



STATE OF WASHINGTON

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

1300 S. Evergreen Park Dr. S.W., P.O. Box 47250 • Olympia, Washington 98504-7250  
(360) 664-1160 • TTY (360) 586-8203

February 2, 2010

Jodi Mitchell  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104-2826

Desiree Winkler  
City of Lakewood  
6000 Main Street Southwest  
Lakewood, WA 98499-5027

Dale King, Superintendent  
Tacoma Rail  
2601 SR 509  
North Frontage Road  
Tacoma, WA 98421

**RE: TR-100127 - Petition from the Washington State Department of  
Transportation to Modify the Clover Creek Drive SW Highway-Rail Grade  
Crossing**

Dear Ms. Mitchell, Ms. Winkler and Mr. King:

On January 19, 2010, the Washington State Department of Transportation filed a petition with the Washington Utilities and Transportation Commission (Commission), seeking approval to modify an at-grade railroad crossing at Clover Creek Drive Southwest in the City of Lakewood, Washington. The petition also seeks to install wayside horns at the crossing. The Commission assigned Docket No. TR-100127 to this petition.

Please review the attached petition and respond by February 22, 2010. Your response options include:

- Support the petition – Complete the Respondent's Waiver of Hearing form, which serves as your consent for the Commission to issue an order without further notice or hearing.



Jodi Mitchell  
Desiree Winkler  
Dale King  
February 2, 2010  
Page 2

- Do not support the petition – Reply with your position and include whether you feel a hearing is necessary to resolve the issues or suggest other courses of action, such as further discussion prior to going to hearing.

If you do not respond within 20 days of the date of this letter, we will assume you do not support the petition and will set the matter for hearing. You will be required to attend the hearing and respond to the Commission.

If you have any questions, please contact Kathy Hunter at (360) 664-1257 or [khunter@utc.wa.gov](mailto:khunter@utc.wa.gov).

Sincerely,



David Pratt  
Assistant Director, Transportation Safety

Enclosure

cc: Kevin Jeffers, WSDOT (without attachment)

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Department of  
 Transportation

\_\_\_\_\_  
 Petitioner,

vs.  
 Central Puget Sound Regional  
 Transportation Authority and the City of  
 Lakewood

\_\_\_\_\_  
 Respondent

) DOCKET NO. TR- 100127

)  
 )  
 )  
 ) PETITION TO MODIFY A  
 ) HIGHWAY-RAIL GRADE  
 ) CROSSING  
 ) Clover Creek Drive SW

)  
 )  
 ) USDOT CROSSING # 085822W  
 ) UTC CROSSING #

2010 JAN 19 AM 8:25  
 RECEIVED  
 UTILITIES & TRANSPORTATION  
 COMMISSION

.....  
 The Petitioner asks the Washington Utilities and Transportation Commission to approve  
 modification of a highway-rail grade crossing.

*Section 1 – Petitioner’s Information*

<b>Washington State Department of Transportation</b>
_____ Petitioner <b>310 North Maple Park Ave SE</b>
_____ Street Address <b>Olympia, WA 98504</b>
_____ City, State and Zip Code <b>PO Box 47307, Olympia, WA 98504-7407</b>
_____ Mailing Address, if different than the street address <b>Kevin Jeffers</b>
_____ Contact Person Name <b>360-705-7982; JefferK@wsdot.wa.gov</b>
_____ Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

<b>Central Puget Sound Regional Transportation Authority ("Sound Transit")</b>
Respondent <b>401 South Jackson Street</b>
Street Address <b>Seattle, WA 98104-2826</b>
City, State and Zip Code
Mailing Address, if different than the street address <b>Jodi Mitchell</b>
Contact Person Name <b>206-398-5080; Jodi.Mitchell@SoundTransit.org</b>
Contact Phone Number and E-mail Address

<b>City of Lakewood</b>
Respondent <b>6000 Main Street SW</b>
Street Address <b>Lakewood, WA 98499-5027</b>
City, State and Zip Code
Mailing Address, if different than the street address <b>Desirée Winkler</b>
Contact Person Name <b>(253) 983-7818, dwinkler@CityofLakewood.us</b>
Contact Phone Number and E-mail Address

*Section 3 – Current Crossing Information*

1. Railroad company(ies) \_\_\_\_\_  
• Tracks owned by: Sound Transit  
• Operating railroad: Tacoma Rail, BNSF, Amtrak
2. Type of railroad at crossing     Common Carrier     Logging     Industrial  
 Passenger     Excursion
3. Type of tracks at crossing     Main Line, number of tracks 1  
 Siding or Spur, number of tracks \_\_\_\_\_
4. Average daily train traffic, freight 2 per day (trains typically operate 4-5 days/week, max.)  
Authorized freight train speed 10 mph    Operated freight train speed 10 mph
5. Average daily train traffic, passenger 0  
Authorized passenger train speed N/A    Operated passenger train speed N/A
6. Describe current crossing configuration including type of train detection, active warning devices, preemption, etc.:  
**This is currently a single track crossing with crossbucks only (no active warning devices).**
-



*Section 5 – Proposed Temporary Crossing*

1. Will a temporary crossing be installed?      Yes \_\_\_\_\_ No   X  

2. If so, describe the purpose of the crossing and the estimated time it will be needed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing?      Yes \_\_\_\_\_ No \_\_\_\_\_ N/A

Approximate date of removal \_\_\_\_\_

*Section 6 – Current Highway Traffic Information*

1. Name of roadway/highway   Clover Creek Drive SW  

2. Roadway classification   Local    
  City of Lakewood  

3. Road authority \_\_\_\_\_

4. Average annual daily traffic (AADT)   1270 (in year 2006)  

5. Number of lanes   1 NB lane, 1 SB lane.  

6. Roadway speed   25mph  

7. Is the crossing part of an established truck route?      Yes \_\_\_\_\_ No   X  

8. If so, trucks are what percent of total daily traffic?   6% (PM peak)  

9. Is the crossing part of an established school bus route?      Yes   X   No \_\_\_\_\_

10. If so, how many school buses travel over the crossing each day?   10 (estimated)  

11. Describe any changes to the information in 1 through 7, above, expected within ten years:  
**AADT estimated to grow to 1740 (in year 2020); as part of the project, a new 1' wide median will be installed on both sides of the crossing. Concrete curb and gutter will be installed on both approaches, as well. The paved surface is being widened several feet to provide lanes 12' wide from face-of-median to face-of-curb on both approaches and 14' wide from face-of-median to edge-of-pavement on the roadways "beyond" the crossing.**

*Section 7 – Alternatives to the Proposed Modifications*

1. Does a safer location for a crossing exist within a reasonable distance of the current or proposed location?      Yes \_\_\_\_\_      No X

2. If a safer location exists, explain why the crossing should not be located at that site.

---

---

---

---

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes X      No \_\_\_\_\_

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

**Views are obstructed by businesses on the south side of the tracks, and by homes and roadway geometry on the north side of the tracks – the roadway on the north side has a “wye” intersection, with both sides curving away from the crossing and being obstructed by homes.**

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes \_\_\_\_\_      No X

6. If an over-crossing or under-crossing is not feasible, explain why. **There is approximately 200' to the intersection with Pacific Highway SW, which is inadequate to accommodate the necessary grades.**



7. Does the railway line, at any point in the vicinity of the modified crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes  No

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

---

---

---

---

9. Is there an existing public or private crossing in the vicinity of the proposed modified crossing?

Yes  No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

---

---

---

---

---

*Section 8 – Sight Distance*

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction after modification. “Number of feet from proposed crossing” is measured from the crossing gate along the centerline of the “outside” lane. Sight distance is measured from the edge of traveled way (edge of fog line or curb line) along the CL of track at the crossing. NOTE - for “Left” sight distances, the edge of traveled way is on the *opposite* side of the roadway.

a. Approaching the crossing from SOUTH, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	0 (No roadway approach)
Right	200	60
Right	100	110
Right	50	95
Right	25	270
Left	300	0 (No roadway approach)
Left	200	20
Left	100	80
Left	50	140
Left	25	255

b. Approaching the crossing from NORTH, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	0 (obscured by trees)
Right	200	0 (obscured by trees)
Right	100	80 (obscured by fence)
Right	50	340
Right	25	250
Left	300	0 (obscured by structures)
Left	200	80
Left	100	145
Left	50	310
Left	25	270

2. Will the modified crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes      No X

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing.

**At the North side of the crossing, the roadway slopes down from the crossing at approximately 2.8%. The slope begins at the edge of the crossing panels and gets gradually steeper. The roadway grade to the South of the crossing slopes downward away from the crossing at 2.1%. These slopes begin at 0% (flat) at the crossing and get gradually steeper as they move away from the crossing. The slopes extend approximately 50' out from each side of the crossing.**

4. Will the modified crossing provide an approach grade of not more than five percent prior to the level grade?

Yes  X  No      

3. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

---

---

---

---

### *Section 9 – Illustration of Modified Crossing Configuration*

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the modified crossing.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of the existing and proposed signage.

**Existing features (buildings, trees, etc) that are obstructions are shown on the accompanying plan in “screened” or “grayscale” lines.**

### *Section 10 – Proposed Warning Signals or Devices*

1. Explain in detail the number and type of proposed automatic signals or other warning devices planned at the crossing, including a cost estimate for each. If the proposed modifications include adding or modifying preemption, contact UTC for the additional worksheets.

**There are currently no active warning devices at the crossing. New flashing lights, bells, and gates will be installed.**

**The control equipment for the railroad warning devices will be modern constant warning time units.**

**The approximate cost for railroad crossing signal improvements at Clover Creek Drive SW is \$300,000.**

*Section 11 – Justification of Installation of Wayside Horn (if applicable)*

1. Describe in detail why this crossing should have a wayside horn installed. Also include a description of where the wayside horns and indicator lights will be installed at the crossing.

**With higher speed operations, wayside horns are being installed to help avoid creating noise for residents adjacent to the track. With higher speed trains, the train horn would begin sounding farther from the crossing, near residential areas and schools. The indicator lights will be installed on separate masts, mounted high so that engineers can see them from a distance.**

*Section 12 – Additional Information*

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from modifying the crossing as proposed.

**New concrete crossing panel crossing surfaces will be installed, and the roadway repaved to match the elevation of the panels.**

**Waiver of Hearing - Sound Transit**

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at \_\_\_\_\_, Washington, on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Printed name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone number and e-mail address

\_\_\_\_\_  
Mailing address

**Waiver of Hearing** - *City of Lakewood*

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at \_\_\_\_\_, Washington, on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_.

\_\_\_\_\_  
Printed name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone number and e-mail address

\_\_\_\_\_  
Mailing address

Waiver of Hearing -- Tacoma Rail

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at Tacoma, Washington, on the 12th day of February, 2010.

Tacoma Rail

Printed name of Respondent

Dale W. King

Signature of Respondent's Representative

Superintendent

Title

(253) 396-3327 dale.king@cityoftacoma.org

Phone number and e-mail address

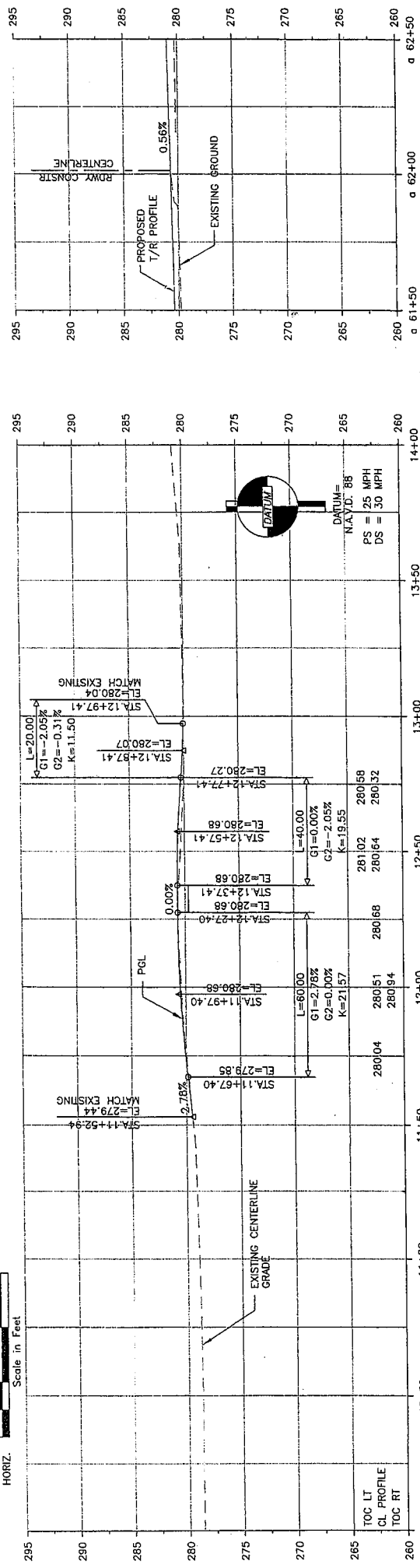
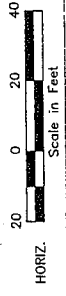
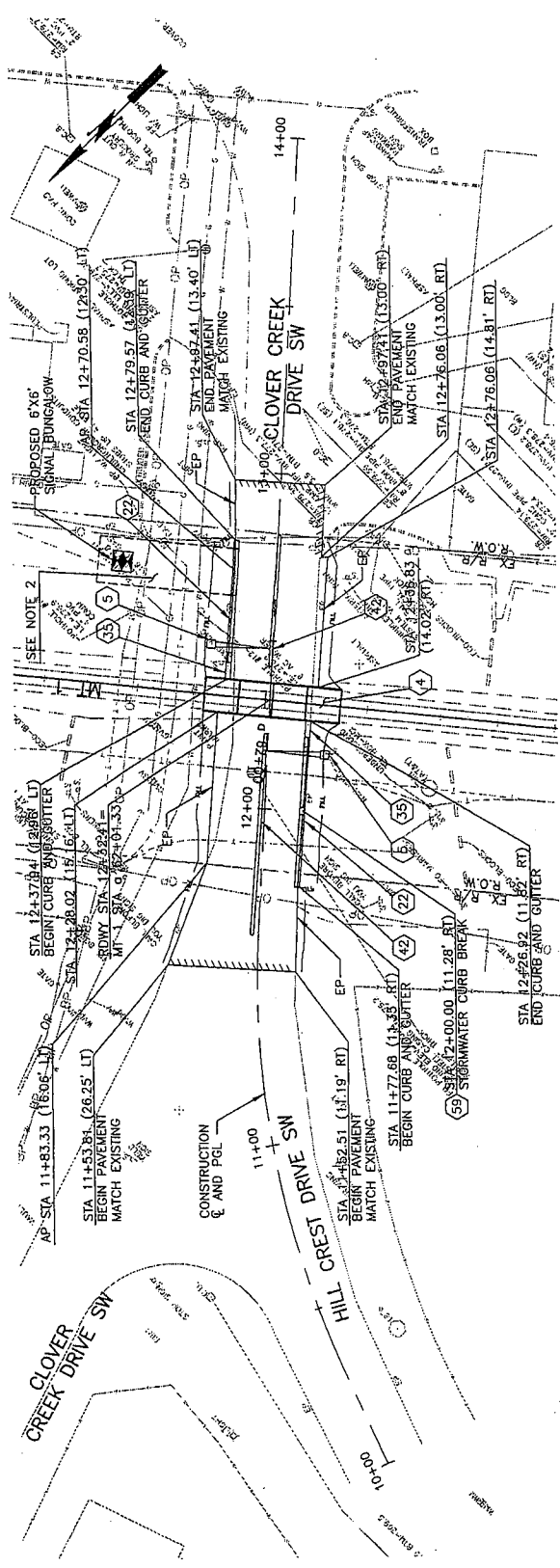
2601 SR 509 N. Frontage Road

Tacoma, WA 98421

Mailing address

STATE OF WA  
OFFICE OF THE  
ATTORNEY GENERAL  
2010 FEB 16 AM 8:09

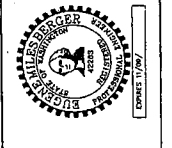
**GENERAL NOTES:**  
 1. SEE DRAWING ROCK FOR CONSTRUCTION NOTES AND ADDITIONAL GENERAL NOTES.  
 2. SEE DETAILS ON DRAWING RD132 FOR ACCESS PAD AND MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER.



**CLOVER CREEK DRIVE SW PROFILE**  
 SCALE (FULL SIZE): 1" = 20' HORIZ.  
 1" = 5' VERT.

**MT 1 TRACK PROFILE**  
 SCALE (FULL SIZE): 1" = 20' HORIZ.  
 1" = 5' VERT.

FILE NAME	PD_RD126.dwg	REGION	STATE
TIME	11:50am	NO.	
DATE	Jan 07, 2009	10	WASH
PLOTTED BY	eberger	JOB NUMBER	
DESIGNED BY	AKW	CONTRACT NO.	4308
ENTERED BY	ETP	DATE	BY
CHECKED BY	CR	REVISION	
PROD. ENGR.	BB		
REGIONAL ADM.			



Washington State  
 Department of Transportation

ROADWAY PLAN AND PROFILE  
 CLOVER CREEK DRIVE SW  
 TRACK AND SIGNAL IMPROVEMENTS  
 SOUNDER COMMUTER RAIL M STREET TO LAKEWOOD  
 RD126  
 SHEET  
 OF  
 SHEETS



**ROADWAY CONSTRUCTION NOTES**

**ROADWAY CONSTRUCTION NOTES (CONT.)**

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 RODET113).
  3. CEMENT CONCRETE SIDEWALK (PER C.O.T. STD. PLAN SU-04).
  4. CONCRETE CROSSING PANELS WITH ELASTOMERIC FLANGE FILLER. SEE TRACK PLAN AND PROFILE DRAWINGS.
  5. CROSSING SIGNAL EQUIPMENT. SEE GRADE CROSSING SIGNAL PLANS.
  6. CEMENT CONCRETE TRAFFIC BARRIER CURB PER CITY OF LAKEWOOD STD. PLAN S-2F.
  7. CEMENT CONCRETE 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. (NOT USED)
  9. CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 2 PER C.O.T. STD. PLAN SU-08 MODIFIED WITH CURB AT BACK OF S/W. (SEE TYPICAL SECTIONS.)
  10. CRUSHED SURFACING BASE COURSE (ACCESS PAD TO RAILROAD SIGNAL EQUIPMENT: 6" CSBC COMPACTED DEPTH OVER GRAVEL BORROW SUBGRADE).
  11. 8" REINFORCED HEAVY DUTY SIDEWALK AND / OR DRIVEWAY PER DRAWING NO. RODET01. (NOT USED)
  12. REPLACE EXISTING CROSSING WITH 115# WOOD TIES. (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-03.
  15. CHAINLINK FENCE TYPE 3 (PER WSDOT STD. PLAN L-20.10-00). (NOT USED)
  16. BEAM GUARDRAIL TYPE 1 PER WSDOT STD. PLAN NO. C-1.
  17. (NOT USED)
  18. (NOT USED)
  19. (NOT USED)
  20. CEMENT CONC. DRIVEWAY ENTRANCE-MODIFIED (PER DETAIL DRAWING RODET114).
  21. STATION/OFFSET LOCATION FOR DETECTABLE WARNING PATTERN. SEE DRAWINGS RODET110 AND RODET111.
  22. CEMENT CONCRETE 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 (PER DETAIL DRAWING RODET110).
  25. CONSTRUCT A 3' WIDE DETECTABLE WARNING STRIP WITH TRUNCATED DOMES PER C.O.T. DEPT. OF PUBLIC WORKS STANDARD PLAN SU-05A. SEE DRAWING NO. RODET01. (NOT USED)
  26. CONSTRUCT SIDEWALK RAMP TYPE 2 PER C.O.T. STD. PLAN SU-05. (NOT USED)
  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. (NOT USED)
  30. RECONSTRUCT DRIVEWAY IN KIND AS NOTED TO MATCH EXISTING. (NOT USED)
  31. CEMENT CONC. SIDEWALK (PER CITY OF LAKEWOOD STD. PLAN S-2B).
  32. CEMENT CONC. SIDEWALK RAMP TYPE 5 PER WSDOT STD. PLAN F-42.10-00.
  33. (NOT USED)
  34. (NOT USED)
  35. TYPICAL CURB AND GUTTER TRANSITION AT RAIL CROSSING (PER DETAIL DRAWING RODET110).
  36. (NOT USED)
  37. (NOT USED)
  38. TYPICAL CURB AND GUTTER/PLANTER/SIDEWALK TRANSITION AT RAIL CROSSING (PER DETAIL DRAWING RODET111).
  39. REPLACE CONCENTRIC CONE WITH ECCENTRIC CONE, ADJUST TO GRADE AND ORIENT LID AWAY FROM CURB. (NOT USED)
  40. TYPICAL DEPRESSED SIDEWALK AT RAIL CROSSING (PER DETAIL DRAWING RODET111).
  41. CONCRETE PAD FOR BUS STOP (PER DETAIL DRAWING RODET112).
42. DUAL FACED CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).
  43. (NOT USED)
  44. (NOT USED)
  45. (NOT USED)
  46. HMA CURB (PER DETAIL DRAWING RODET113).
  47. (NOT USED)
  48. SIDEWALK RAMP TYPE 2 PER CITY OF LAKEWOOD STD. PLAN S-3B.
  49. (NOT USED)
  50. HMA SIDEWALK RAMP (PER DETAIL DRAWING RODET113).
  51. CURB AND GUTTER TRANSITION TO HMA CURB (PER DETAIL DRAWING RODET113).
  52. CEMENT CONCRETE SIDEWALK RAMP TYPE 2 MODIFIED (PER DETAIL DRAWING RODET110).
  53. (NOT USED)
  54. MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AND GUTTER (PER DETAIL DRAWING RODET114).
  55. (NOT USED)
  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 RODET112).
  60. (NOT USED)
  61. CEMENT CONC. TRAFFIC CURB (PER WSDOT STD. PLAN F-10.12-00).
  62. PRECAST DUAL FACED SLOPED MOUNTABLE CURB (PER WSDOT STD. PLAN F-10.64-01).
  63. (NOT USED)
  64. BEAM GUARDRAIL ANCHOR TYPE 1 (PER WSDOT STD. PLAN C-6 WITH END SECTION DESIGN C PER WSDOT STD. PLAN C-7).
  65. CHAIN LINK FENCE TYPE 4 (PER WSDOT STD. PLAN L-20.10-00) WITH VINYL COATING.

**GENERAL NOTES -- ROADWAY CONSTRUCTION**

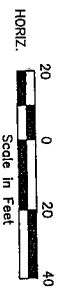
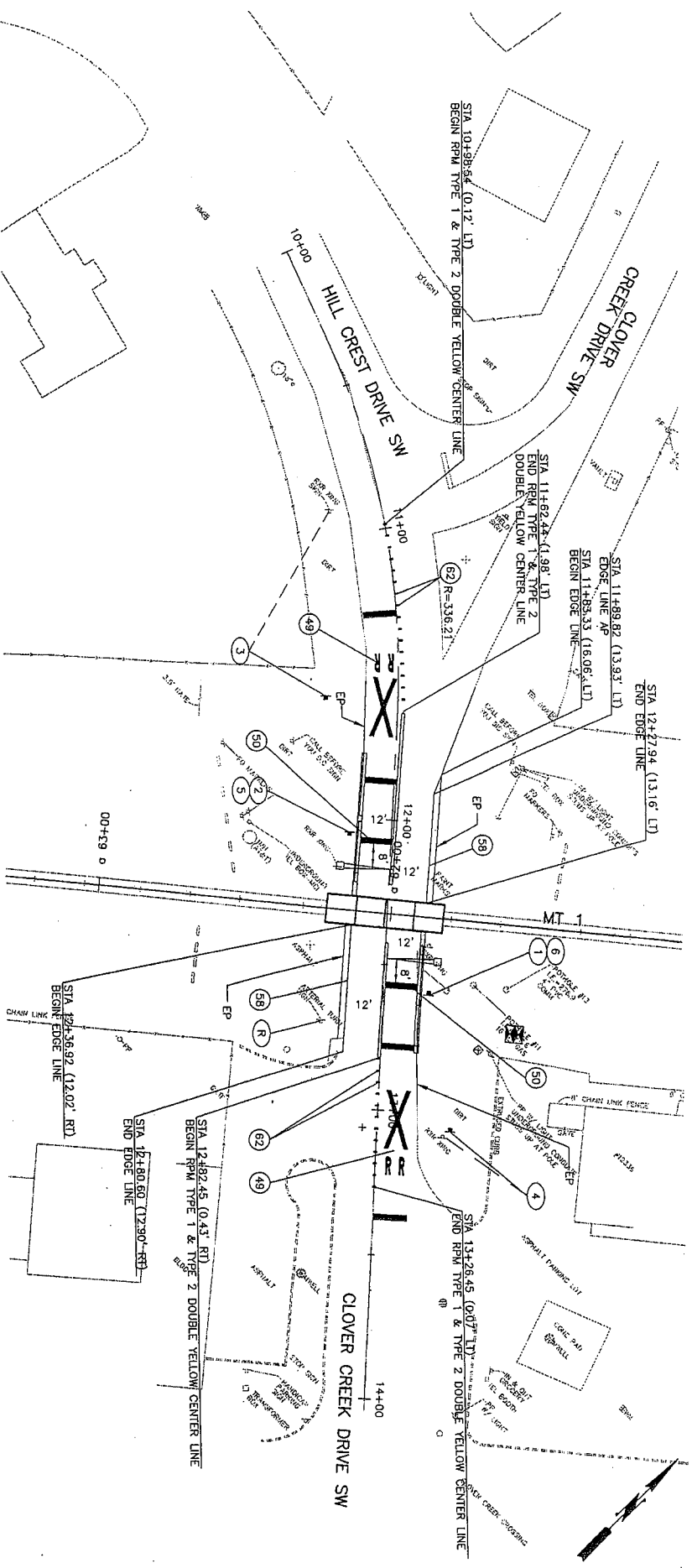
1. SEE UTILITY RELOCATION AND PROTECTION PLANS FOR STORM DRAINAGE, MISC. CONDUIT AND CASING INSTALLATION.
2. SEE SHEETS RDAL121-RDAL125 FOR ROADWAY MEDIAN DETAILS.
3. SEE SHEETS ROTS110-ROTS128 FOR PAVEMENT SECTIONS.
4. CURB AND GUTTER DEFINED BY FACE OF CURB UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE 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 INDICATED AT A POINT 6" ABOVE GUTTER FLOWLINE UNLESS OTHERWISE NOTED.
6. ALL UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED.
7. DRIVEWAYS ARE STATIONED AT CENTERLINE OF DRIVEWAY.
8. STORMWATER CURB BREAKS ARE STATIONED AT CENTERLINE OF STORMWATER CURB BREAK.

FILE NAME	PD_RDCN.dwg	PERSON	STATE
TIME	11:59am	NO.	
DATE	Jan 07 2009	TO	WASH
PLOTTED BY	eburger	JOB NUMBER	
DESIGNED BY	RDH	43008	
ENTERED BY	RDH	CONTRACT NO.	
CHECKED BY	XXX	REV/DATE	16-08
PROJ. ENGR.		BY	
REGIONAL ADM.		DATE	
	REVISION		



RDCN	ROADWAY CONSTRUCTION NOTES
SHEET OF SHEETS	
ROADWAY CONSTRUCTION NOTES	

- GENERAL NOTES:**
1. SEE DRAWING RDCH114 FOR CHANNELIZATION NOTES AND ADDITIONAL GENERAL NOTES.
  2. SEE DRAWING ROS113B FOR SIGN SCHEDULE AND POSITION FOR NOTES.
  3. COORDINATE SIGN LOCATIONS IN FIELD TO AVOID OBSCURING RAILROAD WARNING LIGHTS FROM MOTORISTS' VIEW.



FILE NAME	RD_CH114.dwg	REGION	STATE
TIME	11:42:20 AM	NO.	WASH
DATE	JAN 07, 2009	CONTRACT NO.	10
DESIGNED BY	ebejer	DATE	
ENTERED BY	CLG	BY	
CHECKED BY	CR	DATE	
PROJ. ENGR.	BB	REVISION	
REGIONAL ADM.			

<b>SOUNDTRANSIT</b>	<b>HR</b>	Washington State Department of Transportation
SOUNDER-COMMUTER RAIL, M STREET TO LAKEWOOD TRACK AND SIGNAL IMPROVEMENTS		
CLOVER CREEK DRIVE SW		
CHANNELIZATION AND SIGNING PLAN		

RDCH114	SHEETS
14	OF

