

From: [WILLIAM Deutscher](#)
To: [Turcott, Mike \(UTC\)](#)
Cc: [Mike Beehler](#); [Mary Kay Nelson](#)
Subject: Re: SR-6 Signal Project - Addendum to WSDOT Petition
Date: Tuesday, May 31, 2022 5:45:52 PM
Attachments: [image001.png](#)
[TR-220367 - Second Petition Attachment - SR 6 - 848701J.pdf](#)

External Email

Mike:

Thanks for the addendum.

To the extent of our expertise (we don't know a great deal about highway guardrails) everything looks pretty good, so we concur with the addendum.

If you have any other questions or comments, please let me know.

Thanks.

Bill Deutscher
Signal Maintainer
CCR&M

On May 26, 2022, at 09:17, Turcott, Mike (UTC) <mike.turcott@utc.wa.gov> wrote:

Mr. Deutscher,

On 5/25/2022, the WSDOT submitted to the UTC an addendum to its original petition for the SR-6 signal project. The addendum (attached) clarified certain technical details of the project that were missing from or not clearly explained in the original petition, and was submitted at the request of UTC staff. Please review the attached document and advise if the railroad is in concurrence with the addendum.

Thanks,

Mike Turcott (*he/him/his*)

Transportation Planning Specialist - Rail Safety
Washington Utilities and Transportation Commission
360-664-1119
mike.turcott@utc.wa.gov
www.utc.wa.gov



This email states the informal opinion of commission staff, offered as technical assistance, and is not intended as legal advice. We reserve the right to amend these opinions should circumstances change or additional information be brought to our attention. Staff's opinions are not binding on the commission.

From: [Raezer, Connie](#)
To: [Turcott, Mike \(UTC\)](#)
Cc: [Young, Betty \(UTC\)](#)
Subject: RE: [EXTERNAL] FW: 848701J - SR-6
Date: Wednesday, May 25, 2022 10:15:15 AM
Attachments: [image001.png](#)
[image002.png](#)
[22026 Midvale Signal - 5-18-2022.pdf](#)
[WSDOT Standard Plans for RR Crossing Layout m11.10-03 2019.pdf](#)

External Email

Please see green highlights below and attachments.

Connie Raezer
Desk: 360-705-7459

Please visit the: [Highway-Railroad Coordination Informational Webpage](#)

From: Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>
Sent: Wednesday, May 25, 2022 6:16 AM
To: Raezer, Connie <RaezerC@wsdot.wa.gov>
Cc: Young, Betty (UTC) <betty.young@utc.wa.gov>
Subject: [EXTERNAL] FW: 848701J - SR-6

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Good morning Connie,

We need some additional information in order to assist the UTC in fully understanding and approving WSDOT's petition for the SR-6 crossing project.

- Will train detection circuitry be updated with this project? If so, what type of train detection circuitry will be installed? **The circuitry will be upgraded to a Siemens MS4000 redundant unit with a solid state crossing controller.**
- The petition attachment only covers signal design. Could you please provide design drawings that include the elements described in Section 8 of the petition form, including: **see attached plans**
 - Pavement – **There is no change to the pavement or crossing surface**
 - Pavement markings – **pavement markings will remain the same but be refreshed as needed (construction tends to tear them up). All markings will be in accordance with WSDOT standard plan attached.**
 - Guardrail – **see attached plans**
 - Signage. – **see below**
- Does "install new signs" include replacement of existing advance warning signs, crossbucks, and ENS? Any other signs? (These should be indicated on the sign plan.) **Existing signage will be replaced with new crossbucks and warning signs. Current field installed advanced warning signs will be replaced with new. New bungalow will be provided with new ENS signs as well.**
- It appears from the signal design drawings that 4-foot shoulders are being added on SR-6. **Shoulders currently exist and in general are about 4 feet. Please see photo below. There is no change to the roadway configuration.** Is this why new, longer cantilevers are needed? **On the plans it shows 4 ft shoulders but**

said actual dimension may vary and to field verify. Per the railroad, new cantilevers were not called out. The signage and led flashers will be upgraded in the existing cantilevers. New gates will be installed on the track side of the cantilevers.



- Is the crossing surface going to be asphalt, as it is now, or upgraded to concrete panels? If so, how long will the panels be? (The attached photo is from June 2020 and shows the existing narrow shoulders and patched asphalt crossing surface.) The crossing surface is not part of this project, shoulders in this area are already about 4 feet in most places and will not change.

Thank you,

Mike Turcott (he/him/his)

Transportation Planning Specialist - Rail Safety
Washington Utilities and Transportation Commission

360-664-1119

mike.turcott@utc.wa.gov

www.utc.wa.gov



This email states the informal opinion of commission staff, offered as technical assistance, and is not intended as legal advice. We reserve the right to amend these opinions should circumstances change or additional information be brought to our attention. Staff's opinions are not binding on the commission.

SPECIAL PROVISIONS

THE WORK ON THIS PROJECT SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, 2021 EDITION, AS ISSUED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA), WASHINGTON STATE CURRENT EDITION. THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, 2021 EDITION, AS ISSUED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA), WASHINGTON STATE CURRENT EDITION, SHALL BE MODIFIED OR SUPPLEMENTED BY THESE SPECIAL PROVISIONS, ALL OF WHICH ARE MADE A PART OF THE CONTRACT DOCUMENTS, SHALL GOVERN ALL OF THE WORK.

ALSO INCORPORATED INTO THE CONTRACT DOCUMENTS BY REFERENCE ARE:

- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENTLY ADOPTED EDITION, WITH WASHINGTON STATE MODIFICATIONS, IF ANY
- STANDARD PLANS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, WSDOT/APWA, CURRENT EDITION

CONTRACTOR SHALL OBTAIN COPIES OF THESE PUBLICATIONS, AT CONTRACTOR'S OWN EXPENSE.

PUBLIC CONVENIENCE AND SAFETY

CONSTRUCTION UNDER TRAFFIC THE SECOND PARAGRAPH OF SECTION 1-07.23(1) IS SUPPLEMENTED WITH THE FOLLOWING: THE CONTRACTOR SHALL LIMIT THE TOTAL DELAY TO THE PUBLIC, TO A MAXIMUM OF ***20*** MINUTES, DURING TRAVEL THROUGH THE PROJECT. IF THE DELAY BECOMES GREATER THAN ***20*** MINUTES, THE CONTRACTOR SHALL IMMEDIATELY BEGIN TO TAKE ACTION TO CEASE THE OPERATIONS THAT ARE CAUSING THE DELAYS. IF THE ***20*** MINUTE DELAY LIMIT HAS BEEN EXCEEDED, AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL IMMEDIATELY BEGIN TO TAKE ACTION TO CEASE THE OPERATIONS TO MEET THE ***20*** MINUTE LIMIT. THIS PROPOSAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO RESUMING ANY WORK REQUIRING TRAFFIC CONTROL.

SECTION 1-07.23(1) IS SUPPLEMENTED WITH THE FOLLOWING:

THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF ANY IMPACTS FOR THE WEEK BY NOON WEDNESDAY THE WEEK PRIOR TO THE STATED IMPACTS EXCEPT FOR FULL LANE CLOSURES WHICH REQUIRE 10 DAY NOTIFICATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF ANY CHANGES TO THE STATED TRAFFIC IMPACTS A MINIMUM OF 48 HOURS PRIOR TO THE TRAFFIC IMPACTS.

WORK ZONE CLEAR ZONE

THE WORK ZONE CLEAR ZONE (WZCZ) APPLIES DURING WORKING AND NONWORKING HOURS. THE WZCZ APPLIES ONLY TO TEMPORARY ROADSIDE OBJECTS INTRODUCED BY THE CONTRACTOR'S OPERATIONS AND DOES NOT APPLY TO PREEXISTING CONDITIONS OR PERMANENT WORK. THOSE WORK OPERATIONS THAT ARE ACTIVELY IN PROGRESS SHALL BE IN ACCORDANCE WITH ADOPTED AND APPROVED TRAFFIC CONTROL PLANS, AND OTHER CONTRACT REQUIREMENTS.

DURING NONWORKING HOURS EQUIPMENT OR MATERIALS SHALL NOT BE WITHIN THE WZCZ UNLESS THEY ARE PROTECTED BY PERMANENT GUARDRAIL OR TEMPORARY CONCRETE BARRIER. THE USE OF TEMPORARY CONCRETE BARRIER SHALL BE PERMITTED ONLY IF THE ENGINEER APPROVES THE INSTALLATION AND LOCATION.

DURING ACTUAL HOURS OF WORK, UNLESS PROTECTED AS DESCRIBED ABOVE, ALL CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE WITHIN THE WZCZ AND ONLY CONSTRUCTION VEHICLES ABSOLUTELY NECESSARY TO CONSTRUCTION SHALL BE ALLOWED WITHIN THE WZCZ OR ALLOWED TO STOP OR PARK ON THE SHOULDER OF THE ROADWAY.

THE CONTRACTOR'S NONESSENTIAL VEHICLES AND EMPLOYEES' PRIVATE VEHICLES SHALL NOT BE PERMITTED TO PARK WITHIN THE WZCZ AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE.

SUMMARY OF QUANTITIES

ITEM NO.	TOTAL QUANTITY	STD. ITEM NO.	UNIT	ITEM
PREPARATION				
1	LUMP SUM	0001	L.S.	MOBILIZATION
2	0.01	0025	ACRE	CLEARING AND GRUBBING
3	110	0170	L.F.	REMOVING GUARDRAIL
4	2	0182	EACH	REMOVING GUARDRAIL ANCHOR
GRADING				
5	85	0470	C.Y.	EMBANKMENT COMPACTION
SURFACING				
6	119	5100	TON	CRUSHED SURFACE BASE COURSE
EROSION CONTROL AND PLANTING				
7	2	6403	DAY	ESC LEAD
8	335	6373	L.F.	SILT FENCE
TRAFFIC				
9	235	6757	L.F.	BEAM GUARDRAIL TYPE 31
10	1	6650	EACH	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL
11	3	6766	EACH	BEAM GUARDRAIL TYPE 31 ANCHOR TYPE 10
12	LUMP SUM	6971	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL

DEVIATION FROM THE ABOVE REQUIREMENTS SHALL NOT OCCUR UNLESS THE CONTRACTOR HAS REQUIRED THE DEVIATION IN WRITING AND THE ENGINEER HAS PROVIDED WRITTEN APPROVAL.

MINIMUM WZCZ DISTANCES ARE MEASURED FROM THE EDGE OF TRAVELED WAY AND WILL BE DETERMINED AS FOLLOWS:

REGULATORY POSTED SPEED	DISTANCE FROM TRAVELED WAY (FEET)
35 MPH OR LESS	10
40 MPH	15
45 TO 50 MPH	20
55 TO 60 MPH	30
65 MPH OR GREATER	35

MINIMUM WORK ZONE CLEAR ZONE DISTANCE

LANE CLOSURES ARE SUBJECT TO THE FOLLOWING RESTRICTION:

SR 6 MP 46.3 - BOTH DIRECTIONS

DURING THE FOLLOWING DATE RANGES, LANE CLOSURES ARE PROHIBITED BETWEEN 7:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 5:00 PM.

- SEPTEMBER 6, 2021 TO JUNE 15, 2022
- SEPTEMBER 5, 2022 TO JUNE 10, 2023

THE CONTRACTOR SHALL COORDINATE WITH AFFECTED SCHOOL DISTRICTS PRIOR TO ALL EARLY RELEASE DAYS AND AVOID IMPACTING SCHOOL BUS TRAVEL TIME.

IF THE ENGINEER DETERMINES THE PERMITTED CLOSURE HOURS ADVERSELY AFFECT TRAFFIC, THE ENGINEER MAY ADJUST THE HOURS ACCORDINGLY. THE ENGINEER WILL NOTIFY THE CONTRACTOR IN WRITING OF ANY CHANGE IN THE CLOSURE HOURS.

LANE CLOSURES ARE NOT ALLOWED ON ANY OF THE FOLLOWING:

1. A HOLIDAY
2. A HOLIDAY WEEKEND, HOLIDAYS THAT OCCUR ON FRIDAY, SATURDAY, SUNDAY, OR MONDAY ARE CONSIDERED A HOLIDAY WEEKEND. A HOLIDAY WEEKEND INCLUDES SATURDAY, SUNDAY, AND THE HOLIDAY.
3. AFTER *** 12:00 PM (NOON) *** ON THE DAY PRIOR TO A HOLIDAY OR HOLIDAY WEEKEND, AND
4. BEFORE *** 12:00 PM ON THE DAY AFTER THE HOLIDAY OR HOLIDAY WEEKEND.

HWY 6 - MIDVALE SIGNAL

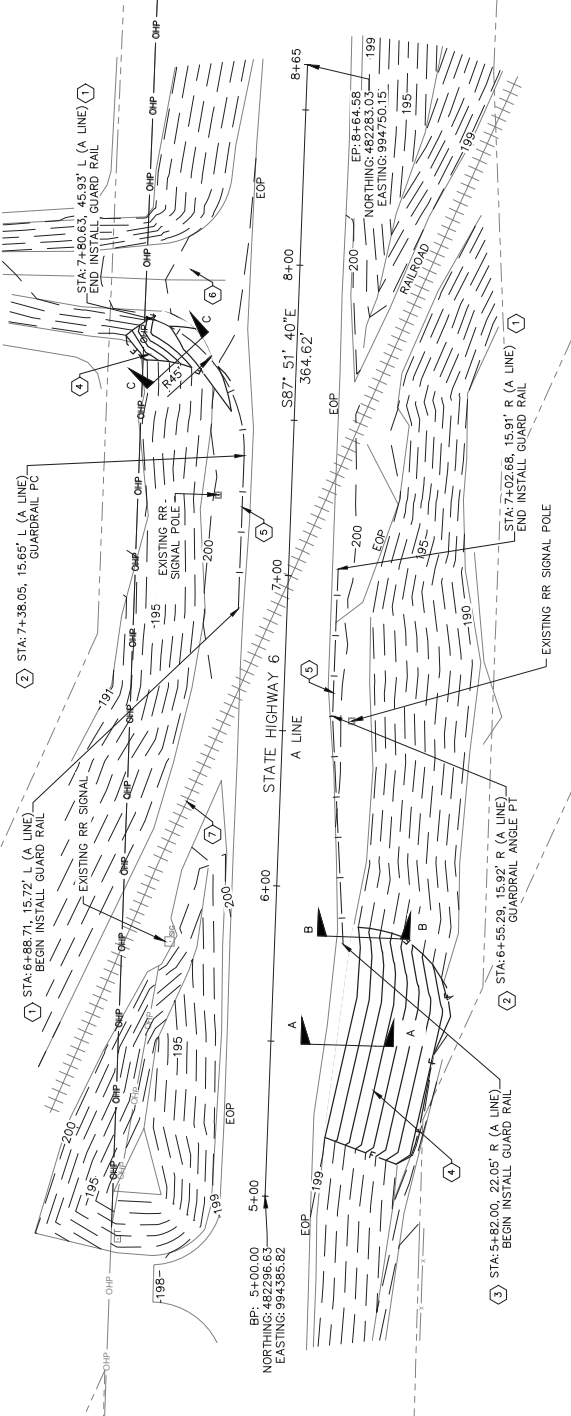
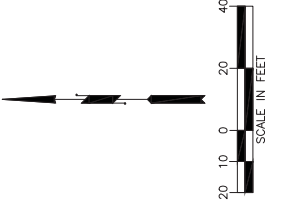
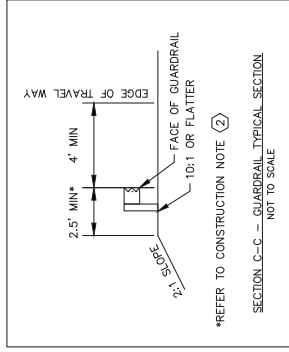
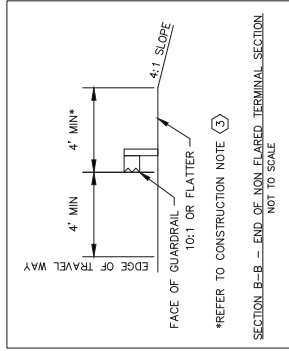
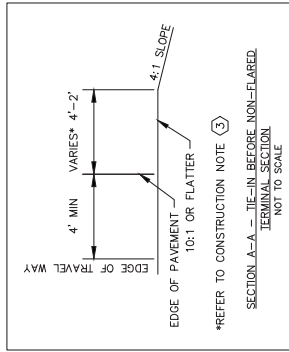
SUMMARY OF QUANTITIES AND NOTES



CHEHALIS
W81

DESIGNED BY:	DATE	NO.	DATE	DESCRIPTION
BY: D. ROWLAND	5/19/22			
ENTERED BY: J. HENRY	5/19/22			
CHECKED BY: D. ROWLAND	5/19/22			
PROJ. ENGR.: C. SMITH	5/19/22			

Checked By: David H. Rowland on 5/19/22 3:16 PM
 Drawn By: Rowland on 5/19/22 5:26 PM
 (C:\Project\22026\Midvale_Signal\CAD\SHEETS\2022\PS_200.dwg)



PLAN
SITE PLAN

- LEGEND**
- PROP. ITEMS**
- PROPOSED GUARDRAIL
 - PROPOSED FILL EXTENTS
 - CRUSHED SURFACE BASE COARSE
- EX. ITEMS**
- OHP — EXISTING OVER HEAD POWER
 - — EXISTING SIGNAL
 - — — — — RIGHT OF WAY
 - ||||| — EXISTING RAILROAD
 - — — — — EXISTING EDGE OF PAVEMENT
 - — — — — EXISTING FENCE

CONSTRUCTION NOTES

- 1 INSTALL ANCHOR TYPE 10 PER WSDOT STD PLAN C-23.60-04.
- 2 INSTALL BEAM GUARDRAIL TYPE 31 PER WSDOT STD PLAN C-20.10-07.
- 3 INSTALL BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL PER WSDOT STD PLAN C-22.40-06. FINISH AS PER METHOD B.
- 4 COMPACTION: REFER TO STD. SPEC. 2-03.3(14)C METHOD B.
- 5 FOR INSTALLATION OF GUARDRAIL AT A RAIL ROAD CROSSING REFER TO CASE 3-31 OF WSDOT STD. PLAN C-20.14-04.
- 6 DRIVEWAY ACCESS SHALL BE ACCOMMODATED DURING ALL OPERATIONS.
- 7 MAINTENANCE SHALL BE RESPONSIBLE FOR MAINTAINING DRIVEWAY ACCESS THROUGHOUT THE DURATION OF CONSTRUCTION.

DESIGNED BY: D. ROWLAND		DATE		REVISIONS	
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	5/19/22				
2	5/19/22				
3	5/19/22				
4	5/19/22				

DESIGNED BY: D. ROWLAND
 ENTERED BY: J. HENRY
 CHECKED BY: D. ROWLAND
 PROJ. ENGR.: C. SMITH
 Plotted By: David H. Rowland on 5/19/22 10:43 AM
 Sheet By: Rowland on 5/19/22 10:39 AM
 © Project 1202012026 Midvale Signal (A0) SHEETS (2006)_PS_CD.dwg

SKILLINGS
 5016 Lacey Boulevard SE Lacey, Washington 98503
 (360) 491-3399 Fax (360) 491-3857

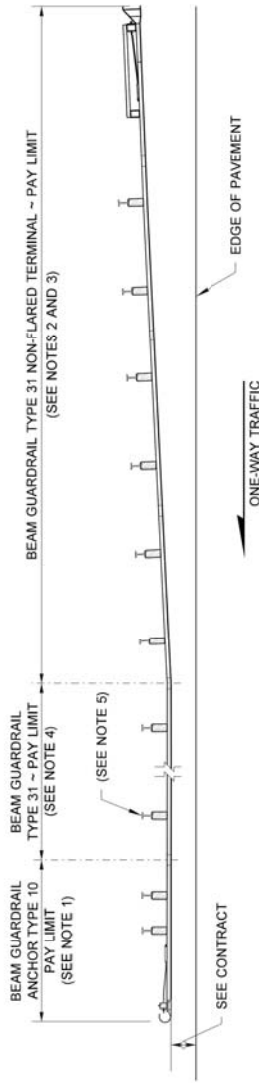
Washington State Department of Transportation
 CHEHALIS WA

HWY 6 - MIDVALE SIGNAL
GUARDRAIL CONSTRUCTION PLAN

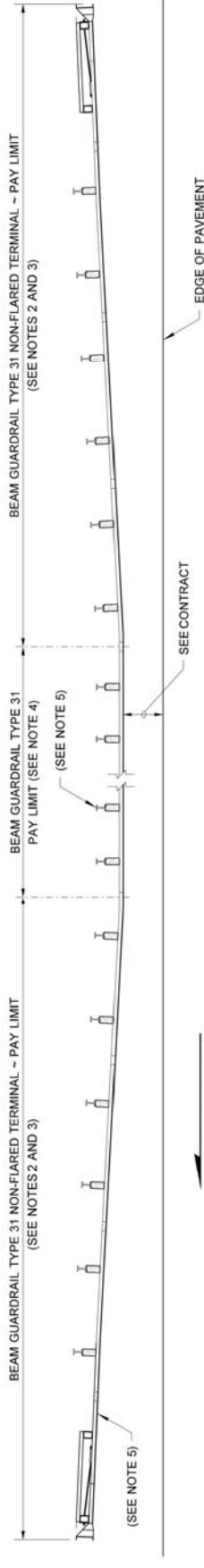
JOB NUMBER: 22026
 30% DCN
 SHEET: 3
 OF: 11
 SHEETS

NOTES

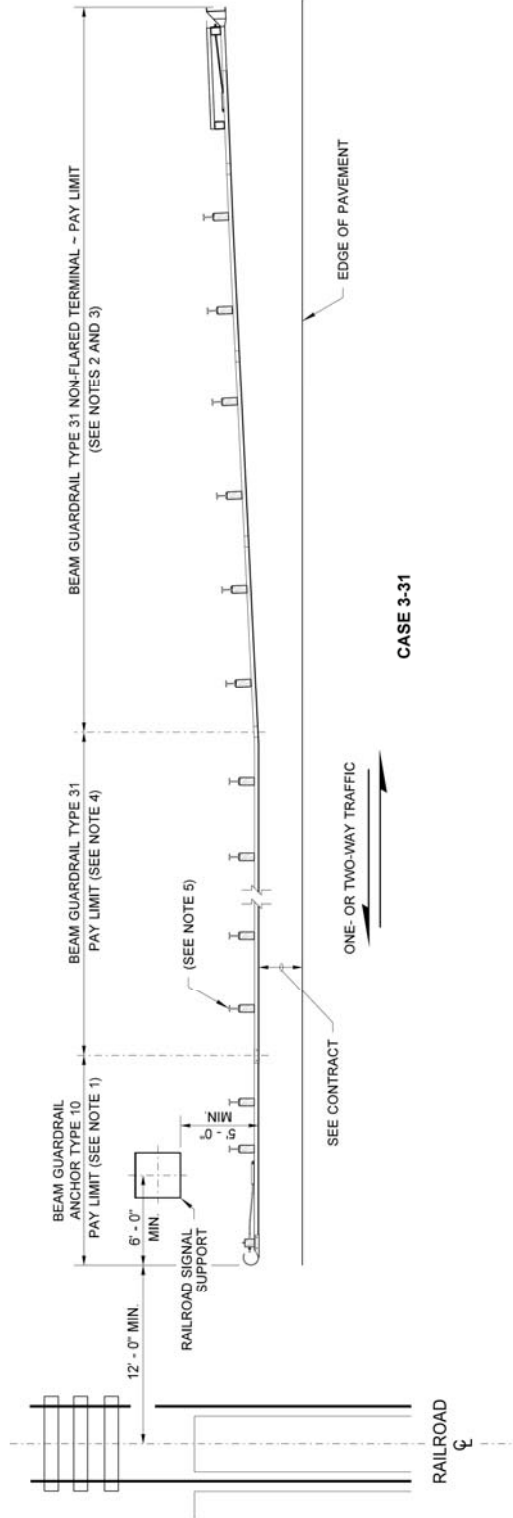
1. Where a crashworthy terminal is not required, use Beam Guardrail Type 10; see **Standard Plan C-23.60**.
2. Where a crashworthy terminal is required, use a Beam Guardrail Type 31 Non-Flared Terminal; see **Standard Plan C-22.40** or **C-22.45**.
3. For terminal type and details, see Contract Plans and applicable drawings.
4. For additional details not shown on this plan, refer to **Standard Plan C-20.10**.
5. Timber or steel post. Steel post shown.



CASE 1-31



CASE 2-31



CASE 3-31



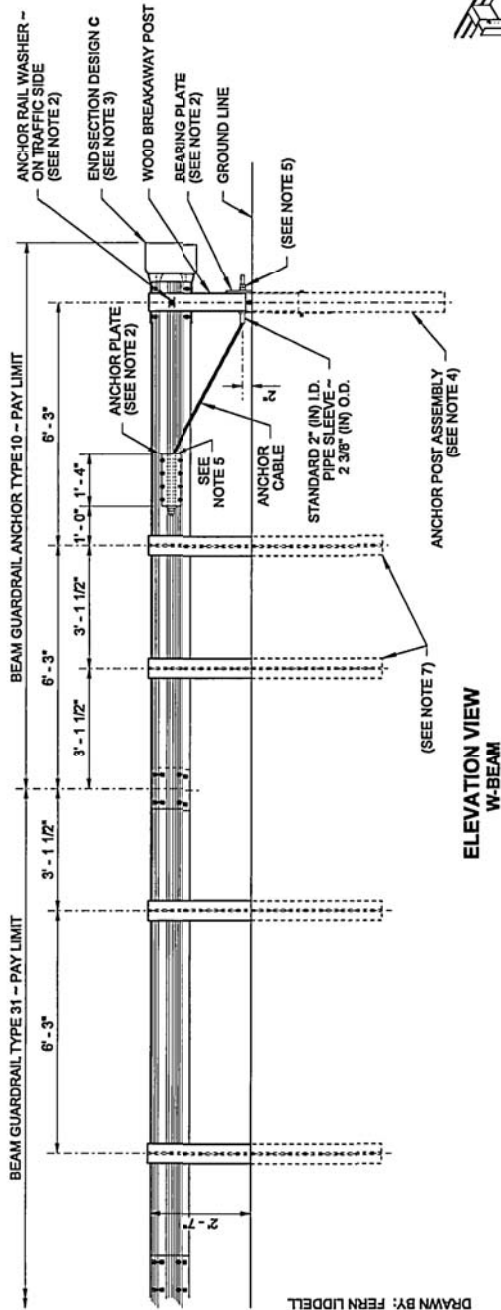
**BEAM GUARDRAIL TYPE 31
PLACEMENT
(CASES 1-31, 2-31 & 3-31)
STANDARD PLAN C-20.14-04**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
 Road, Steve
 Aug 12 2019 11:49 AM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

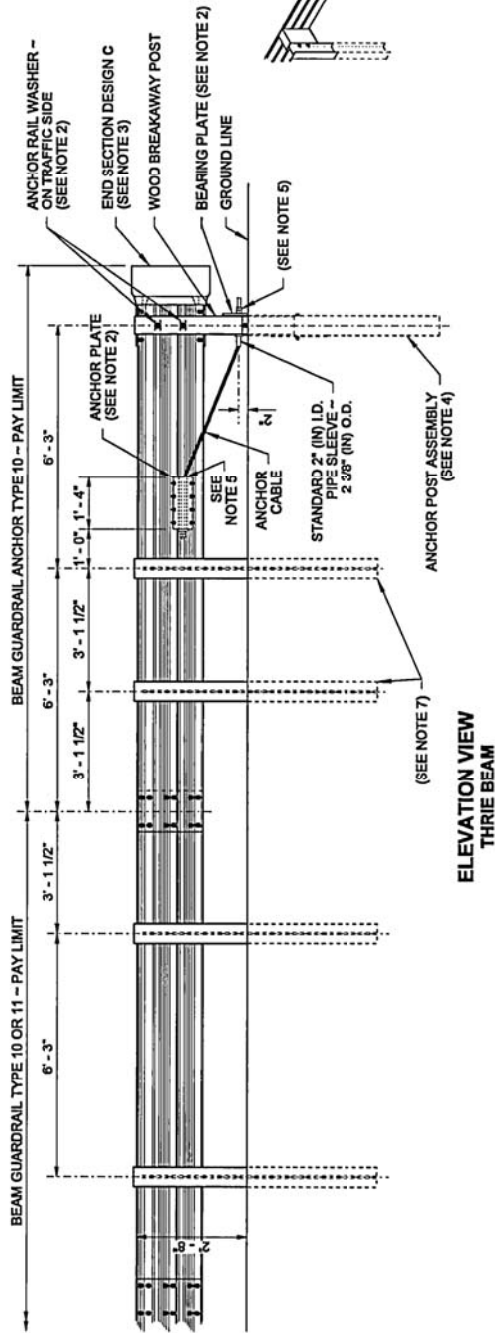
NOTES

1. For use on the end of guardrail runs when a crashworthy terminal is not required.
2. For additional details not shown, see **Sheet 2** of this Plan.
3. For end section details, see **Standard Plans C-7** and **C-7a**.
4. Use details for **Wood Breakaway post** shown on this plan and components shown on **Standard Plan C-1b**.
5. Fasten the **Anchor Cable** using two 1" (in) nuts and washer, at both ends of cable. Outside nut shall be torqued against inside nut a minimum of 100 ft.-lbs.
6. Wood blocks shown. Blocks of alternate material may be used. See **Standard Specification, Section 9-16.3(2)**.
7. Posts shall match those of the connecting run: timber or steel.
8. Anchor plate may be constructed from 1/4" (in) plates welded to equal strength and dimensions as shown.
9. Eight 5/8" (in) x 1/2" (in) machine bolts with hex nut and washer. Place washer on face side of rail.

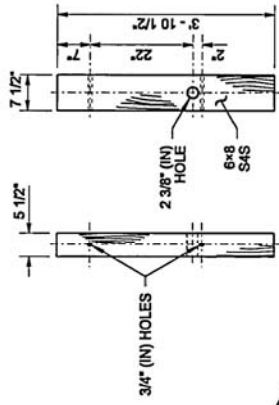


**ELEVATION VIEW
W-BEAM**

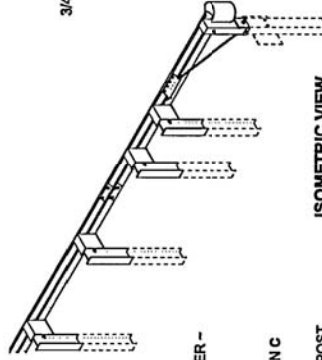
DRAWN BY: FERN LIDDELL



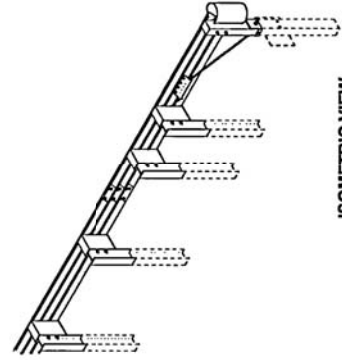
**ELEVATION VIEW
THRIE BEAM**



**WOOD BREAKAWAY
POST DETAIL**



ISOMETRIC VIEW



ISOMETRIC VIEW



Peterson, Jeff (JLO Design)
Jul 6 2017 3:15 PM

Jeff Peterson
**BEAM GUARDRAIL (TYPE 31)
ANCHOR TYPE 10**

STANDARD PLAN C-23.60-04

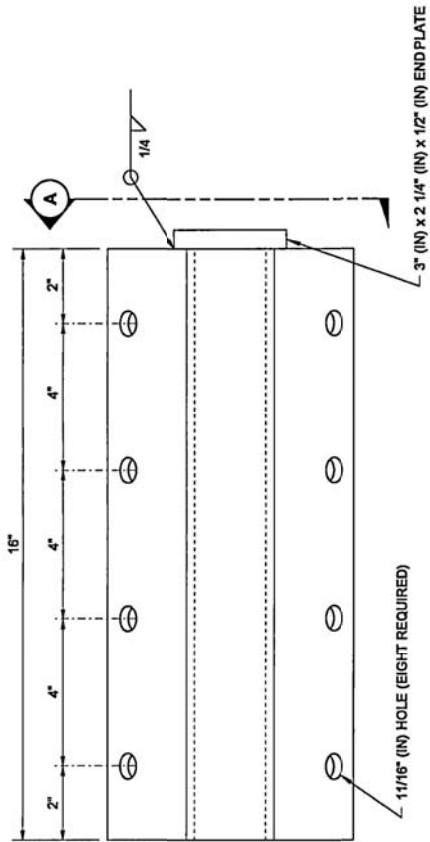
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

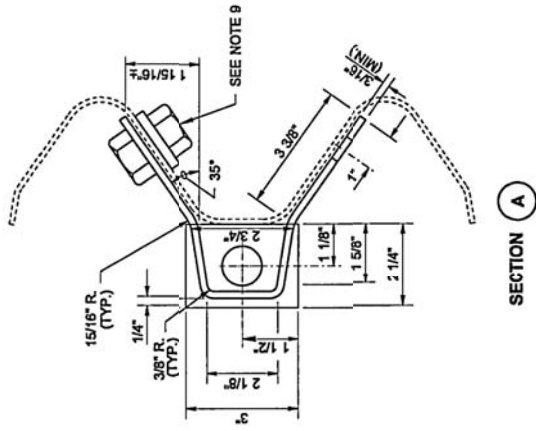
10/26/2017
10/27/2017 2:51 AM

STATE DESIGN ENGINEER

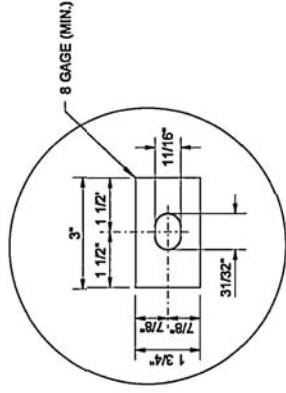




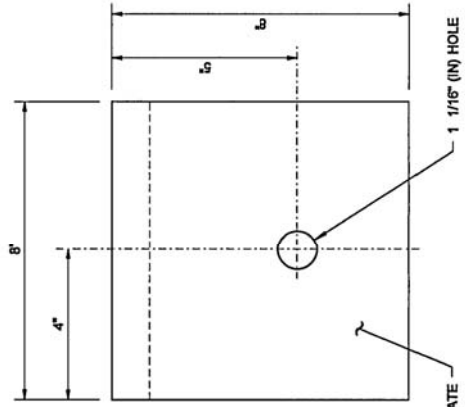
ANCHOR PLATE
(SEE NOTE 8)



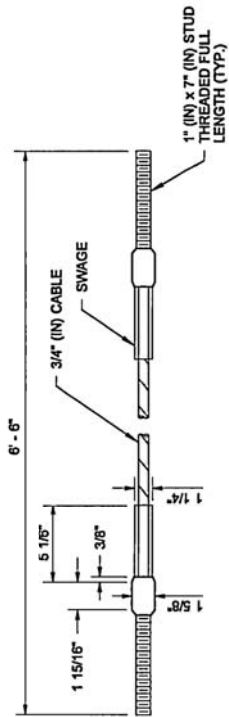
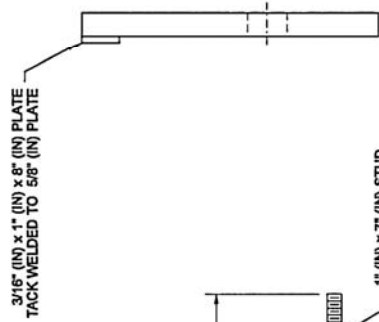
SECTION A



ANCHOR RAIL WASHER



BEARING PLATE



ANCHOR CABLE



Jeffrey K. Petterson
Petterson, Jeff (HQ Design)
Jul 6 2017 3:15 PM

**BEAM GUARDRAIL (TYPE 31)
ANCHOR TYPE 10**

STANDARD PLAN C-23.60-04

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

Corinne Jeff
Jul 21 2017 12:51 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)	
Shoulder Width (feet)	Posted Speed (mph)
25	30 35 40 45 50 55 60 65 70
8'	- - - - - 120 130 150 160 170 190
10'	- - - - - 150 170 190 200 220 240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

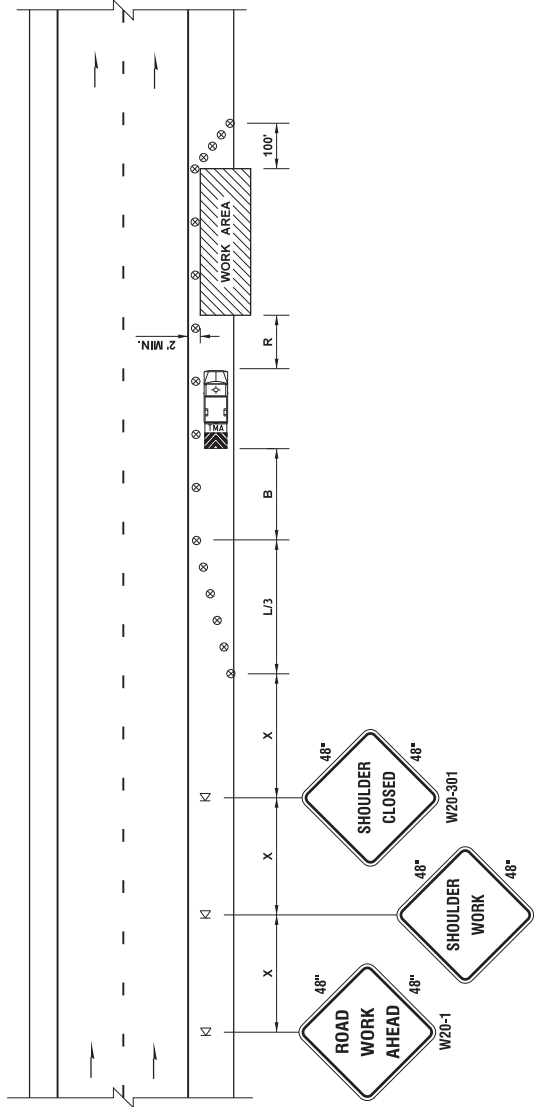
SIGN SPACING = X (1)	
FREeways & EXPRESSWAYS	55 / 70 MPH 1500'±
RURAL HIGHWAYS	60 / 65 MPH 800'±
RURAL ROADS	45 / 55 MPH 500'±

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

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

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R			
HOST VEHICLE WEIGHT		HOST VEHICLE WEIGHT	
9,900 TO 22,000 lbs.		> 22,000 lbs.	
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH
100'	123'	172'	74'
			100'
			150'



- LEGEND**
- KI TEMPORARY SIGN LOCATION
 - ⊗ TRAFFIC SAFETY DRUM
 - TRANSPORTABLE ATTENUATOR

NOTES

1. NO ENCROACHMENT IN TRAVELED LANE, IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
2. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20'(FT) O.C.
3. ALL SIGNS ARE BLACK ON ORANGE.

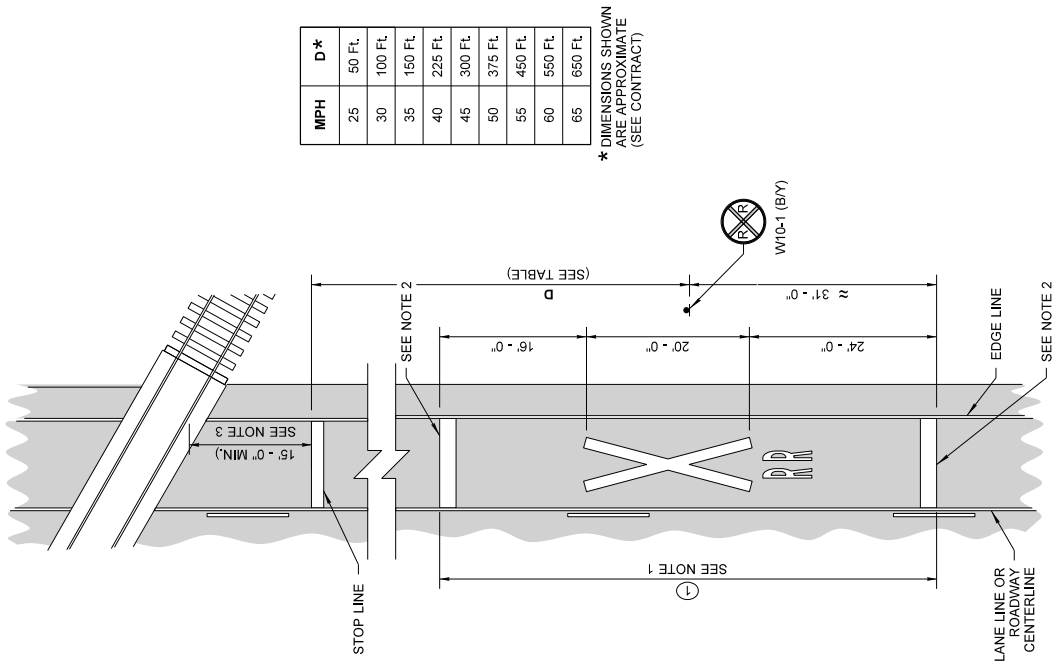
SHOULDER CLOSURE - HIGH SPEED

NOT TO SCALE

FILE NAME: S:\Design_R_P8_814-Standard3-Plan_Sheet_Library\01-Published_PSL\TC Work_Zone_Traffic_Control\TC-6) Shoulder Closure - High Speed\TC-6.dgn TIME: 9:37:47 AM DATE: 1/29/19 PLOTTED BY: illdef DESIGNED BY: ENTERED BY: CHECKED BY: PROJECT ENGINEER: REGIONAL ADM.	REGION NO. COUNTY NO. JOB NUMBER CONTRACT NO.	WASH STATE FEDERAL PROJ. NO.	LOCATION NO. DATE P.E. STAMP BOX	DATE P.E. STAMP BOX	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION	PLAN REF NO: TC6 SHEET OF SHEETS TRAFFIC CONTROL PLAN
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GENERAL NOTES

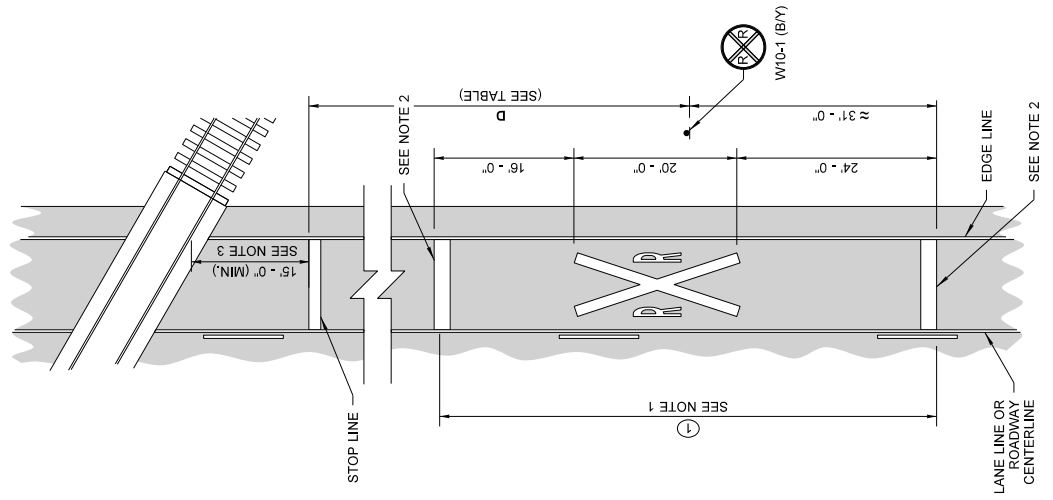
1. Bid Item "Railroad Crossing Symbol" includes "X" symbol, letters, and two 24" (in) white transverse lines.
2. 24" (in) white transverse line.
3. Place Stop Line 15' (ft) minimum from nearest rail. If gate is present, place stop line approximately 8' (ft) from RR gate.
4. See contract for location, material requirements, and W10-1 sign information



① TOTAL MARKING AREA (PER 12' (FT) WIDE LANE) = 109.75 SQ.FT.

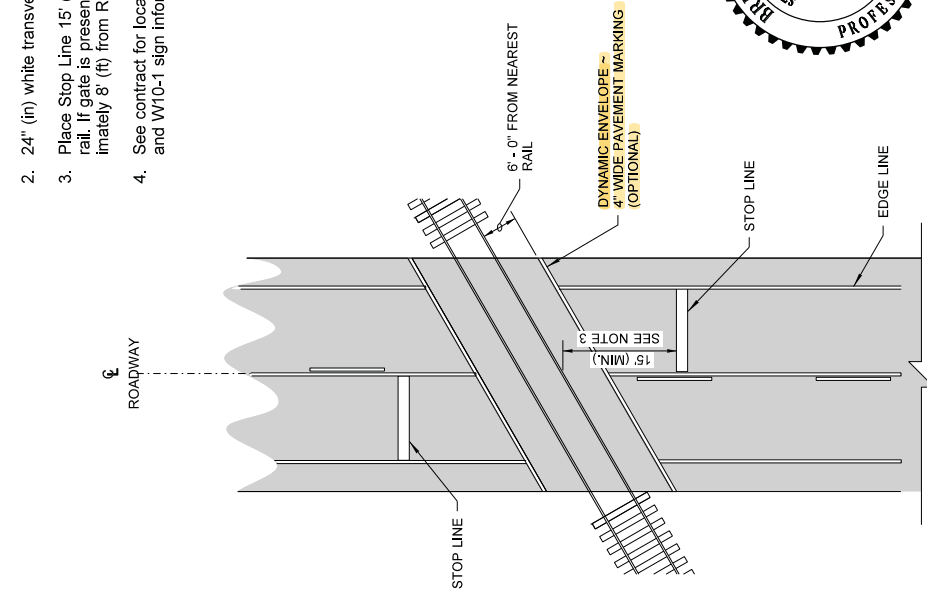
LAYOUT

STANDARD SYMBOL



① TOTAL MARKING AREA (PER 12' (FT) WIDE LANE) = 111.59 SQ.FT.

ALTERNATIVE LAYOUT

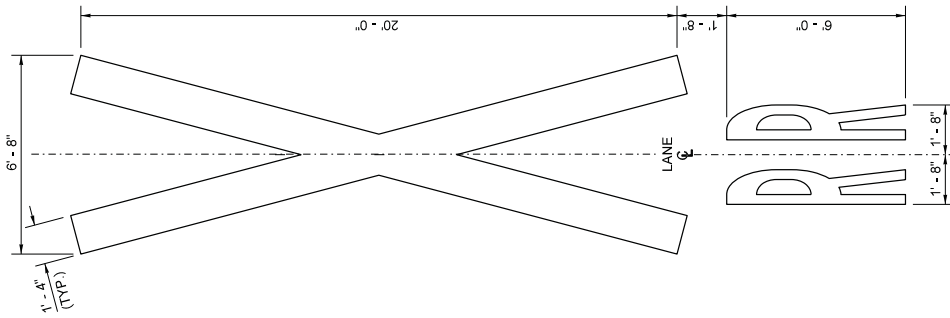


RR CROSSING DETAIL
(TRACKS OMITTED FOR CLARITY)

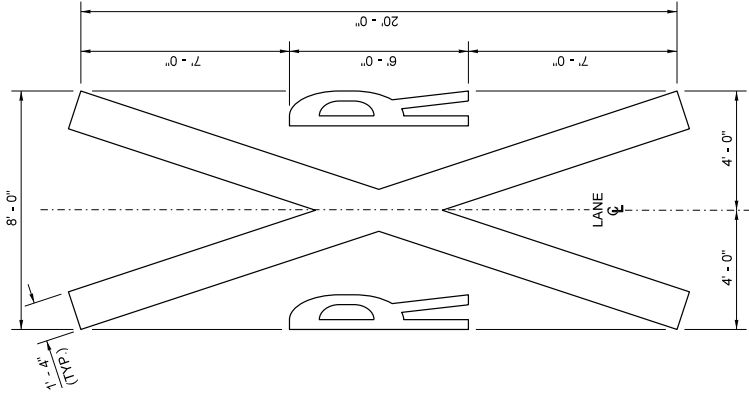


RAILROAD CROSSING LAYOUT
STANDARD PLAN M-11.10-03

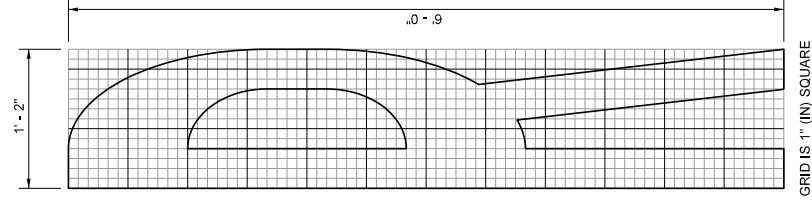
SHEET 1 OF 2 SHEETS
APPROVED FOR PUBLICATION
STATE DESIGN ENGINEER
Washington State Department of Transportation



SYMBOL DETAIL



ALTERNATIVE SYMBOL DETAIL



"R" DETAIL



RAILROAD CROSSING LAYOUT

STANDARD PLAN M-11.10-03

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION



STANDARD SYMBOL DETAILS