGN

TYPE III BARRICADE (R)

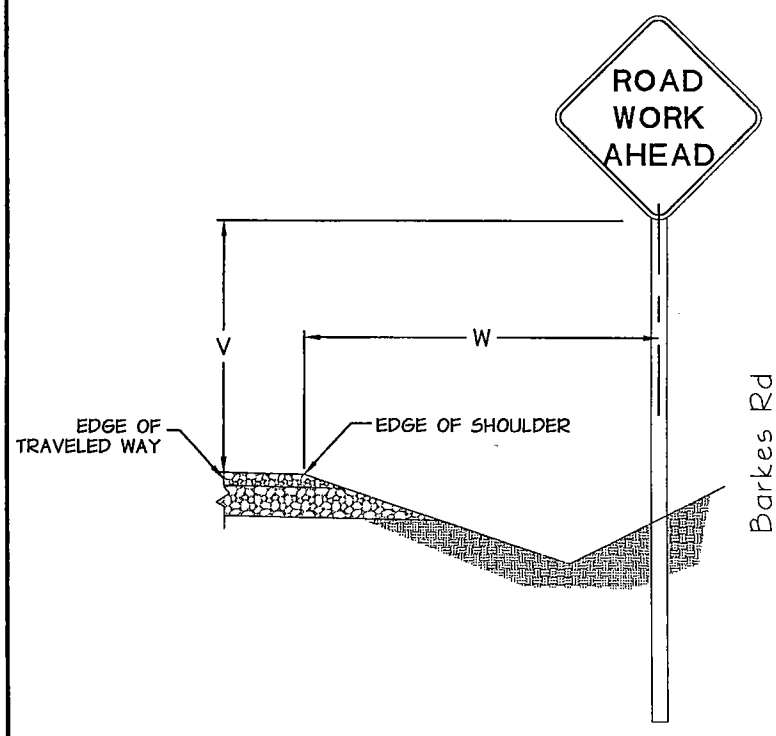
SPECIAL SIGNS NO. 1 AND 3
(48" X 36")
BLACK ON ORANGE

ROAD WILL BE CLOSED FOR TRACK WORK
MO/DAY

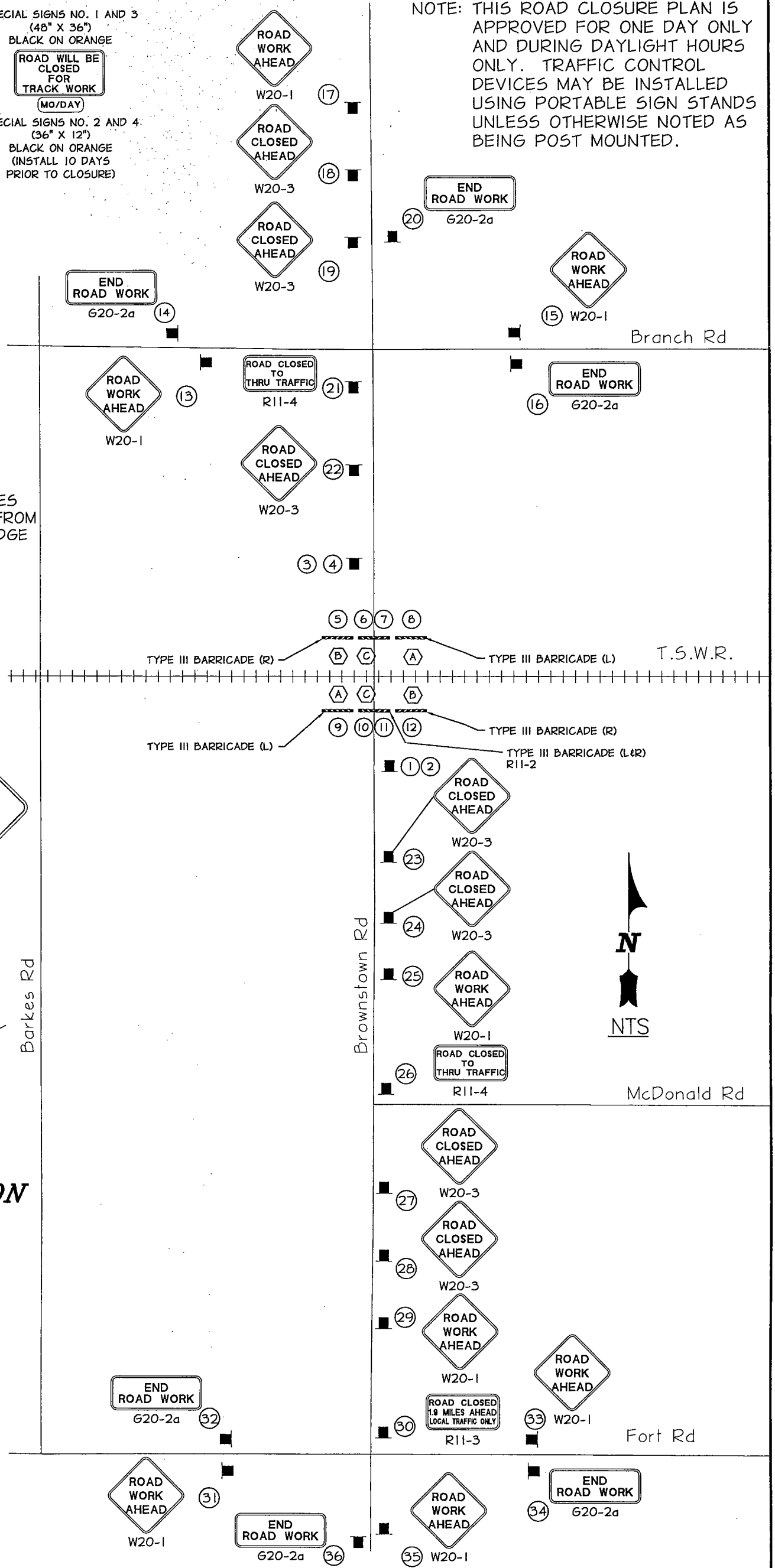
SPECIAL SIGNS NO. 2 AND 4
(36" X 12")
BLACK ON ORANGE
(INSTALL 10 DAYS PRIOR TO CLOSURE)

NOTE: THIS ROAD CLOSURE PLAN IS APPROVED FOR ONE DAY ONLY AND DURING DAYLIGHT HOURS ONLY. TRAFFIC CONTROL DEVICES MAY BE INSTALLED USING PORTABLE SIGN STANDS UNLESS OTHERWISE NOTED AS BEING POST MOUNTED.

NOTE: A MINIMUM OF THREE (3) TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROADWAY, FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.




***TYPICAL SIGN INSTALLATION***
NTS




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

BROWNSTOWN RD
RAILROAD
CROSSING
PROJECT

TS 3105

STPXP-A391(001)

PREPARED UNDER
THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINCAID
CHECKED BY: K. FRENZEL

REVISION:

ROAD
CLOSURE
PLAN

SHEET 3 OF 5

# ROAD CLOSURE SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | HI | V | W | |
| 1 | SPECIAL | BROWNSTOWN ROAD, 135' SOUTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 15' | 7' | 10' | SPECIAL SIGN NO.1 |
| 2 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO.2, BELOW SIGN NO. 1 |
| 3 | SPECIAL | BROWNSTOWN ROAD, 125' NORTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 18' | 7' | 10' | SPECIAL SIGN NO.3 |
| 4 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO.4, BELOW SIGN NO. 3 |
| 5 | TYPE III BARRICADE (R) | BROWNSTOWN ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 6 | TYPE III BARRICADE (L&R) | BROWNSTOWN ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 7 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 6 |
| 8 | TYPE III BARRICADE (L) | BROWNSTOWN ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 9 | TYPE III BARRICADE (L) | BROWNSTOWN ROAD, 15' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 10 | TYPE III BARRICADE (L&R) | BROWNSTOWN ROAD, 15' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 11 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 10 |
| 12 | TYPE III BARRICADE (R) | BROWNSTOWN ROAD, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 13 | W20-1 | BRANCH ROAD, 350' WEST OF BROWNSTOWN ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 14 | G20-2a | BRANCH ROAD, 550' WEST OF BROWNSTOWN ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 15 | W20-1 | BRANCH ROAD, 550' EAST OF BROWNSTOWN ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 16 | G20-2a | BRANCH ROAD, 550' EAST OF BROWNSTOWN ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 17 | W20-1 | BROWNSTOWN ROAD, 2000' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 18 | W20-3 | BROWNSTOWN ROAD, 1350' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 19 | W20-3 | BROWNSTOWN ROAD, 700' NORTH OF BRANCH ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 20 | G20-2a | BROWNSTOWN ROAD, 500' NORTH OF BRANCH ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 21 | R11-4 | BROWNSTOWN ROAD, 40' SOUTH OF BRANCH ROAD | 60" | 30" | --- | --- | --- | --- | --- | |
| 22 | W20-3 | BROWNSTOWN ROAD, 150' NORTH OF TRACKS | 48" | 48" | --- | --- | --- | --- | --- | |
| 23 | W20-3 | BROWNSTOWN ROAD, 500' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 24 | W20-3 | BROWNSTOWN ROAD, 1000' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 25 | W20-1 | BROWNSTOWN ROAD, 1500' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 26 | R11-4 | BROWNSTOWN ROAD, 30' NORTH OF MCDONALD ROAD | 60" | 30" | --- | --- | --- | --- | --- | |
| 27 | W20-3 | BROWNSTOWN ROAD, 700' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 28 | W20-3 | BROWNSTOWN ROAD, 1250' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 29 | W20-1 | BROWNSTOWN ROAD, 1800' SOUTH OF MCDONALD ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 30 | R11-3 | BROWNSTOWN ROAD, 30' NORTH OF FORT ROAD | 60" | 30" | --- | --- | --- | --- | --- | |
| 31 | W20-1 | FORT ROAD, 550' WEST OF BROWNSTOWN ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 32 | G20-2a | FORT ROAD, 550' WEST OF BROWNSTOWN ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 33 | W20-1 | FORT ROAD, 550' EAST OF BROWNSTOWN ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 34 | G20-2a | FORT ROAD, 550' EAST OF BROWNSTOWN ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 35 | W20-1 | BROWNSTOWN ROAD, 550' SOUTH OF FORT ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 36 | G20-2a | BROWNSTOWN ROAD, 550' SOUTH OF FORT ROAD | 36" | 18" | --- | --- | --- | --- | --- | |

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES 6.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

BROWNSTOWN RD
RAILROAD
CROSSING
PROJECT

TS 3105

STPXP-A391(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

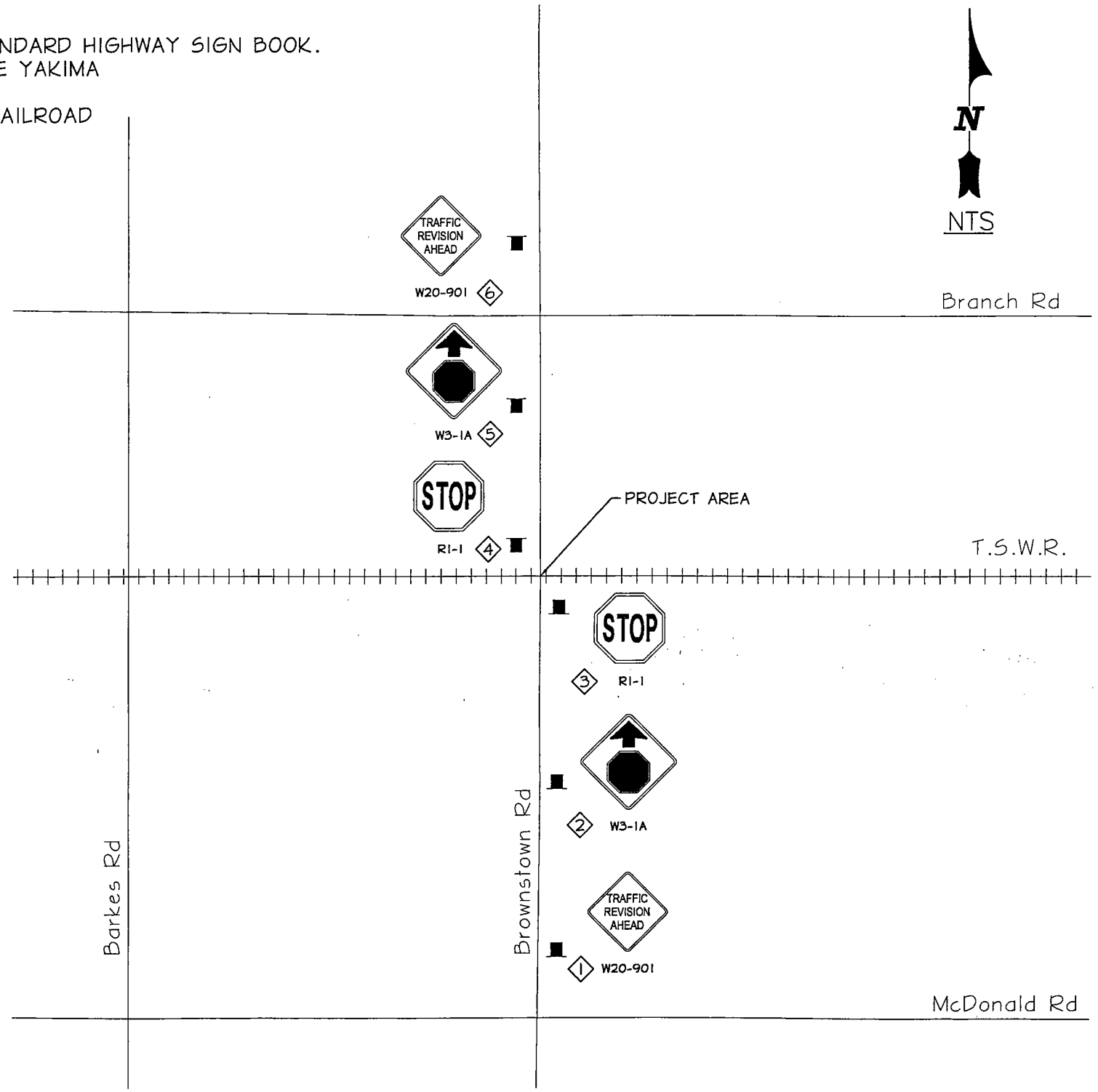
PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL

REVISION:

ROAD
CLOSURE
PLAN

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
3. THE SIGNS AND POSTS SHALL BE DISASSEMBLED AND DELIVERED TO THE YAKIMA COUNTY PUBLIC WORKS DEPARTMENT MAINTENANCE SHOP AT
4. SIGNS TO BE REMOVED BY THE CONTRACTOR IMMEDIATELY AFTER THE RAILROAD SIGNAL IS OPERATIONAL.




## SIGN REMOVAL SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE X | SIGN SIZE Y | POST MATERIAL | POST SIZE | REMARKS |
|---|---|---|---|---|---|---|---|
| 1 | W20-901 | BROWNSTOWN ROAD, 775' SOUTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |
| 2 | W3-1a | BROWNSTOWN ROAD, 335' SOUTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |
| 3 | R1-1 | BROWNSTOWN ROAD, 15' SOUTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |
| 4 | R1-1 | BROWNSTOWN ROAD, 15' NORTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |
| 5 | W3-1a | BROWNSTOWN ROAD, 250' NORTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |
| 6 | W20-901 | BROWNSTOWN ROAD, 630' NORTH OF TRACKS | 36" | 36" | WOOD | 4"X4" | |

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

BROWNSTOWN RD RAILROAD CROSSING PROJECT

TS 3105

STPXP-A391(001)

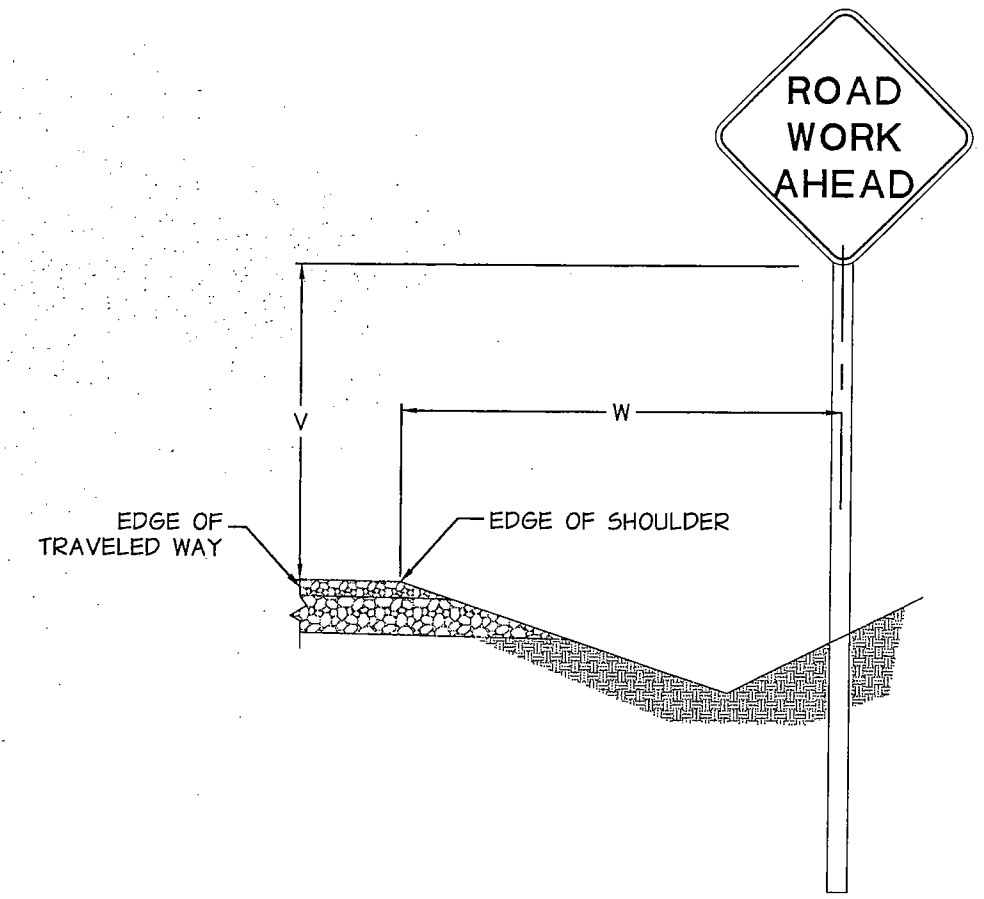
PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL |
|---|---|
| REVISION: | |

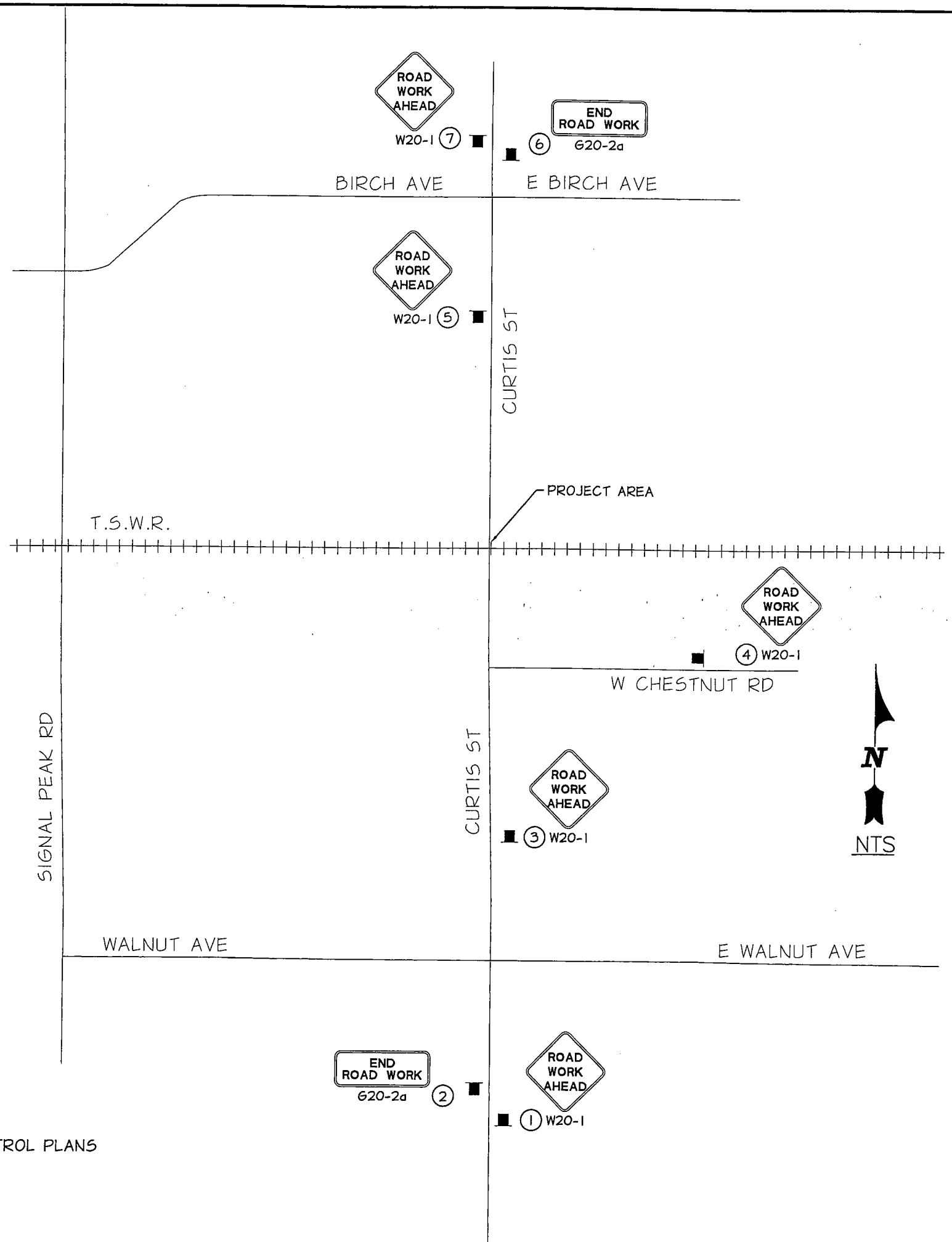
SIGN REMOVAL SPECIFICATIONS




## *TYPICAL SIGN INSTALLATION*

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

# CURTIS STREET RAILROAD CROSSING PROJECT

TS 3106

STPXP-A390(005)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

## GENERAL TRAFFIC CONTROL PLAN

# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | H1 | V | W | |
| 1 | W20-1 | CURTIS STREET, 750' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 8' | |
| 2 | G20-2a | CURTIS STREET, 550' SOUTH OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 3 | W20-1 | CURTIS STREET, 420' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 4 | W20-1 | WEST CHESTNUT ROAD, 150' EAST OF CURTIS STREET | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 8' | |
| 5 | W20-1 | CURTIS STREET, 350' NORTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 17' | 7' | 8' | |
| 6 | G20-2a | CURTIS STREET, 650' NORTH OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 7 | W20-1 | CURTIS STREET, 750' NORTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

CURTIS STREET RAILROAD CROSSING PROJECT

TS 3106

STPXP-A390(005)

PREPARED UNDER THE DIRECTION OF:

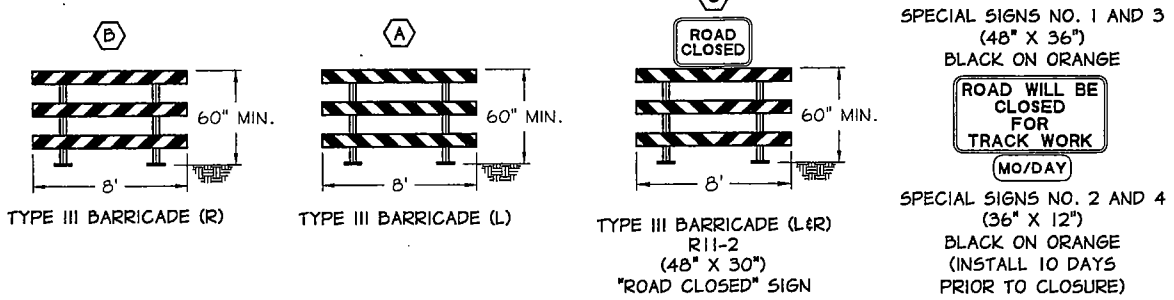
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL

REVISION:

GENERAL TRAFFIC CONTROL PLAN



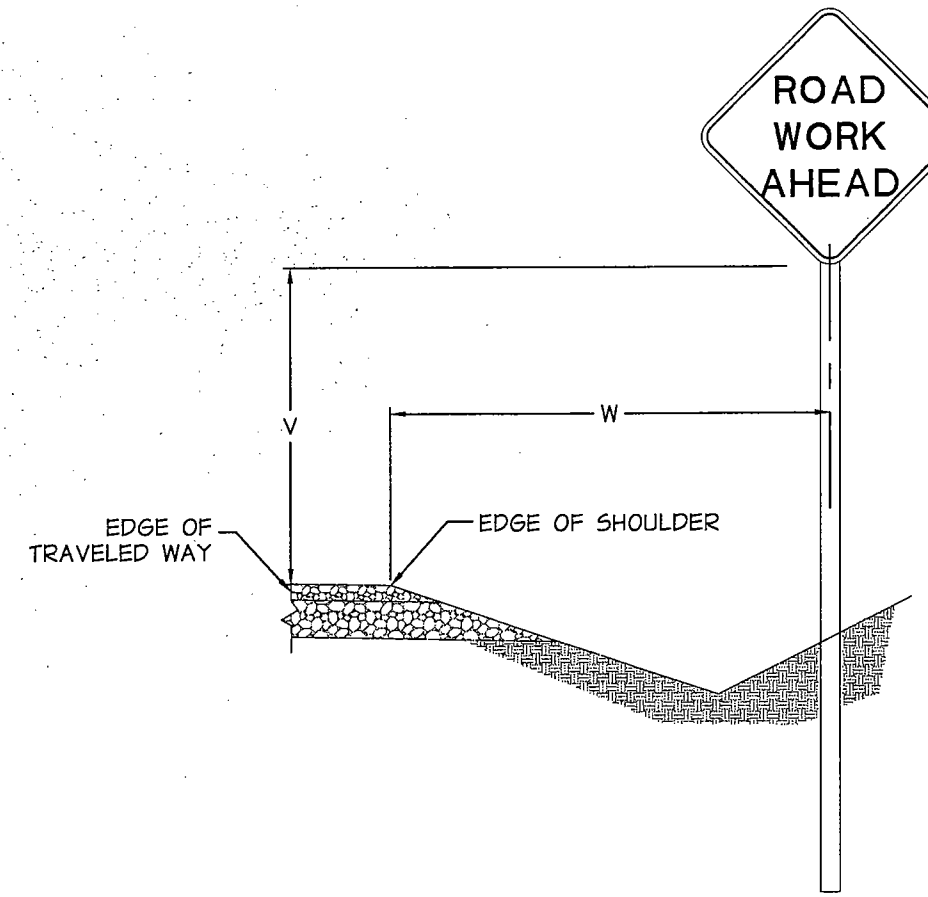

SPECIAL SIGNS NO. 1 AND 3
(48" X 36")
BLACK ON ORANGE

ROAD WILL BE CLOSED FOR TRACK WORK
MO/DAY

SPECIAL SIGNS NO. 2 AND 4
(36" X 12")
BLACK ON ORANGE
(INSTALL 10 DAYS PRIOR TO CLOSURE)

NOTE: THIS ROAD CLOSURE PLAN IS APPROVED FOR ONE DAY ONLY AND DURING DAYLIGHT HOURS ONLY. TRAFFIC CONTROL DEVICES MAY BE INSTALLED USING PORTABLE SIGN STANDS UNLESS OTHERWISE NOTED AS BEING POST MOUNTED.

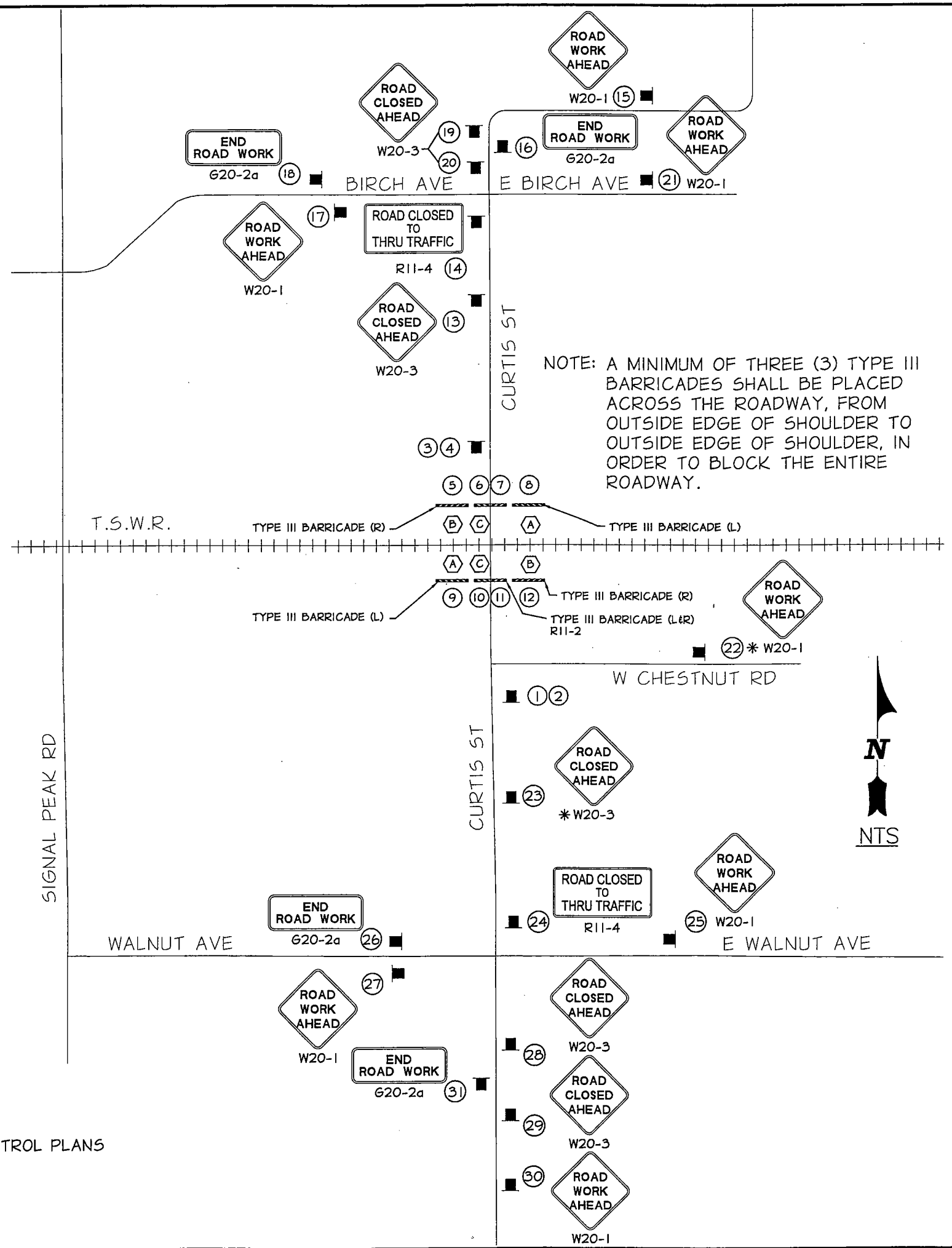
* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.




## TYPICAL SIGN INSTALLATION

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




NOTE: A MINIMUM OF THREE (3) TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROADWAY, FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# CURTIS STREET RAILROAD CROSSING PROJECT

TS 3106

STPXP-A390(005)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

ROAD CLOSURE PLAN

# ROAD CLOSURE SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | H1 | V | W | |
| 1 | SPECIAL | CURTIS STREET, 150' SOUTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 14' | 7' | 10' | SPECIAL SIGN NO.1 |
| 2 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 2, BELOW SIGN NO. 1 |
| 3 | SPECIAL | CURTIS STREET, 100' NORTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 14' | 7' | 10' | SPECIAL SIGN NO.3 |
| 4 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 4, BELOW SIGN NO. 3 |
| 5 | TYPE III BARRICADE (R) | CURTIS STREET, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 6 | TYPE III BARRICADE (L&R) | CURTIS STREET, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 7 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 6 |
| 8 | TYPE III BARRICADE (L) | CURTIS STREET, 25' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 9 | TYPE III BARRICADE (L) | CURTIS STREET, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 10 | TYPE III BARRICADE (L&R) | CURTIS STREET, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 11 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 10 |
| 12 | TYPE III BARRICADE (R) | CURTIS STREET, 20' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 13 | W20-3 * | CURTIS STREET, 250' NORTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 14 | R11-4 * | CURTIS STREET, 30' SOUTH OF BIRCH AVENUE | 60" | 30" | --- | --- | --- | --- | --- | |
| 15 | W20-1 | CURTIS STREET, 1150' NORTH OF BIRCH AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 16 | G20-2a | CURTIS STREET, 500' NORTH OF BIRCH AVENUE | 36" | 18" | --- | --- | --- | --- | --- | |
| 17 | W20-1 | BIRCH AVENUE, 350' WEST OF CURTIS STREET | 48" | 48" | --- | --- | --- | --- | --- | |
| 18 | G20-2a | BIRCH AVENUE, 500' WEST OF CURTIS STREET | 36" | 18" | --- | --- | --- | --- | --- | |
| 19 | W20-3 | CURTIS STREET, 700' NORTH OF BIRCH AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 20 | W20-3 | CURTIS STREET, 350' NORTH OF BIRCH AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 21 | W20-1 | EAST BIRCH AVENUE, 250' EAST OF CURTIS STREET | 48" | 48" | --- | --- | --- | --- | --- | |
| 22 | W20-1 | WEST CHESTNUT ROAD, 150' EAST OF CURTIS STREET | 48" | 48" | --- | --- | --- | --- | --- | |
| 23 | W20-3 | CURTIS STREET, 400' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 24 | R11-4 | CURTIS STREET, 30' NORTH OF EAST WALNUT AVENUE | 60" | 30" | --- | --- | --- | --- | --- | |
| 25 | W20-1 | EAST WALNUT AVENUE, 200' EAST OF CURTIS STREET | 48" | 48" | --- | --- | --- | --- | --- | |
| 26 | G20-2a | WALNUT AVENUE, 200' WEST OF CURTIS STREET | 36" | 18" | --- | --- | --- | --- | --- | |
| 27 | W20-1 | WALNUT AVENUE, 200' WEST OF CURTIS STREET | 48" | 48" | --- | --- | --- | --- | --- | |
| 28 | W20-3 | CURTIS STREET, 350' SOUTH OF EAST WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 29 | W20-3 | CURTIS STREET, 850' SOUTH OF EAST WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 30 | W20-1 | CURTIS STREET, 1250' SOUTH OF EAST WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 31 | G20-2a | CURTIS STREET, 500' SOUTH OF EAST WALNUT AVENUE | 36" | 18" | --- | --- | --- | --- | --- | |

* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES 6.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

CURTIS STREET RAILROAD CROSSING PROJECT

TS 3106

STPXP-A390(005)

PREPARED UNDER THE DIRECTION OF:

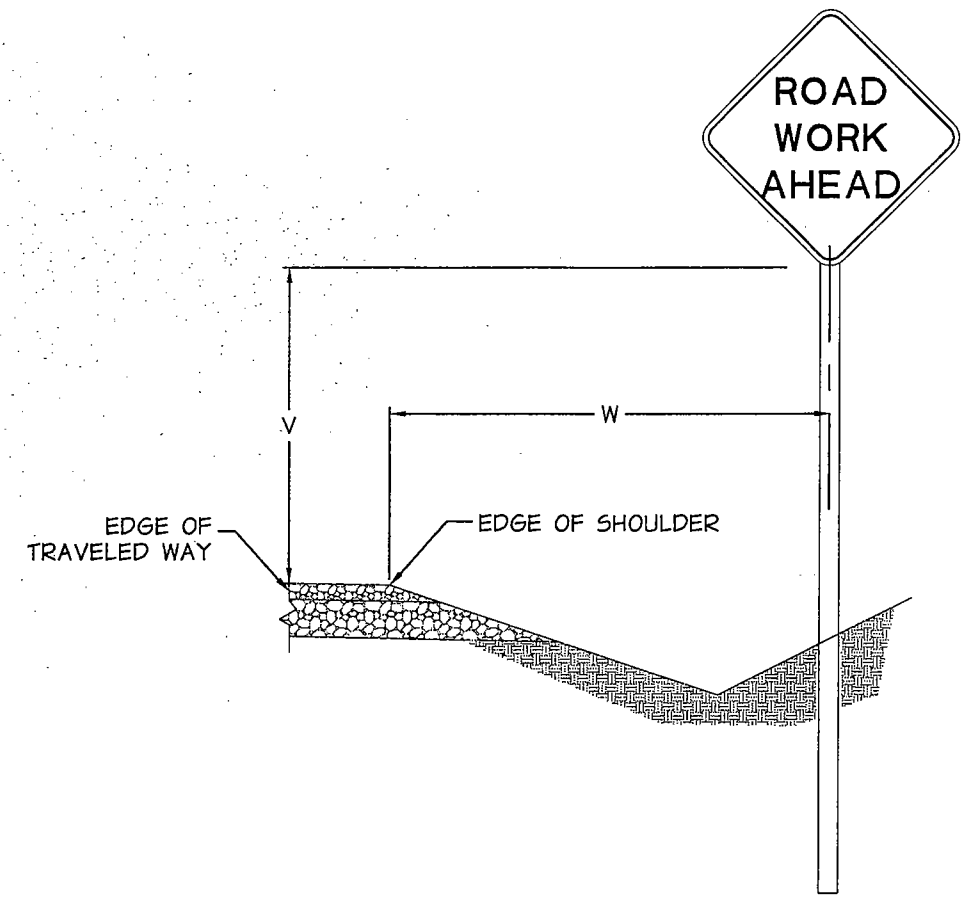
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

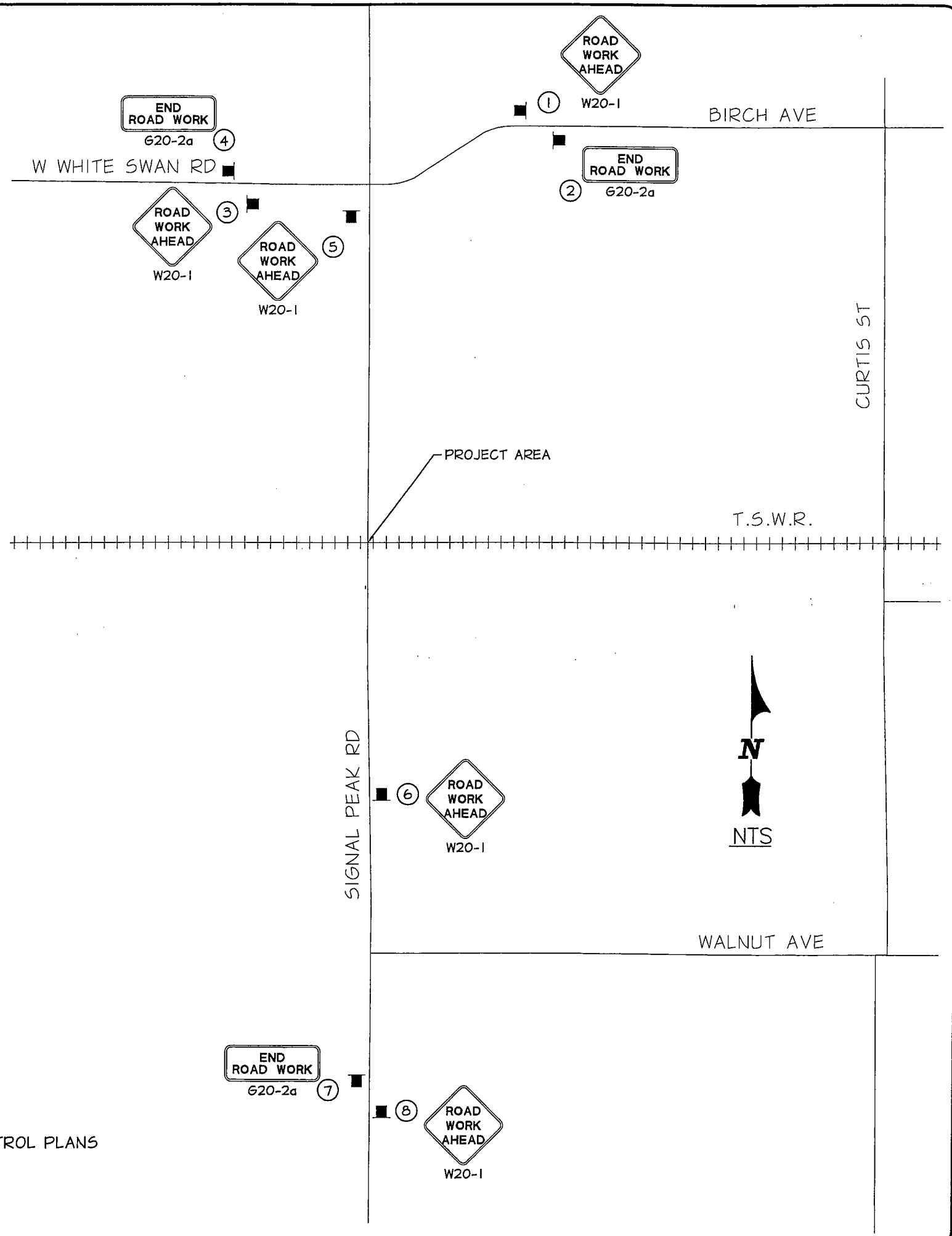
ROAD CLOSURE PLAN




## *TYPICAL SIGN INSTALLATION*

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

# SIGNAL PEAK RD RAILROAD CROSSING PROJECT

TS 3107

STPXP-39JA(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

## GENERAL TRAFFIC CONTROL PLAN

# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | HI | V | W | |
| 1 | W20-1 | BIRCH AVENUE, 350' EAST OF SIGNAL PEAK ROAD | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 2 | G20-2a | BIRCH AVENUE, 550' EAST OF SIGNAL PEAK ROAD | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 3 | W20-1 | WEST WHITE SWAN ROAD, 450' WEST OF SIGNAL PEAK ROAD | 48" | 48" | WOOD | 4"X4" | 13' | 7' | 8' | |
| 4 | G20-2a | WEST WHITE SWAN ROAD, 500' WEST OF SIGNAL PEAK ROAD | 36" | 18" | WOOD | 4"X4" | 15' | 7' | 8' | |
| 5 | W20-1 | SIGNAL PEAK ROAD, 225' NORTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 6 | W20-1 | SIGNAL PEAK ROAD, 400' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| 7 | G20-2a | SIGNAL PEAK ROAD, 550' SOUTH OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| 8 | W20-1 | SIGNAL PEAK ROAD, 790' SOUTH OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 8' | |

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W=DISTANCE FROM THE EXISTING SHOULDER, OR FACE OF CURB, TO THE SIGN POST.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

SIGNAL PEAK RD RAILROAD CROSSING PROJECT

TS 3107

STPXP-39JA(001)

PREPARED UNDER THE DIRECTION OF:

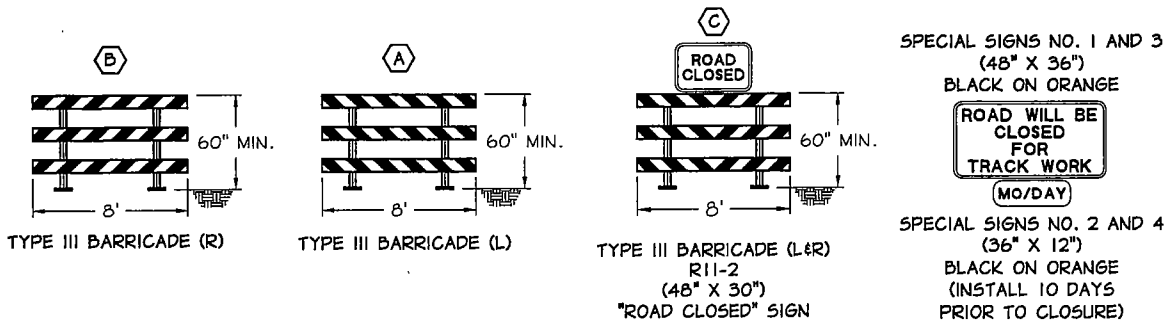
COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

GENERAL TRAFFIC CONTROL PLAN



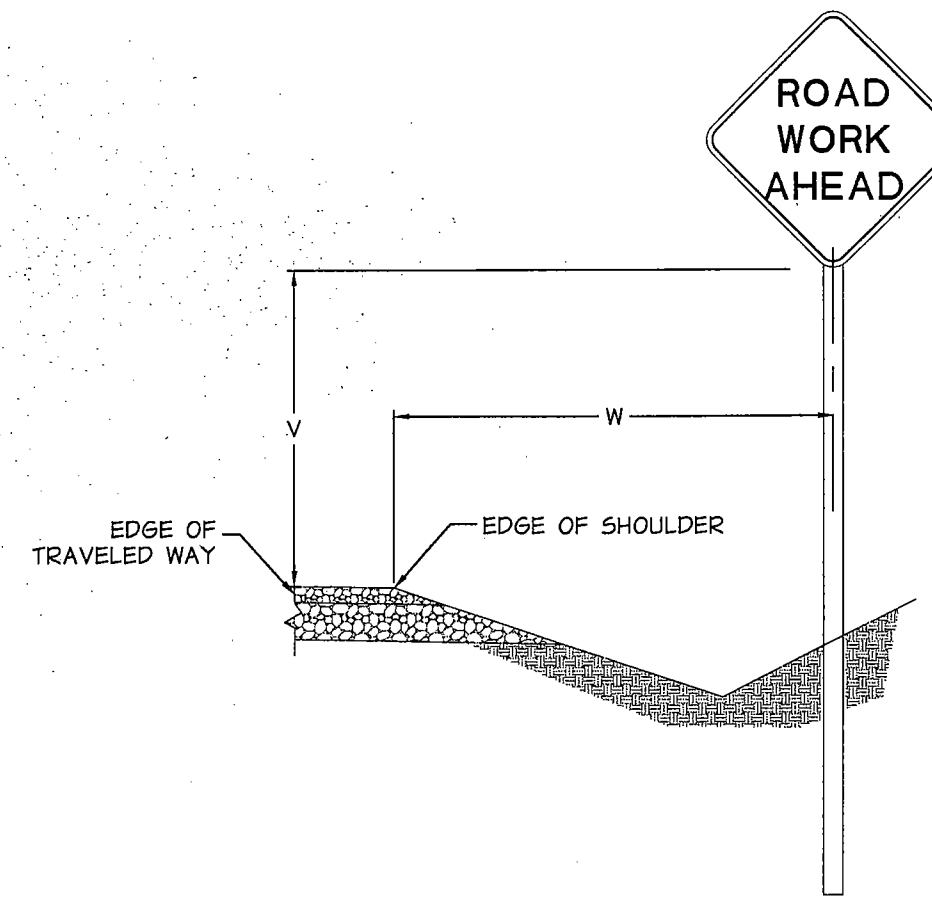

SPECIAL SIGNS NO. 1 AND 3
(48" X 36")
BLACK ON ORANGE

ROAD WILL BE CLOSED FOR TRACK WORK
MO/DAY

SPECIAL SIGNS NO. 2 AND 4
(36" X 12")
BLACK ON ORANGE
(INSTALL 10 DAYS PRIOR TO CLOSURE)

NOTE: THIS ROAD CLOSURE PLAN IS APPROVED FOR ONE DAY ONLY AND DURING DAYLIGHT HOURS ONLY. TRAFFIC CONTROL DEVICES MAY BE INSTALLED USING PORTABLE SIGN STANDS UNLESS OTHERWISE NOTED AS BEING POST MOUNTED.

* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.

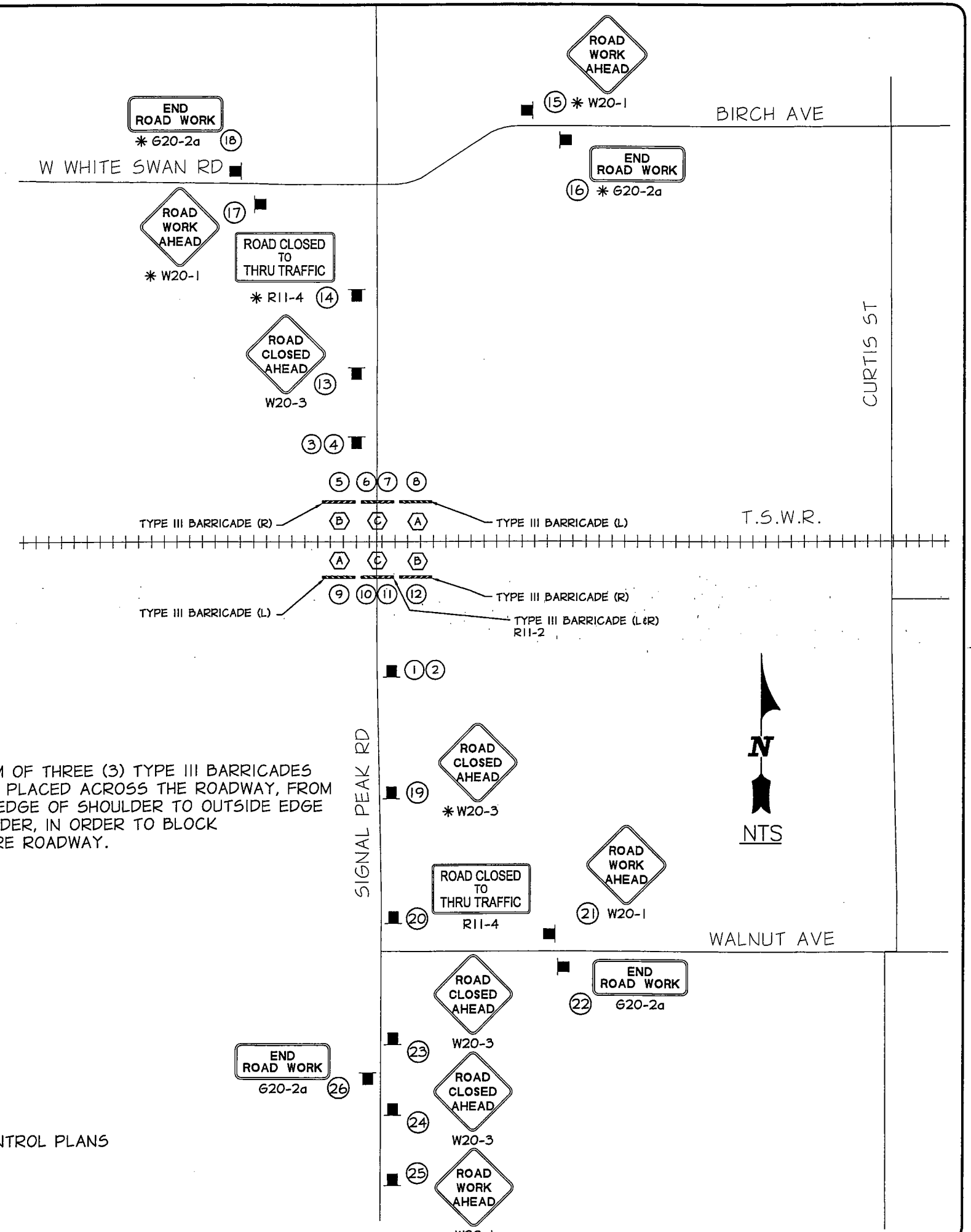



## TYPICAL SIGN INSTALLATION

NTS

NOTE: A MINIMUM OF THREE (3) TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROADWAY, FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.

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YAKIMA COUNTY PUBLIC WORKS

# SIGNAL PEAK RD RAILROAD CROSSING PROJECT

TS 3107

STPXP-39JA(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

| DRAWN: | CHECKED BY: |
|---|---|
| D. KINCAID | K. FRENZEL |

REVISION:

## ROAD CLOSURE PLAN

# ROAD CLOSURE SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | HI | V | W | |
| 1 | SPECIAL | SIGNAL PEAK ROAD, 175' SOUTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 14' | 7' | 10' | SPECIAL SIGN NO.1 |
| 2 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 2, BELOW SIGN NO. 1 |
| 3 | SPECIAL | SIGNAL PEAK ROAD, 40' NORTH OF TRACKS | 48" | 36" | WOOD | 4"X4" | 14' | 7' | 10' | SPECIAL SIGN NO.3 |
| 4 | SPECIAL | SAME | 36" | 12" | SAME | SAME | SAME | 6' | SAME | SPECIAL SIGN NO. 4, BELOW SIGN NO. 3 |
| 5 | TYPE III BARRICADE (R) | SIGNAL PEAK ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 6 | TYPE III BARRICADE (L&R) | SIGNAL PEAK ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 7 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 6 |
| 8 | TYPE III BARRICADE (L) | SIGNAL PEAK ROAD, 15' NORTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 9 | TYPE III BARRICADE (L) | SIGNAL PEAK ROAD, 25' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL A |
| 10 | TYPE III BARRICADE (L&R) | SIGNAL PEAK ROAD, 25' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL C |
| 11 | R11-2 | SAME | 48" | 30" | --- | --- | --- | --- | --- | MOUNTED ON TOP OF SIGN NO. 10 |
| 12 | TYPE III BARRICADE (R) | SIGNAL PEAK ROAD, 25' SOUTH OF TRACKS | 8' | 5' | --- | --- | --- | --- | --- | SEE BARRICADE DETAIL B |
| 13 | W20-3 | SIGNAL PEAK ROAD, 125' NORTH OF TRACKS | 48" | 48" | --- | --- | --- | --- | --- | |
| 14 | R11-4 * | SIGNAL PEAK ROAD, 225' NORTH OF TRACKS | 60" | 30" | --- | --- | --- | --- | --- | |
| 15 | W20-1 * | BIRCH AVENUE, 350' EAST OF SIGNAL PEAK ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 16 | G20-2a * | BIRCH AVENUE, 550' EAST OF SIGNAL PEAK ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 17 | W20-1 * | WEST WHITE SWAN ROAD, 450' WEST OF SIGNAL PEAK ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 18 | G20-2a * | WEST WHITE SWAN ROAD, 500' WEST OF SIGNAL PEAK ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 19 | W20-3 | SIGNAL PEAK ROAD, 275' SOUTH OF ROAD CLOSURE | 48" | 48" | --- | --- | --- | --- | --- | |
| 20 | R11-4 | SIGNAL PEAK ROAD, 40' NORTH OF WALNUT AVENUE | 60" | 30" | --- | --- | --- | --- | --- | |
| 21 | W20-1 | WALNUT AVENUE, 250' EAST OF SIGNAL PEAK ROAD | 48" | 48" | --- | --- | --- | --- | --- | |
| 22 | G20-2a | WALNUT AVENUE, 300' EAST OF SIGNAL PEAK ROAD | 36" | 18" | --- | --- | --- | --- | --- | |
| 23 | W20-3 | SIGNAL PEAK ROAD, 350' SOUTH OF WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 24 | W20-3 | SIGNAL PEAK ROAD, 700' SOUTH OF WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 25 | W20-1 | SIGNAL PEAK ROAD, 1050' SOUTH OF WALNUT AVENUE | 48" | 48" | --- | --- | --- | --- | --- | |
| 26 | G20-2a | SIGNAL PEAK ROAD, 650' SOUTH OF WALNUT AVENUE | 36" | 18" | --- | --- | --- | --- | --- | |

* INTERCHANGEABLE WITH GENERAL TRAFFIC CONTROL PLAN DEVICES LOCATION.

NOTES:
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2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
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7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY PUBLIC WORKS

SIGNAL PEAK RD RAILROAD CROSSING PROJECT

TS 3107

STPXP-39JA(001)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER:
K. MCHENRY

DRAWN: D. KINCAID | CHECKED BY: K. FRENZEL

REVISION:

ROAD CLOSURE PLAN

# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

| SIGN NO. | MUTCD SIGN # | LOCATION | SIGN SIZE | | POST MATERIAL | POST SIZE | POST LENGTH | CLEARANCE | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | X | Y | | | HI | V | W | |
| (1) | W20-1 | WEST WHITE SWAN ROAD, 1650' EAST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| (2) | W20-1 | WEST WHITE SWAN ROAD, 1100' EAST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| (3) | W20-1 | WEST WHITE SWAN ROAD, 550' EAST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 17' | 7' | 10' | |
| (4) | G20-2a | WEST WHITE SWAN ROAD, 550' EAST OF TRACKS | 36" | 18" | WOOD | 4"X4" | 14' | 7' | 10' | |
| (5) | G20-2a | WEST WHITE SWAN ROAD, 550' WEST OF TRACKS | 36" | 18" | WOOD | 4"X4" | 12' | 7' | 10' | |
| (6) | W20-1 | WEST WHITE SWAN ROAD, 550' WEST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 16' | 7' | 10' | |
| (7) | W20-1 | WEST WHITE SWAN ROAD, 1300' WEST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |
| (8) | W20-1 | WEST WHITE SWAN ROAD, 1850' WEST OF TRACKS | 48" | 48" | WOOD | 4"X4" | 18' | 7' | 10' | |

NOTES:
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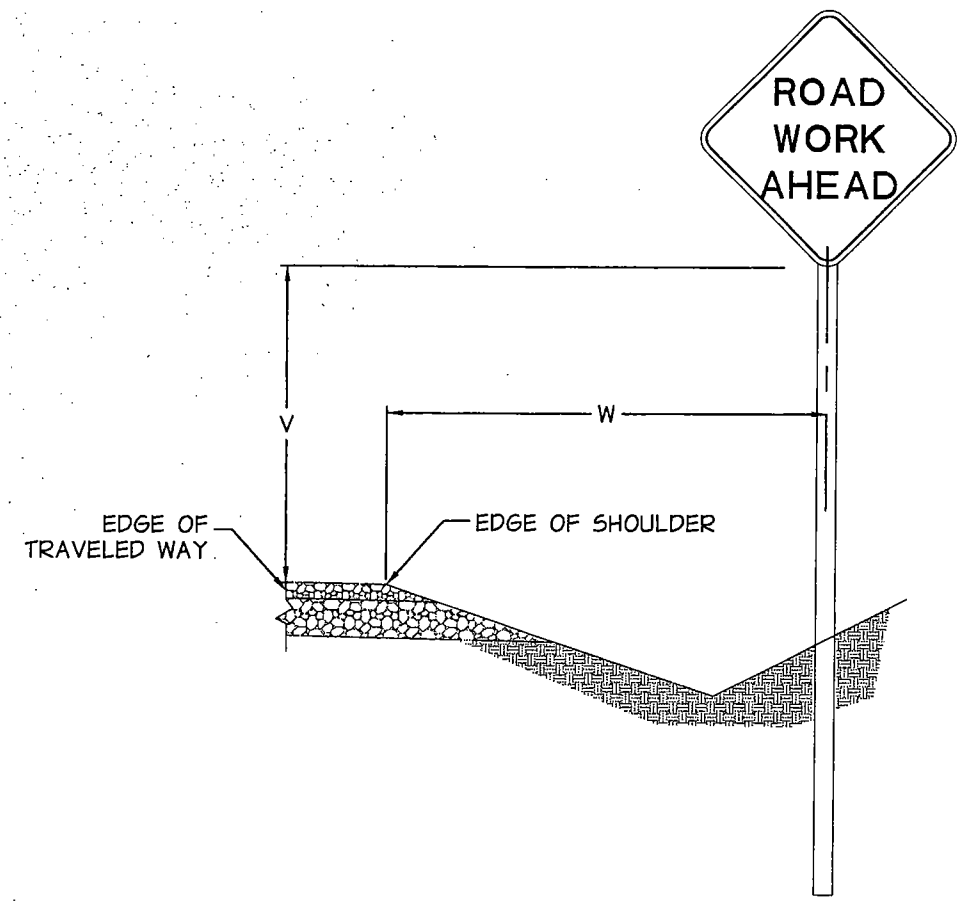
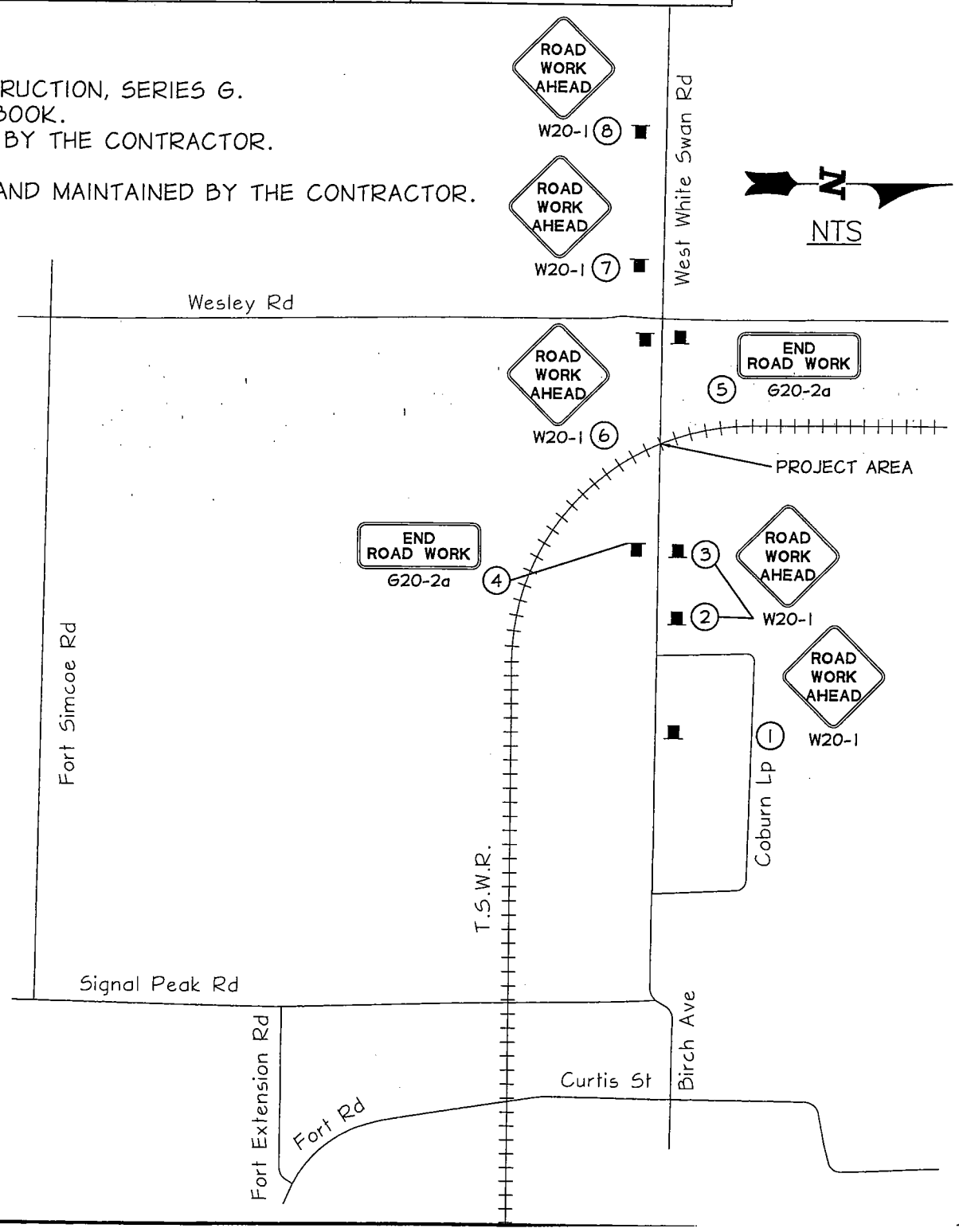



## TYPICAL SIGN INSTALLATION

NTS

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.




YAKIMA COUNTY PUBLIC WORKS
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W. WHITE SWAN ROAD
R.R. CROSSING PROJECT

TS 3108

STPXP-5390(002)

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER: K. MCHENRY
DRAWN: D. KINCAID
CHECKED BY: K. FRENZEL
REVISION:

GENERAL TRAFFIC CONTROL PLAN

SHEET 1 OF 1