392-145-060 << 392-145-070 >> 392-145-080

WAC 392-145-070 Washington State Register filings since 2003

Rail grade crossings.

The following requirements apply to drivers of school buses during rail grade crossings:

(1) All school buses shall stop at all rail grade crossings except:

(a) Where traffic is controlled by a police officer or duly authorized flagman;

(b) Where an official traffic control device gives notice that the general stopping requirements do not apply;

(c) Where local regulations or school district policy expressly prohibit stopping.

(2) In order to lessen the potential for collisions, school bus drivers shall use simultaneously flashing amber hazard lamps within two hundred feet prior to stopping for a rail grade crossing.

(3) The school bus driver shall open the door and driver window to listen for approaching trains.

(4) Drivers shall take reasonable action to insure that passengers are quiet and shall turn off all noise making devices such as fans and radios while listening for approaching trains.

(5) Drivers shall not proceed until the door is closed, visibility is clear, and the school bus can safely proceed across and completely clear the rail grade.

(6) Drivers shall not change gears of a school bus equipped with a manual transmission while the school bus is crossing a rail grade.

[Statutory Authority: RCW 46.61.380. 07-05-058, § 392-145-070, filed 2/20/07, effective 11/1/07.]

From: Delphie Nielsen
To: Karissa M. Kawamoto
Date: 5/17/2007 3:47:25 PM
Subject: Re: WSDOT Point Defiance Rail Bypass: effects to school bus routes

Sure. The district bus and maintenance facility is located at 9219 Lakewood Drive SW and is a few miles from South Tacoma Way. A large portion of our fleet must cross South Tacoma Way to get to our schools and/or student bus stop locations. Clover Park School District services both sides of I-5 from 84th Street to Steilacoom Dupont Highway to transport students to and from schools. The railroad tracks along South Tacoma Way to Dupont basically splits part of our district in half.

Please let me know if you have any additional questions.

Delphie Nielsen
Clover Park School District
Director of Transportation
(253) 583-5497
(253) 583-5498 Fax
e-mail dnielsen@cloverpark.k12.wa.us

Nothing great was ever achieved without enthusiasm

>>> "Kawamoto, Karissa M." <Karissa.Kawamoto@hdrinc.com> 5/17/2007 2:44:31 PM >>>
Hello Delphie,
I'm back again (albeit, several months later) with a follow up question.
We are currently undergoing review of our reports by WSDOT. A question has come up regarding the high number of trips (476) by Clover Park District buses crossing the railroad tracks between South Tacoma and DuPont. The reviewer was curious to know how the number was derived and if there is a bus barn/maintenance facility in the vicinity that would increase the number of crossings. I probably need to provide a sentence lead-in and description before putting the big number our there.

If you could give me some details on methodology behind the number of trips and a theory as to why it is so high - I would appreciate it!
Please feel free to call me if you have any questions. --K2

Karissa Kawamoto, AICP
Environmental Planner

HDR ONE COMPANY | Many Solutions
500 108th Avenue NE Suite 1200 - Bellevue, WA | 98004-5549
Phone: 425.450.6249 | Fax: 425.453.7107
Email: karissa.kawamoto@hdrinc.com

-----Original Message-----
From: Delphie Nielsen [mailto:dnielsen@cloverpark.k12.wa.us]
Sent: Wednesday, December 20, 2006 1:10 PM
To: Kawamoto, Karissa M.
Subject: RE: WSDOT Point Defiance Bypass effects to school bus routes

Yeah isn't scary. I had my staff recheck three times.

There should not be any occasion in which a student would have to cross the tracks to get to and from bus stops. Staff is really good about addressing students who go from bus stop to bus stop. The only revisions anticipated would be the completion of Lakeview Elementary / Hope Center (Boys and Girls Club) which currently is in the same location as the previous school site.

Delphie Nielsen
Clover Park School District
Interim Director of Transportation
(253) 583-5497
(253) 583-5498 Fax
e-mail dnielsen@cloverpark.k12.wa.us

Nothing great was ever achieved without enthusiasm

>>> "Kawamoto, Karissa M." <Karissa.Kawamoto@hdrinc.com> 12/20/2006 12:49:52 PM >>>
Thanks so much for responding Delphie.

476 times! That's amazing,

A few additional questions come to mind:
Can you tell me if there are any instances where children are required to walk across the tracks to reach their school or bus stop?
Are there any new schools proposed in the vicinity of the track? Or conversely, any school closures proposed?

You input is greatly appreciated. Thanks again. --K2

Karissa Kawamoto, AICP
Environmental Planner

HDR ONE COMPANY | Many Solutions
500 108th Avenue NE Suite 1200 - Bellevue, WA | 98004-5549
Phone: 425.450.6249 | Fax: 425.453.7107
Email: karissa.kawamoto@hdrinc.com

-----Original Message-----
From: Delphie Nielsen [mailto:dnielsen@cloverpark.k12.wa.us]
Sent: Wednesday, December 20, 2006 7:47 AM
To: Kawamoto, Karissa M.
Subject: Re: WSDOT Point Defiance Bypass effects to school bus routes

Good Morning Karissa;

Sorry for the delay in getting back to you. Clover Park School District will be very interested in the all phases of this endeavor.

As of this date, Clover Park school buses travel this set of tracks approximately 476 times a day. Therefore we are extremely interested in

this project.

Some of the major concerns that we experience now with the current rail system throughout the district relate to: Visibility, lighting, adequate stopping distance for traffic in and around the rails and malfunction of the existing notification lights. These malfunctions are inconsistent and minimal however, the repair or correction time to correct the malfunction is tedious and can last for several hours during the day. Additional improvements in conjunction to the three listed above that we as a district would like to be considered include an upgrade on rail notification with drop gates at each intersection, appropriate signage/lights.

If you would please keep me informed on the phases of the project. Please notify myself or the district superintendent (Dr. McEwen Harris)
regarding safety briefings, public forums, impact studies, changes related to construction, studies etc. We would be very interested in participating in all aspects of this project.

Delphie Nielsen
Clover Park School District
Interim Director of Transportation
(253) 583-5497
(253) 583-5498 Fax
e-mail dnielsen@cloverpark.k12.wa.us

Nothing great was ever achieved without enthusiasm

>>> "Kawamoto, Karissa M." <Karissa.Kawamoto@hdrinc.com> 12/8/2006 2:37:05 PM >>>
Hello Delphie,
I am a consultant working for the Washington Department of Transportation (WSDOT) Rail Office. They are looking to add high speed passenger rail to the existing rail corridor that runs along the west side of I-5, from south Tacoma through Lakewood and DuPont. We are conducting environmental review on the project. There are several Clover Park School District schools within our study area.

I am interested in how the added trains might affect school bus routes. Specifically: Oakwood, Southgate, Lakeview, Tyee Park, Tillicum, and Evergreen elementary schools and Woodbrook Middle School. Unfortunately, we are still working on calculating the anticipated delay per vehicle at the at-grade crossings. The project would involve safety upgrades at those crossings. Has the district had any safety problems related to the train tracks?

I'd be happy to discuss my inquiry with you in more detail. If you need more information or have questions regarding what I need, please feel free to call me. I will be preparing the bulk of my report over the next two weeks, so I'd appreciate any guidance and information. Thank you for your time. --K2

WASHINGTON
1905 UTC 2005
UTILITIES AND TRANSPORTATION COMMISSION
Celebrating 100 Years

Safety Diagnostic Meeting
N. Thorne Lane and Berkeley Street
Railroad Crossings
January 13, 2009

Participants:

Clover Park School District
Delphie Nielsen, Director of Transportation
E-mail: dnielsen@cloverpark.k12.wa.us
Telephone: (253) 583-5494

WSDOT
Kevin Jeffers and Steve Bennett
E-mail: jefferk@wsdot.wa.gov
bennets@wsdot.wa.gov
Telephone: Kevin - (360) 705-7782
Steve – (360) 357-2673

UTC
Paul Curl and Kathy Hunter
E-mail: pcurl@utc.wa.gov
khunter@utc.wa.gov
Telephone: Paul – (360) 664-1231
Kathy – (360) 664-1257

Invited – Melissa Saxe Flores, Sound Transit and Alan Matheson, Tacoma Rail. Melissa Saxe Flores from Sound Transit called to notify participants that she would be unable to attend the meeting because of car problems

This safety diagnostic meeting was convened by UTC staff in response to concerns expressed by the Clover Park School District at the Thorne Lane and Berkeley Street railroad crossings. Attached is a copy of the school district's response to the UTC Rail Safety Survey. Also attached are the WSDOT plans for the proposed upgrades to the Thorne Lane and Berkeley Street railroad crossings.

Both crossings are being upgraded as part of the Pt. Defiance Bypass project; however it's uncertain when the upgrades will be completed. Kevin Jeffers reported that upgrades may be as far out as 2013, or earlier depending on budgets and economic stimulus

packages. The upgrades to the crossings will improve safety and address many of the concerns that the school district has expressed, however the diagnostic team attempted to come up with interim enhancements to improve safety at the crossing for buses and the general public.

Thorne Lane (USDOT 085828M) – Current school district routing shows that buses are southbound on I-5 and take the Thorne Lane exit. Buses then take a right at the end of the freeway ramp onto Thorne Lane. Bus drivers are proceeding into the intersection, then stopping in advance of the crossing and performing the standard rail grade crossing procedure. The storage space between the crossing and the I-5 ramp is limited. Frequently, impatient drivers are driving around the bus, essentially passing the stopped bus then proceeding across the railroad crossing. Frequently, vehicles turn left onto Union Avenue once across the railroad crossing which cases westbound traffic to queue across the crossing.

Approximately 30 buses per day use this crossing in the morning and afternoon. Buses travel across the Thorne Lane crossing between 6:45 a.m. to 8:30 a.m. and then from 2:15 p.m. to 3 p.m.

The UTC Rail crossing inventory indicates that Tacoma Rail operates one train per day at speeds up to 10 mph at the Thorne Lane crossing.

There have been three train/vehicle train accidents at this crossing, one accident in 1984, another in 1987, and the last one occurred on January 2, 1990. Two accidents involved property damage only and one resulted in injury.

Berkeley Street (USDOT 085829U) – Current school district routing shows that school buses are proceeding westbound over the freeway overpass on Berkeley Street. Similar safety concerns exist at the Berkeley Street crossing that are present at Thorne Lane.

The UTC Rail crossing inventory indicates that Tacoma Rail operates one train per day at speeds up to 10 mph at the Berkeley Street crossing.

There have been five train/vehicle train accidents at this crossing, two accidents in 1983, another in 1987, 1990, and the last one occurred on January 5, 2008. Three accidents involved property damage only and two resulted in injuries.

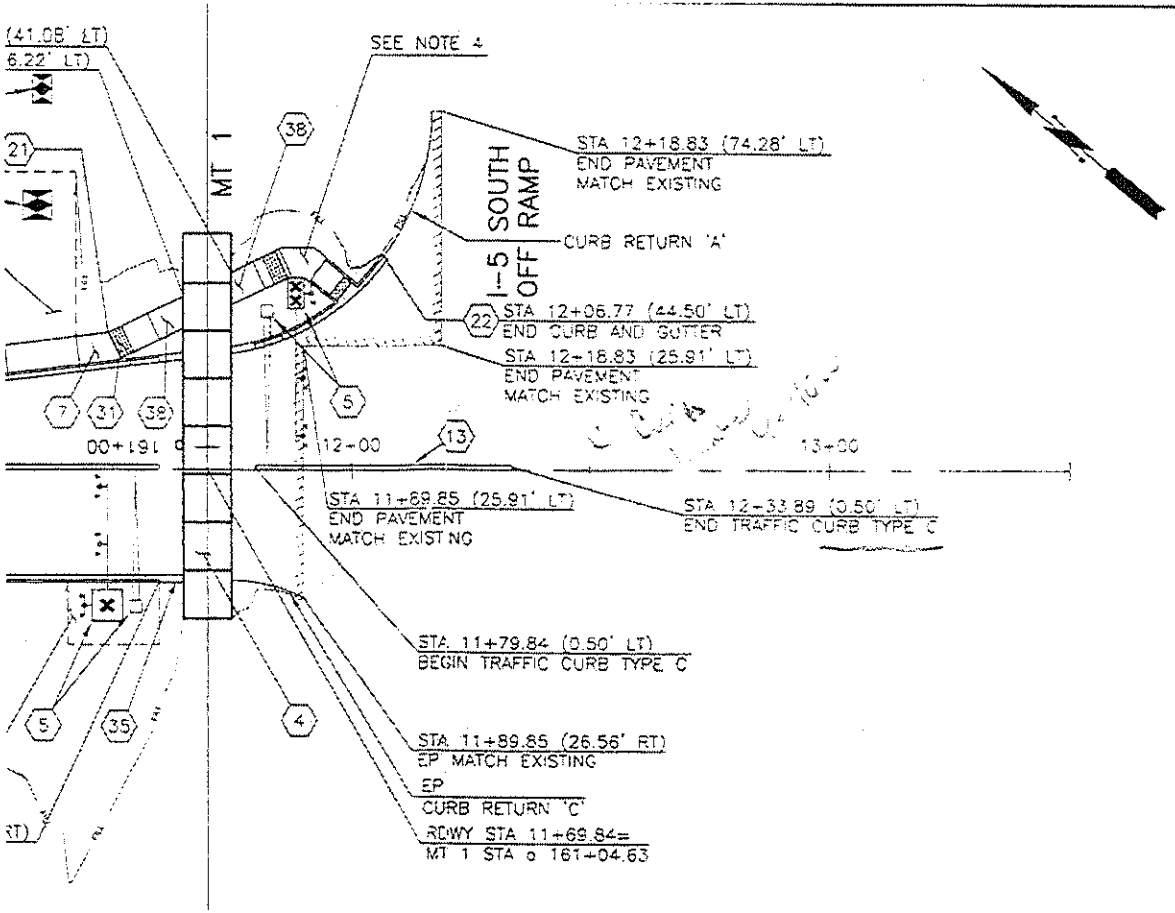
<u>Follow-up:</u>

- Delphie will explore whether the school district will consider exempting buses from stopping at the crossings. (WAC 392-145-070, copy attached) Also, would Tacoma Rail be willing to stop and proceed at the crossings until the WSDOT upgrades are complete? If so, Delphie may have a stronger case for the exemption if the railroad is willing to implement this additional safety measure at the crossings.

- Delphic will contact the Washington State Patrol and the City of Lakewood police to see if focused enforcement can be done at both crossings during times when school buses are using the crossings.
- Steve will check to see if C curb could be installed on the east sides of the crossings now, instead of when the crossing upgrades take place. Installing C curb will deter drivers from driving around stopped buses. If yes, provide Kathy with an estimate of the cost. UTC has a small grant program which may be available to pay for the curbing.

As stakeholders make progress, please use the e-mail addresses provided to circulate information.

Thanks for everyone's participation at the meeting.



GENERAL NOTES:

1. SEE DRAWING RD0N FOR CONSTRUCTION NOTES AND ADDITIONAL GENERAL NOTES.
2. SEE DETAILS ON DRAWING RD132 FOR SIGNAL BERM.
3. SEE DETAILS ON DRAWING RD132 FOR ACCESS PAD, MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE, AND MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER.
4. SEE DETAILS ON DRAWING RD132 FOR SIDEWALK AND SIDEWALK RAMP.

CURB RETURN 'A'

CURB RETURN ELEVATIONS			
BEG.	STA. 11+74.83 (25.22'LT)	273.68	*
1/4	STA. 11+91.32 (30.98'LT)	273.80	*
1/2	STA. 12+04.81 (42.06'LT)	274.10	*
3/4	STA. 12+13.68 (57.11'LT)	274.41	*
END	STA. 12+16.83 (74.28'LT)	274.71	*

Δ= 80°27'16.49"
R= 50.00'
T= 42.29'
L= 70.21

* GUTTER FLOW LINE / EDGE OF PAVEMENT

CURB RETURN 'B'

CURB RETURN ELEVATIONS		
BEG.	STA. 10+33.33 (34.19'RT)	270.41
1/4	STA. 10+39.39 (29.43'RT)	270.58
1/2	STA. 10+46.23 (25.90'RT)	270.79
3/4	STA. 10+53.62 (23.73'RT)	271.01
END	STA. 10+61.26 (23.00'RT)	271.24

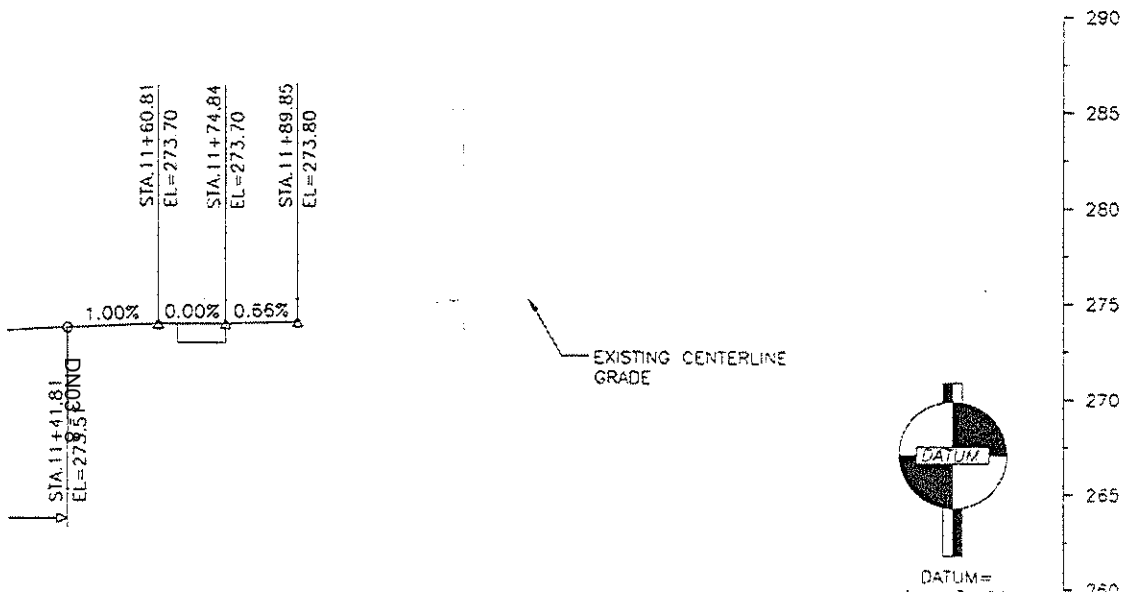
Δ= 43°38'17.51"
R= 40.50'
T= 16.21'
L= 30.85'

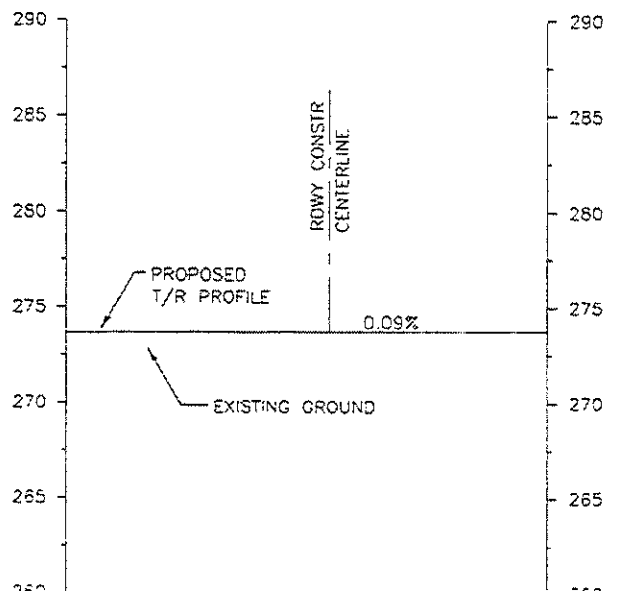
CURB RETURN 'C'

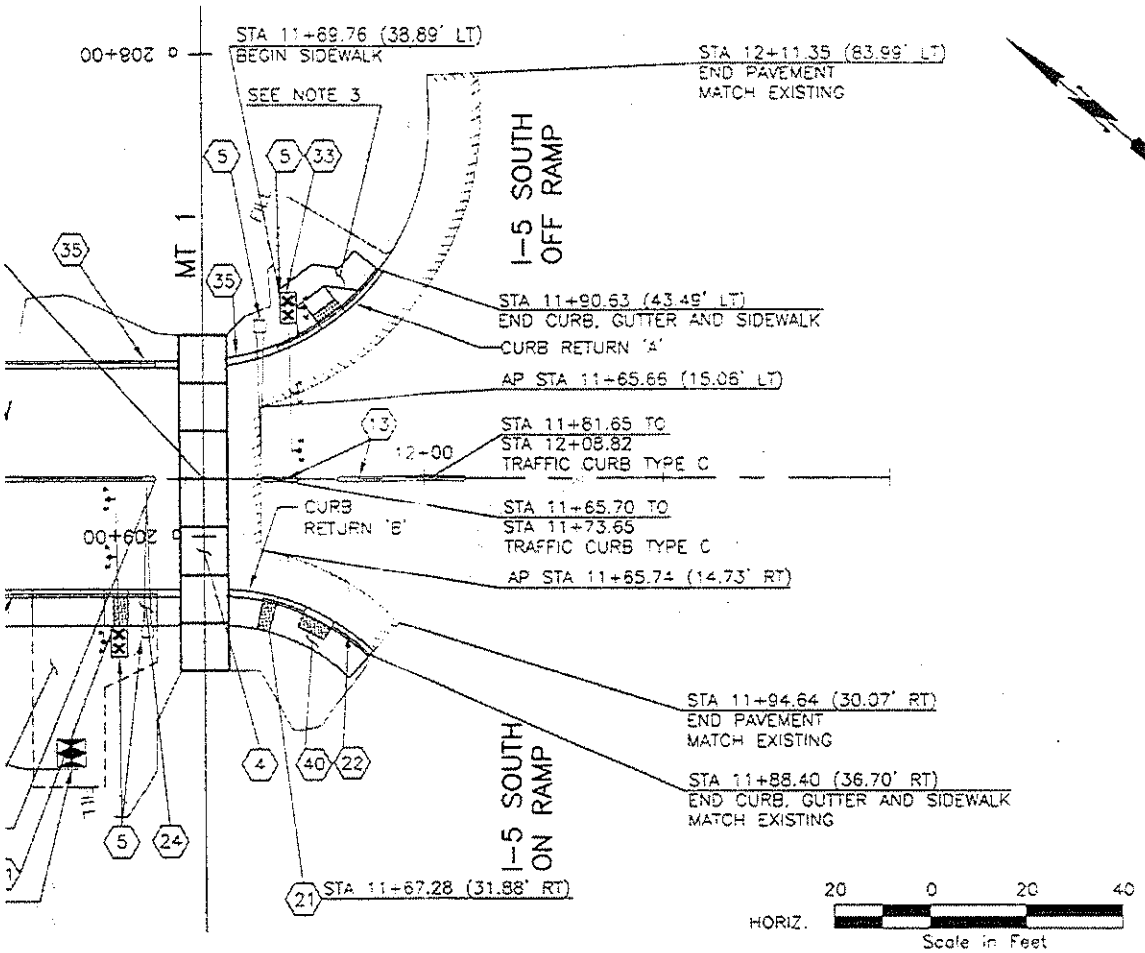
CURB RETURN ELEVATIONS			
BEG.	STA. 11+74.85 (23.00'RT)	273.72	*
1/4	STA. 11+78.72 (23.26'RT)	273.72	*
1/2	STA. 11+82.55 (23.94'RT)	273.73	*
3/4	STA. 11+86.27 (25.05'RT)	273.73	*
END	STA. 11+89.85 (26.56'RT)	273.73	*

Δ= 25°26'53.73"
R= 35.00'
T= 7.90'
L= 15.55'

* EDGE OF PAVEMENT







GENERAL NOTES:

1. SEE DRAWING RDCN FOR CONSTRUCTION NOTES AND ADDITIONAL GENERAL NOTES.
2. SEE DETAILS ON DRAWING RD132 FOR ACCESS PAD, MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE, AND MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER.
3. SEE DETAILS ON DRAWING RD132 FOR SIDEWALK AND SIDEWALK RAMP.

CURB RETURN 'A'

CURB RETURN ELEVATIONS		
BEG.	STA 11+58.68 (24.74' LT)	273.33 *
LOW PT	STA 11+65.63 (26.32' LT)	272.90 *
1/4	STA 11+75.88 (30.72' LT)	273.14 *
1/2	STA 11+89.81 (42.45' LT)	273.47 *
3/4	STA 11+98.60 (58.39' LT)	273.81 *
END	STA 12+01.11 (76.43' LT)	274.14 *

*GUTTER FLOW LINE / EDGE OF PAVEMENT

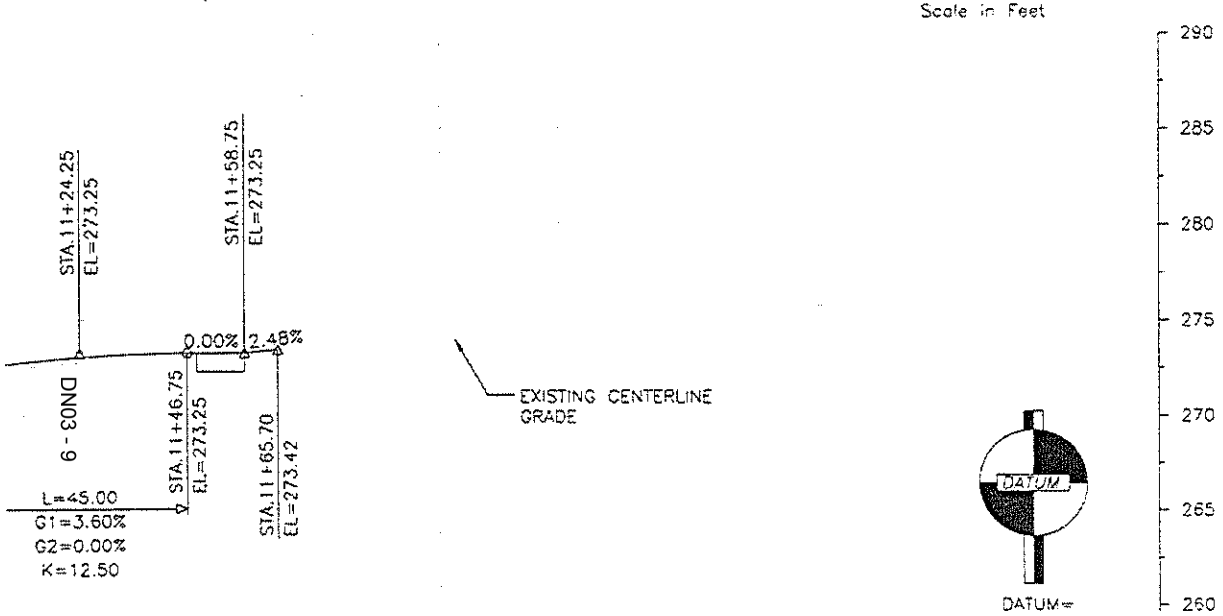
Δ= 83°55'14.91"
R= 50.00'
T= 44.96'
L= 73.23'

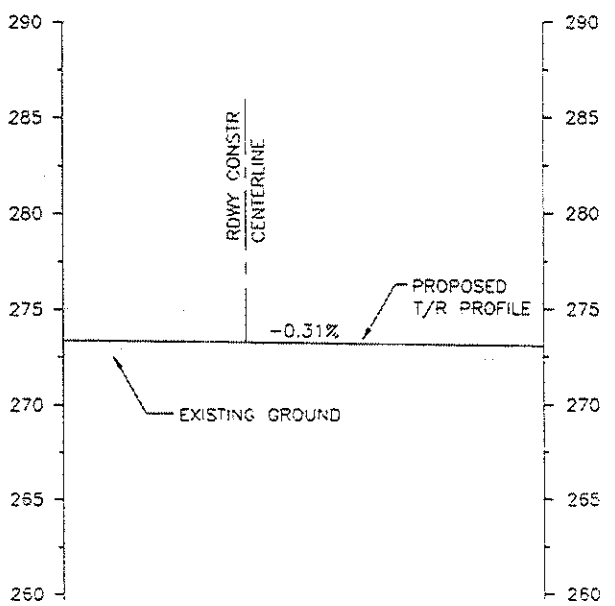
CURB RETURN 'B'

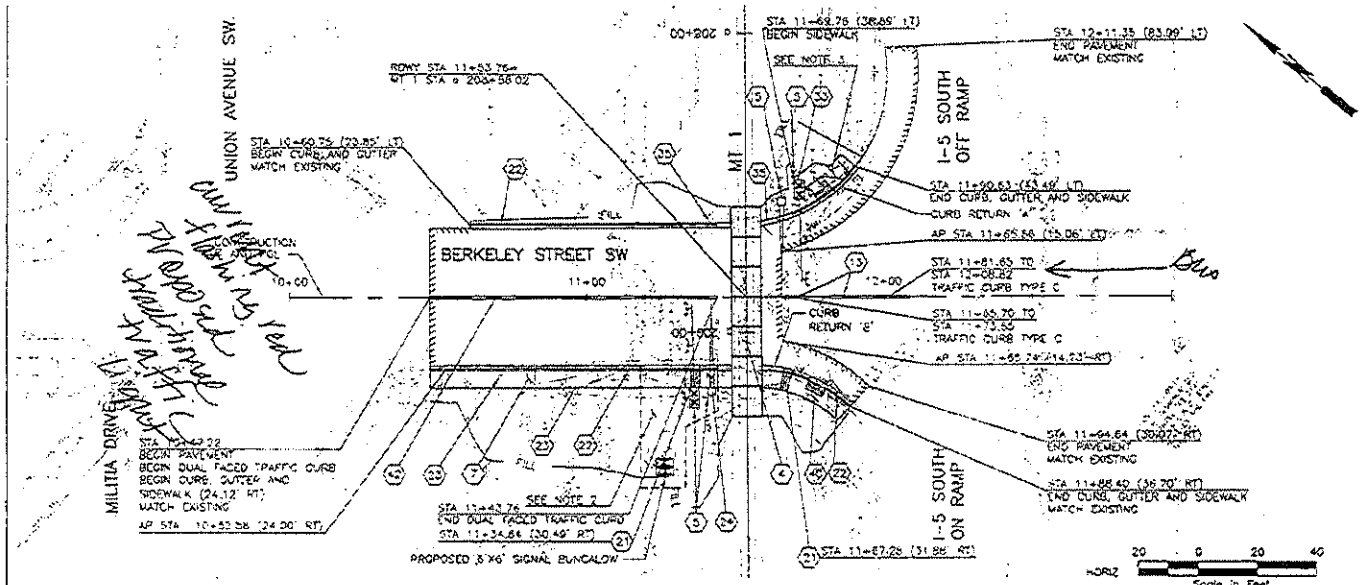
CURB RETURN ELEVATIONS		
BEG.	STA 11+58.83 (24.03' RT)	273.18 *
LOW PT.	STA 11+65.77 (24.85' RT)	272.94 *
1/4	STA 11+66.97 (25.10' RT)	272.98 *
1/2	STA 11+74.78 (27.63' RT)	273.06 *
3/4	STA 11+82.01 (31.54' RT)	273.14 *
END	STA 11+88.40 (36.70' RT)	273.22 *

*GUTTER FLOW LINE

Δ= 41°53'24.67"
R= 45.00'
T= 17.22'
L= 32.90'







GENERAL NOTES:

1. SEE DRAWING RD001 FOR CONSTRUCTION NOTES AND ADDITIONAL GENERAL NOTES.
2. SEE DETAILS ON DRAWING RD132 FOR ACCESS PAD, MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE, AND MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER.
3. SEE DETAILS ON DRAWING RD132 FOR SIDEWALK AND SIDEWALK RAMP.

CURB RETURN 'A'

CURB RETURN ELEVATIONS			
BEG.	STA 11+58.88 (24.74' LT)	273.33	*
LOW PT.	STA 11+65.63 (29.32' LT)	272.90	*
1/4	STA 11+75.88 (30.72' LT)	273.14	*
1/2	STA 11+89.81 (42.43' LT)	273.47	*
3/4	STA 11+98.80 (58.39' LT)	273.81	*
END	STA 12+01.11 (76.43' LT)	274.14	*

*GUTTER FLOW LINE / EDGE OF PAVEMENT

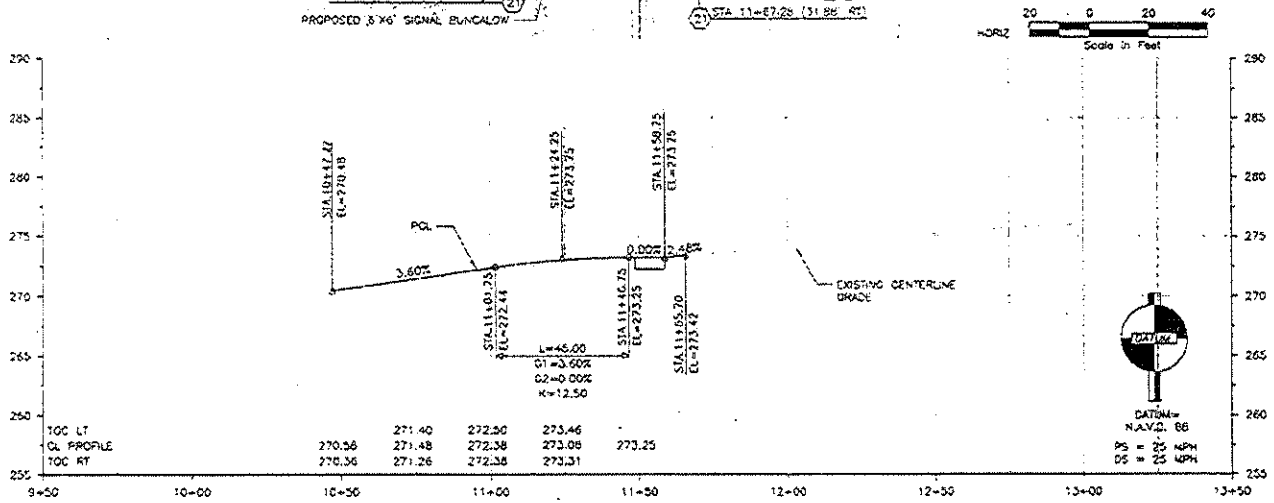
Δ= 83°59'14.8"
R= 50.00'
T= 44.96'
L= 73.33'

CURB RETURN 'B'

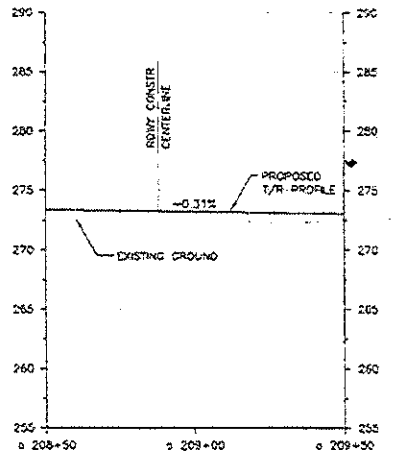
CURB RETURN ELEVATIONS			
BEG.	STA 11+58.53 (24.03' RT)	273.18	*
LOW PT	STA 11+63.77 (24.65' RT)	272.94	*
1/4	STA 11+66.97 (25.10' RT)	272.98	*
1/2	STA 11+74.78 (27.63' RT)	273.06	*
3/4	STA 11+82.01 (31.54' RT)	273.14	*
END	STA 11+88.40 (36.70' RT)	273.22	*

*GUTTER FLOW LINE

Δ= 41°53'24.67"
R= 45.00'
T= 17.22'
L= 32.90'



BERKELEY STREET SW
SCALE (FULL SIZE): 1" = 20' HORIZ. 1" = 5' VERT.



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DESIGNED BY	RDH
ENTERED BY	ETP
CHECKED BY	CR
PROJ. ENGR.	RB
REGIONAL ADM.	

REVISION	DATE	BY

REGION NO.	STATE
10	WASH

JOB NUMBER
CONTRACT NO.

SOUNDTRANSIT

HDR ENGINEERING INC.

Washington State Department of Transportation

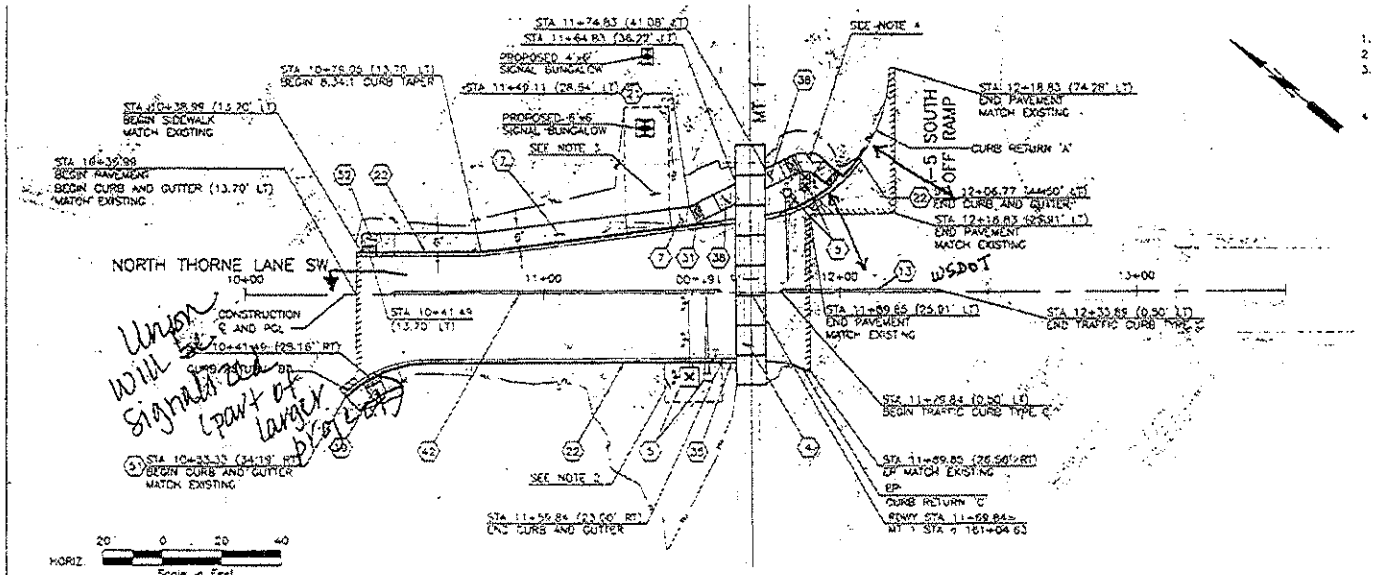
POINT DEFIANCE BYPASS PROJECT
100% PS&E SUBMITTAL
BERKELEY STREET SW

RD128

ROADWAY PLAN AND PROFILE

SHEET x OF x SHEETS

DN03 - 10



GENERAL NOTES:

1. SEE DRAWING RD0N FOR CONSTRUCTION NOTES AND ADDITIONAL GENERAL NOTES.
2. SEE DETAILS ON DRAWING RD132 FOR SIGNAL BORM.
3. SEE DETAILS ON DRAWING RD132 FOR ACCESS PAD, MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE, AND MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER.
4. SEE DETAILS ON DRAWING RD132 FOR SIDEWALK AND SIDEWALK RAMP.

CURB RETURN 'A'

CURB RETURN ELEVATIONS			
BEG	STA 11+74.63 (25.22' LT)	273.68	*
1/4	STA 11+91.32 (30.96' LT)	273.80	*
1/2	STA 12+04.81 (42.06' LT)	274.10	*
3/4	STA 12+13.66 (57.11' LT)	274.41	*
END	STA 12+16.83 (74.28' LT)	274.71	*

Δ= 88°27'16.49"
R= 50.00'
T= 42.29'
L= 70.21

* GUTTER FLOW LINE / EDGE OF PAVEMENT

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CURB RETURN ELEVATIONS			
BEG	STA 10+33.33 (34.19' RT)	270.41	
1/4	STA 10+38.38 (28.43' RT)	270.58	
1/2	STA 10+46.23 (25.90' RT)	270.79	
3/4	STA 10+53.62 (23.73' RT)	271.01	
END	STA 10+61.26 (23.00' RT)	271.24	

Δ= 43°39'17.51"
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BEG	STA 11+74.85 (23.00' RT)	273.72	*
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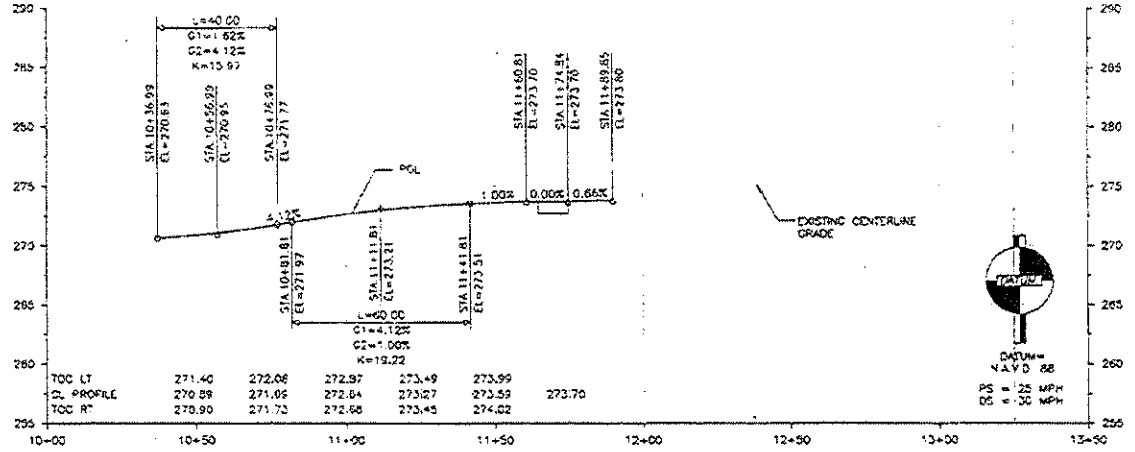
3/4	STA 11+86.27 (25.00' RT)	273.73	*
END	STA 11+89.85 (26.96' RT)	273.73	*

Δ= 25°26'53.73"
R= 36.00'
T= 7.80'
L= 15.55'

* EDGE OF PAVEMENT



NORTH THORNE LANE SW
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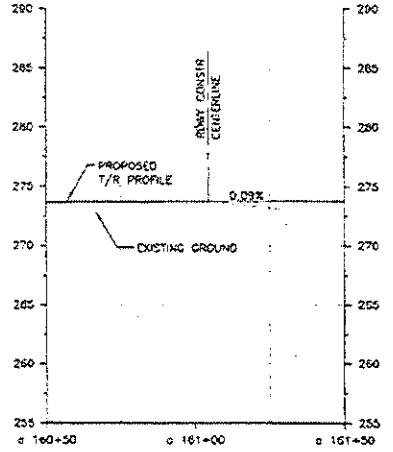

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DESIGNED BY	RDH						
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CHECKED BY	CR						
PROJ. ENGR.	BB						
REGIONAL ADM		REVISION	DATE	BY	REGION NO. 10	STATE WASH	
					JOB NUMBER		
					CONTRACT NO.		

SOUNDTRANSIT

HDR ENGINEERING INC.

Washington State Department of Transportation

POINT DEFIANCE BYPASS PROJECT
100% PS&E SUBMITTAL
NORTH THORNE LANE SW

ROADWAY PLAN AND PROFILE

RD127

SHEET X OF X SHEETS

DN03 - 11

(X) ROADWAY CONSTRUCTION NOTES

1. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER C.O.T. STD. PLAN NO. SU-03.
2. MODIFIED WSDOT CEMENT CONC. SIDEWALK FOR MEDIAN PER DETAIL DRAWING RDDET113.
3. CEMENT CONCRETE SIDEWALK PER C.O.T. STD. PLAN NO. SU-04
4. CONCRETE CROSSING PANELS. SEE TRACK PLAN AND PROFILE DRAWINGS.
5. CROSSING SIGNAL EQUIPMENT. SEE GRADE CROSSING SIGNAL PLANS.
6. TRAFFIC BARRIER CURB PER CITY OF LAKEWOOD STD. PLAN S-2F.
7. SIDEWALK PER CITY OF LAKEWOOD STD. PLAN S-2A.
8. TYPE D MOUNTABLE CEMENT CONCRETE CURB AND GUTTER PER C.O.T. STD. PLAN NO. SU-03.
9. CEMENT CONCRETE ROLLED CURB DRIVEWAY ENTRANCE MODIFIED (PER DETAIL DRAWING RDDET117).
10. CONSTRUCT ACCESS PAD TO RAILROAD SIGNAL EQUIPMENT WITH 6" CSBC OVER GRAVEL BORROW SUBGRADE.
11. NOT USED.
12. NOT USED.
13. TYPE C PRECAST TRAFFIC CURB PER WSDOT STD. PLAN F-2.
14. CEMENT CONCRETE TRAFFIC CURB PER C.O.T. STD. PLAN NO. SU-01
15. CHAINLINK FENCE TYPE 3 (PER WSDOT STD. PLAN L-20.10-00)
16. BEAM GUARDRAIL (TYPE 1) PER WSDOT STD. PLAN NO. C-1 WITH TYPE 1 ANCHOR PER WSDOT STD. PLAN NO. C-6
17. NOT USED.
18. NOT USED.
19. CEMENT CONC. SIDEWALK RAMP TYPE 2A PER WSDOT STD. PLAN F-36
20. MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE. SEE DRAWING RDDET114.
21. STATION/OFFSET LOCATION FOR DETECTABLE WARNING PATTERN. SEE DRAWINGS RDDET110 AND RDDET111.
22. CEMENT CONC. TRAFFIC CURB AND GUTTER PER CITY OF LAKEWOOD STD. PLAN S-2F
23. ADJUST UTILITY TO GRADE.
24. TYPICAL CURB AND GUTTER/SIDEWALK TRANSITION AT RAIL CROSSING. (SEE DRAWING RDDET110.)
25. NOT USED
26. CONSTRUCT SIDEWALK RAMP TYPE 2 PER C.O.T. STD. PLAN SU-05.
27. CEMENT CONC. TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-00.
28. CEMENT CONC. SIDEWALK (PER WSDOT STD. PLAN F-30.10-00)
29. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 2A PER CITY OF LAKEWOOD STD. PLAN S-1D.
30. RECONSTRUCT DRIVEWAY IN KIND AS NOTED TO MATCH EXISTING.
31. CEMENT CONC. SIDEWALK (PER CITY OF LAKEWOOD STD. PLAN S-2B).
32. CEMENT CONC. SIDEWALK RAMP TYPE 1A PER WSDOT STD. PLAN F-40.10-00.
33. TRAFFIC SIGNAL TO BE MOUNTED ON CANTILEVER.
34. NOT USED.
35. TYPICAL CURB AND GUTTER TRANSITION AT RAIL CROSSING. (SEE DRAWING RDDET110).
36. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1 PER CITY OF LAKEWOOD STD. PLAN S-1A.
37. NOT USED.
38. TYPICAL CURB AND GUTTER/PLANTER/SIDEWALK TRANSITION AT RAIL CROSSING. (SEE DRAWING RDDET111).
39. REPLACE CONCENTRIC CONE WITH ECCENTRIC CONE, ADJUST TO GRADE AND ORIENT LID AWAY FROM CURB.
40. TYPICAL DEPRESSED SIDEWALK DETAIL AT RAIL CROSSING. (SEE DRAWING RDDET111).
41. CONCRETE PAD FOR BUS STOP. (SEE DETAIL DRAWING RDDET112).

(X) ROADWAY CONSTRUCTION NOTES (CONT.)

42. DUAL FACED CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).
43. RELOCATE EXISTING GATE AND CANTILEVER. SEE GRADE CROSSING SIGNAL PLANS.
44. UTILITY TO BE REMOVED OR RELOCATED. SEE UTILITY RELOCATION AND PROTECTION PLANS.
45. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 3 MOD 1 (PER DETAIL DRAWING RDDET115).
46. ASPHALT CURB (PER DETAIL ON DRAWING RDDET113).
47. NOT USED
48. SIDEWALK RAMP TYPE 2 (PER CITY OF LAKEWOOD STD. PLAN S-3B)
49. CURB, GUTTER, SIDEWALK AND PLANTER TRANSITION TO ASPHALT CURB (SIM. TO DETAIL DRAWING RDDET113).
50. ASPHALT SIDEWALK RAMP (PER DETAIL DRAWING RDDET113).
51. ASPHALT CURB TRANSITION TO CEMENT CONC. CURB AND GUTTER (PER DETAIL DRAWING RDDET113).
52. CEMENT CONC. SIDEWALK RAMP TYPE 2 MODIFIED, (SEE DRAWING RDDET110).
53. NOT USED
54. MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER (PER DETAIL DRAWING RDDET114).
55. MODIFIED WSDOT CEMENT CONC. SIDEWALK FOR MEDIAN (PER DETAIL DRAWING RDDET113).
56. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1 (PER C.O.T. STD. PLAN NO. SU-07).
57. NOT USED
58. CEMENT CONC. SIDEWALK RAMP TYPE 2B PER WSDOT STD. PLAN F-40.15-00.
59. STORMWATER CURB BREAK (PER DETAIL DRAWING RDDET112).
60. CEMENT CONC SIDEWALK (PER WSDOT STD. PLAN F-30.10-00).
61. CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).

GENERAL NOTES – ROADWAY CONSTRUCTION

1. SEE UTILITY RELOCATION AND PROTECTION PLANS FOR STORM DRAINAGE, MISC. CONDUIT AND CASING INSTALLATION.
2. SEE SHEETS RDAL121-RDAL125 FOR ROADWAY MEDIAN DETAILS
3. SEE SHEETS RDTS110-RDTS128 FOR PAVEMENT SECTIONS.
4. CURB AND CURB AND GUTTER DEFINED BY FACE OF CURB UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE PROVIDED AT TOP OF CURB UNLESS OTHERWISE NOTED AND DO NOT REFLECT CURB CUTS OR SIDEWALK RAMPS
5. ALL CURB RETURN ELEVATIONS ARE TO TOP OF CURB UNLESS OTHERWISE NOTED. AT CURB CUT RAMPS, CURB RETURN ELEVATIONS ARE TO A POINT 6" ABOVE GUTTER FLOWLINE UNLESS OTHERWISE NOTED.
6. ALL UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED.

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CONTRACT NO.

SoundTransit

HDR ENGINEERING INC.

Washington State Department of Transportation

POINT DEFIANCE BYPASS PROJECT
100% PS&E SUBMITTAL
ROADWAY CONSTSTRUCTION NOTES

ROADWAY CONSTRUCTION NOTES

RDCN

SHEET XX OF XX SHEETS

(X) ROADWAY CONSTRUCTION NOTES

1. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER C.O.T. STD. PLAN NO. SU-03.
2. MODIFIED WSDOT CEMENT CONC. SIDEWALK FOR MEDIAN PER DETAIL DRAWING RDDET113
3. CEMENT CONCRETE SIDEWALK PER C.O.T. STD. PLAN NO. SU-04
4. CONCRETE CROSSING PANELS. SEE TRACK PLAN AND PROFILE DRAWINGS.
5. CROSSING SIGNAL EQUIPMENT. SEE GRADE CROSSING SIGNAL PLANS.
6. TRAFFIC BARRIER CURB PER CITY OF LAKEWOOD STD. PLAN S-2F.
7. SIDEWALK PER CITY OF LAKEWOOD STD. PLAN S-2A.
8. TYPE D MOUNTABLE CEMENT CONCRETE CURB AND GUTTER PER C.O.T. STD. PLAN NO. SU-03.
9. CEMENT CONCRETE ROLLED CURB DRIVEWAY ENTRANCE MODIFIED (PER DETAIL DRAWING RDDET117).
10. CONSTRUCT ACCESS PAD TO RAILROAD SIGNAL EQUIPMENT WITH 6" CSBC OVER GRAVEL BORROW SUBGRADE.
11. NOT USED.
12. NOT USED
13. TYPE C PRECAST TRAFFIC CURB PER WSDOT STD. PLAN F-2.
14. CEMENT CONCRETE TRAFFIC CURB PER C.O.T. STD. PLAN NO SU-02.
15. CHAIN LINK FENCE TYPE 3 (PER WSDOT STD. PLAN L-20.10-00)
16. BEAM GUARDRAIL (TYPE 1) PER WSDOT STD. PLAN NO. C-1 WITH TYPE 1 ANCHOR PER WSDOT STD. PLAN NO. C-6
17. NOT USED.
18. NOT USED
19. CEMENT CONC. SIDEWALK RAMP TYPE 2A PER WSDOT STD. PLAN F-36
20. MODIFIED CEMENT CONC. DRIVEWAY ENTRANCE. SEE DRAWING RDDET114.
21. STATION/OFFSET LOCATION FOR DETECTABLE WARNING PATTERN SEE DRAWINGS RDDET110 AND RDDET111
22. CEMENT CONC. TRAFFIC CURB AND GUTTER PER CITY OF LAKEWOOD STD. PLAN S-2F
23. ADJUST UTILITY TO GRADE.
24. TYPICAL CURB AND GUTTER/SIDEWALK TRANSITION AT RAIL CROSSING. (SEE DRAWING RDDET110.)
25. NOT USED
26. CONSTRUCT SIDEWALK RAMP TYPE 2 PER C.O.T. STD. PLAN SU-05
27. CEMENT CONC. TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-00.
28. CEMENT CONC. SIDEWALK (PER WSDOT STD. PLAN F-30.10-00)
29. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 2A PER CITY OF LAKEWOOD STD. PLAN S-10.
30. RECONSTRUCT DRIVEWAY IN KIND AS NOTED TO MATCH EXISTING.
31. CEMENT CONC. SIDEWALK (PER CITY OF LAKEWOOD STD PLAN S-2B).
32. CEMENT CONC. SIDEWALK RAMP TYPE 1A PER WSDOT STD PLAN F-40.16-00.
33. TRAFFIC SIGNAL TO BE MOUNTED ON CANTILEVER.
34. NOT USED.
35. TYPICAL CURB AND GUTTER TRANSITION AT RAIL CROSSING. (SEE DRAWING RDDET110)
36. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1 PER CITY OF LAKEWOOD STD. PLAN S-1A.
37. NOT USED.
38. TYPICAL CURB AND GUTTER/PLANTER/SIDEWALK TRANSITION AT RAIL CROSSING (SEE DRAWING RDDET111).
39. REPLACE CONCENTRIC CONE WITH ECCENTRIC CONE, ADJUST TO GRADE AND ORIENT LID AWAY FROM CURB.
40. TYPICAL DEPRESSED SIDEWALK DETAIL AT RAIL CROSSING. (SEE DRAWING RDDET111).
41. CONCRETE PAD FOR BUS STOP. (SEE DETAIL DRAWING RDDET112)

(X) ROADWAY CONSTRUCTION NOTES (CONT.)

42. DUAL FACED CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).
43. RELOCATE EXISTING GATE AND CANTILEVER. SEE GRADE CROSSING SIGNAL PLANS.
44. UTILITY TO BE REMOVED OR RELOCATED. SEE UTILITY RELOCATION AND PROTECTION PLANS
45. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 3 MOD 1 (PER DETAIL DRAWING RDDET115).
46. ASPHALT CURB (PER DETAIL ON DRAWING RDDET113).
47. NOT USED
48. SIDEWALK RAMP TYPE 2 (PER CITY OF LAKEWOOD STD. PLAN S-3B).
49. CURB, GUTTER, SIDEWALK AND PLANTER TRANSITION TO ASPHALT CURB (SIM. TO DETAIL DRAWING RDDET113).
50. ASPHALT SIDEWALK RAMP (PER DETAIL DRAWING RDDET113).
51. ASPHALT CURB TRANSITION TO CEMENT CONC. CURB AND GUTTER (PER DETAIL DRAWING RDDET113).
52. CEMENT CONC. SIDEWALK RAMP TYPE 2 MODIFIED. (SEE DRAWING RDDET110).
53. NOT USED
54. MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER (PER DETAIL DRAWING RDDET114)
55. MODIFIED WSDOT CEMENT CONC. SIDEWALK FOR MEDIAN (PER DETAIL DRAWING RDDET113).
56. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1 (PER C.O.T. STD. PLAN NO. SU-07).
57. NOT USED
58. CEMENT CONC. SIDEWALK RAMP TYPE 3B PER WSDOT STD. PLAN F-40.15-00.
59. STORMWATER CURB BREAK (PER DETAIL DRAWING RDDET112).
60. CEMENT CONC. SIDEWALK (PER WSDOT STD. PLAN F-30.10-00).
61. CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).

GENERAL NOTES – ROADWAY CONSTRUCTION

1. SEE UTILITY RELOCATION AND PROTECTION PLANS FOR STORM DRAINAGE, MISC. CONDUIT AND CASING INSTALLATION.
2. SEE SHEETS RDAL121-RDAL125 FOR ROADWAY MEDIAN DETAILS
3. SEE SHEETS RDTS110-RDTS128 FOR PAVEMENT SECTIONS.
4. CURB AND CURB AND GUTTER DEFINED BY FACE OF CURB UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE PROVIDED AT TOP OF CURB UNLESS OTHERWISE NOTED AND DO NOT REFLECT CURB CUTS OR SIDEWALK RAMPS.
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JOB NUMBER	
CONTRACT NO.	

SOUNDTRANSIT

HDR ENGINEERING INC.

Washington State Department of Transportation

POINT DEFIANCE BYPASS PROJECT
100% PS&E SUBMITTAL
ROADWAY CONSTSTRUCTION NOTES

ROADWAY CONSTRUCTION NOTES

RDGN

SHEET XX OF XX SHEETS

WASHINGTON
1905 UTC 2005
UTILITIES AND TRANSPORTATION COMMISSION
Celebrating 100 Years

Meeting Sign-in Sheet

Assignment ~~Docket~~ Number: 2008-20
Date: 1-13-09 Time: 10 am

Name	Representing	E-mail address	Telephone Number	Mailing Address
DELPHIE NIELSEN	CLOVER PARK SD	KIZ WA.US DNIELSON@CLOVERPARK.	(253) 583-5494	10903 GRAVELLY LAKE DR SW LAKEWOOD WA 98499
KEVIN JEFFERS	WSDOT - RAIL	JEFFERK@WSDOT.WA.GOV	360-705-7782	PO BOX 47407 OLY 98504-7407
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PAUL CURL	UTC			
KATHY HUNTER	UTC			