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November 3, 2008

David W. Danner, Executive Director and Secretary
Utilities and Transportation Commission
P.O. Box 47250
Olympia, WA 98504-7250

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2008 NOV -7 AM 8:11
STATE OF WASH
UTILITIES AND TRANSP
COMMISSION

RE: TR-081407 Petition from Meeker Southern Railroad to Modify a
Highway-Rail Grade Crossing at 134th Avenue East in Pierce County

Dear Mr. Danner:

Following receipt of your August 12, 2008 letter we verbally responded to your office with our initial thoughts to the petition from Meeker Southern Railroad to construct a second railroad track across 134 Avenue E. A meeting was then held in our office on September 16, 2008 to further discuss the proposed project as well as our concerns.

During the September 16th meeting, Pierce County made the commitment to review the project site and further evaluate traffic volumes and operation on the adjacent road and intersection to determine potential impacts that might occur from the proposed second railroad track. The proponent made the commitment to provide Pierce County with an electronic or hard copy of the engineered plans to assist with our review. As of this date, we have not received a copy of the final plans.

We have completed our traffic review of 134 Avenue E at the railroad crossing and the intersection of 134 Avenue E and Pioneer Way E. The results of our review determined that a left turn lane on Pioneer Way E for eastbound traffic is currently warranted and with the proposed second track will be even more needed. As you may know, Pioneer Way E is within the jurisdiction of the City of Puyallup and we would defer to them as to how they may wish to proceed in requesting the left turn lane as it relates to this petition.

134 Avenue E will not require widening, but will require reconstruction to accommodate the second track and we would request that the crossing surface material be wide enough and of a type of material that would meet ADA requirements. In addition, pavement markings and railroad signage will need to be updated to meet the MUTCD (Manual on Uniform Traffic Control Devices) due to the second track.

Based upon our site review of the railroad crossing on 134th Ave E, it is our recommendation that if the crossing is approved by the UTC an active crossing traffic control device be required. The active crossing traffic control device (railroad signal) should consist of train detection, flashing light signals, bells, and automatic gates.

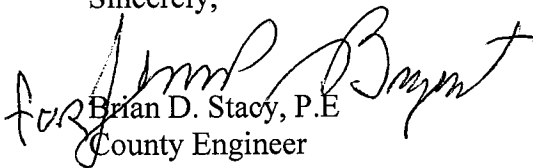


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November 3, 2008
Page 2

The flashing light system may require a cantilevered arm due to the horizontal alignment of 134 Avenue East and the close proximity of adjacent intersections on either side. Finally, we recommend when reconstructing the crossing surface on 134 Avenue E that conduit(s) be included to allow for a future signal interconnect with a future traffic signal when warranted at the intersection of Pioneer Way E and 134th Avenue E and the proposed railroad signal. This conduit would eliminate having to cut the pavement in the future on the County roadway and eliminate having to bore under the crossing surface material and the railroad tracks.

After receipt and review of the promised engineering plans the County may have additional comments or concern regarding the second railroad track petition. Also, our Parks Department may have interest for a non-motorized connection of their facility with that of City of Puyallup's plan non-motorized facility.

Sincerely,


Brian D. Stacy, P.E.
County Engineer

cc:

Skip Ferrucci, RS Superintendent
Kathy Kravit-Smith, Director
David St. Pierre, DPA
Jerry P. Bryant, P.E., Field Engineering Manager, Public Works and Utilities
Jim Ellison, P.E., County Traffic Engineer, Public Works and Utilities
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