

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. TR-040665

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RECORD MANAGEMENT

PETITION

APR 12 AM 9:24

City of Battle Ground, Petitioner

Road Name Rasmussen Blvd

STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

vs.

W.U.T.C. Crossing No. \_\_\_\_\_

Clark County, Respondent

D.O.T. Crossing No. \_\_\_\_\_

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the construction of a grade crossing;  
(construction-reconstruction-relocation)
- directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;
- directing \_\_\_\_\_ of warning devices at an existing crossings;  
(replacement-change-upgrade)
- allocating funds from the "grade crossing protective fund" for \_\_\_\_\_  
\_\_\_\_\_ of active warning devices; (installation and/or  
maintenance)
- authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
- order without hearing

[ ] [X] Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?  
Yes No

[ ] [ ] If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?  
Yes No

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

City of Battle Ground  
 \_\_\_\_\_  
 Petitioner  
Sam Adams Public Works Director  
 \_\_\_\_\_  
 Print Name Title  
109 1<sup>st</sup> Street, Suite 112  
 \_\_\_\_\_  
 Street Address  
Battle Ground, WA 98604  
 \_\_\_\_\_  
 City-State-Zip Code

**INTERROGATORIES**  
Use additional paper as needed

[ 1 ]

State name of highway and railway at crossing intersection:

Existing or proposed highway N/A mile post unknown  
Existing or proposed railway Lewis & Clark Railway mile post 13.6  
Located in SW 1/4 of the NE 1/4 of Sec. 11 Twp. 3N Range 2E W.M.  
WUTC crossing number N/A DOT crossing number N/A  
Street Rasmussen Blvd. City Battle Ground County Clark  
(if applicable) (if applicable)

[ 2 ]

Character of crossing (indicate with X or numbers where applicable):

- (a) Common Carrier  Logging or Industrial   
(b) Main Line  Branch Line  Siding or Spur   
(c) Total number of tracks at crossing There is one track at the proposed crossing  
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)  
(d) Operating maximum train speed:                      Legal maximum train speed:  
Passenger 40 MPH                      Passenger 40 MPH  
Freight 25 MPH                      Freight 25 MPH  
(e) Actual or estimated train traffic in 24 hours:  
Passenger Trains approx. 2-4                      Freight Trains approx. 2-4  
(Note: Round trip counted as two trains. Include switch movements.)

[ 3 ]

Character of Roadway:

- (a) State Highway - Classification N/A  
(b) County Highway - Classification N/A  
(c) City Street - Classification Rasmussen Blvd (proposed extension) will be built out to a 46' paved width in a 70' right-of-way consistent with the City's standards for a minor arterial road section.  
(d) Number of traffic lanes existing in each direction: None - the roadway is proposed  
(e) Number of additional traffic lanes proposed: 2 lanes with a center turn lane  
(e) Posted vehicle speed limit: Automobiles assume 25 MPH Trucks assume 25 MPH  
(f) Estimated vehicle traffic in 24 hours: Current total 0, including 0 trucks

and  0  school bus trips. Projected traffic in  5  years: total  3200   
from Traffic Analysis of impacts of proposed site. Minimal cut-through traffic is  
expected since both Grace Ave and NE 199<sup>th</sup> St have higher posted speeds and are  
less circuitous. The proposed development will not create a shorter or faster  
roadway route to any arterial from an existing trip generator. To be conservative,  
an additional 300 trips were assumed to be cut-through trips. A link volume plot from  
the Regional Transportation Council is attached. Thus the total number of trips is  
expected to be 3500, including  100 trucks are expected to use this crossing.  
Most of the truck traffic generated by this site is expected to use NE 199<sup>th</sup> Street  
because it is the fastest route to SR 503. trucks and  8  school bus trips.

[ 4 ]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

*The proposed crossing @ Rasmussen Blvd. and the Lewis & Clark Railway is intended as a permanent crossing.*

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

*The proposed grade crossing shall be permanent.*

[ 5 ]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

*There does not appear to be a safer location for a grade crossing near the proposed crossing point.*

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

*The point of the proposed crossing does not contain viewing obstructions. The surrounding areas are generally flat and vacant. However, there is one building that will block the view for traffic approaching from the west and looking for trains approaching from the south. This building is used daily and it is not practical to move. In addition there is little flexibility in the location of where Rasmussen*

*crosses the tracks. Realigning Rasmussen to cross the tracks further to the north would destroy several new homes.*

[ 6 ]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

*It is not feasible to use an over or under crossing at the proposed intersection. The grade separation necessary to accommodate either of these alternatives would not be attainable due to the proximity of the proposed crossing to the intersection of Rasmussen Boulevard and Grace Avenue to the west and the proximity to proposed commercial driveway access points to the proposed development to the east.*

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

*There is no point in the vicinity of the proposed crossing that passes over a fill or trestle or through a cut.*

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

*Not applicable.*

[ 7 ]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

*The nearest crossing to the North @ NE Grace and E. Main Street is approximately 2000 ft. from the proposed crossing. To the South, approximately 3300 ft., Lewis & Clark RR crosses NE 119<sup>th</sup> Street.*

- (b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

*To provide access and circulation that meets the City of Battle Ground traffic demands, Rasmussen Blvd. needs to be extended. The City of Battle Ground has this crossing listed on their Capital Facilities Plan. In order to accommodate arterial spacing requirements, Rasmussen Blvd must cross the Lewis & Clark RR.*

- (c) If so, state approximate cost of highway relocation to effect such changes.

*Not applicable.*

- (d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

*No, the other two adjacent crossings are at arterial roadways. These are important transportation links that should not be eliminated.*

- (d) If this crossing is authorized, do you propose to close any existing crossing or crossings?

*Crossing closures are not proposed.*

[ 8 ]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from WEST (direction) an unobstructed view to

right when on highway 300 feet from crossing of	<u>130</u>	feet
right when on highway 200 feet from crossing of	<u>235</u>	feet
right when on highway 100 feet from crossing of	<u>340</u>	feet
right when on highway 50 feet from crossing of	<u>950</u>	feet
right when on highway 25 feet from crossing of	<u>1000+</u>	feet
left when on highway 300 feet from crossing of	<u>105</u>	feet
left when on highway 200 feet from crossing of	<u>275</u>	feet
left when on highway 100 feet from crossing of	<u>1500+</u>	feet
left when on highway 50 feet from crossing of	<u>1500+</u>	feet
left when on highway 25 feet from crossing of	<u>1500+</u>	feet

Approaching crossing from EAST (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of	<u>850</u>	feet
right when on highway 200 feet from crossing of	<u>1025</u>	feet
right when on highway 100 feet from crossing of	<u>1200</u>	feet
right when on highway 50 feet from crossing of	<u>1500+</u>	feet
right when on highway 25 feet from crossing of	<u>1500+</u>	feet
left when on highway 300 feet from crossing of	<u>2000+</u>	feet
left when on highway 200 feet from crossing of	<u>2000+</u>	feet
left when on highway 100 feet from crossing of	<u>2000+</u>	feet
left when on highway 50 feet from crossing of	<u>2000+</u>	feet
left when on highway 25 feet from crossing of	<u>2000+</u>	feet

[ 9 ]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

*The proposed crossing is new, therefore signing does not exist at the intersection. See attached two-sheet exhibit for plan and profile information at the proposed crossing.*

[ 10 ]

- (a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

*It will not be possible to accomplish a perfectly level approach grade for Rasmussen Boulevard 25 feet in each direction from the railroad crossing. However, consistent with state and national guidelines, road grades in each direction from the crossing will be such that the roadway will be less than 6 inches below the top of rail at a point 30 feet from the proposed crossing. The existing grades of Grace Avenue just west of the proposed crossing are such that it is not readily possible to establish a flat grade 25 feet from the railroad crossing. It is also undesirable to have a perfectly flat grade for this section of roadway due to pavement drainage considerations.*

- (b) If not, state in feet the length of level grade it is feasible to obtain.

*Approach grades for the 25' to the west of the crossing will average less than 0.5%. Similarly, on the east- side of the tracks, a 25' section at 0.5% grade away from the tracks has been provided.*

- (c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

*Yes, grades approaching the crossing will be less than 5% in both directions.*

[ 11 ]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

*There is no apparent reason as to why the crossing should not be permitted as proposed.*

**Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.**

[ 12 ]

- (a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)
- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ \_\_\_\_\_
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ \_\_\_\_\_
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?
- (e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?  
 Yes       No

[ 13 ]

**Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)**

**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of \_\_\_\_\_

for \_\_\_\_\_

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

The cost of installation (estimated at \$ \_\_\_\_\_)

subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

as apportioned between the parties.

to be paid by petitioner.

Other conditions to waiver of hearing:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at \_\_\_\_\_, Washington, on this \_\_\_\_\_ day  
of \_\_\_\_\_, 20 \_\_\_\_\_.

Respondent \_\_\_\_\_

by \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_





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**PUBLIC WORKS**

**CLARK COUNTY**  
WASHINGTON

February 24, 2004

Dennis Pavlina  
Gold Medal Group, LLC  
7710 NE Vancouver Mall Drive  
Vancouver, WA 98662

Subject: Rasmussen Blvd. - Railroad Crossing Permit

Dear Mr. Pavlina:

Per your request, this letter is to confirm the County's intent to allow a public road crossing of the County rail line at Rasmussen Blvd. in Battle Ground. A rail crossing at this location has long been a part of Battle Ground's adopted Transportation Plan. Note that the County's acceptance of this crossing location is dependent upon (1) the approval by the Washington Utilities and Transportation Commission of the crossing location and (2) a private crossing of the rail line not being built at the 10<sup>th</sup> Avenue location.

If you have questions, please contact me at (360) 397-6118 extension 4017.

Sincerely,

Steven C. Schulte  
Railroad Coordinator

Cc: Carl Oman

1300 Franklin Street • P.O. Box 9810 • Vancouver, WA 98666-9810 • tel: [360] 397-6118 • fax: [360] 397-6051 • www.clark.wa.gov



*\* Delivered  
Tuesday, 2/24/04*



February 24, 2004

Tel. (360) 397-0351 / Fax (360) 254-9364

E-mail: goldmedal@imginc.cc

7710 NE Vancouver Mall Drive / Vancouver, Washington 98662

Steve Schulte  
Clark County Public Works  
1300 Franklin Street  
Vancouver, WA 98666

RE: Permit For Rasmussen Crossing

Dear Steve:

Per our telephone conversation today, the purpose of this letter is to indicate our need for a permit and easement for extending a public street over the County owned railroad tracks. We are purchasing 108 acres that abut the railroad tracks, and as a condition of our project approval the City of Battle Ground is requiring us to extend Rasmussen Boulevard from its terminus at Grace Avenue, east to our property. Please see the attached plat map for illustrative purposes. It is noted that we are also purchasing the 10<sup>th</sup> Street property, and that we will not be proceeding with any plans to obtain a permit for private access over this crossing.

I understand that the completion of Rasmussen Boulevard has been a priority of both the City and County for several years, and that an approval by the Clark County Board of Commissioners is likely. I appreciate your commitment to write a Letter of Intent to Dennis Pavlina stating the County's position on this matter.

Per your lead, I will follow-up with the Washington Utilities Transportation Commission today to educate myself on their requirements, and to start the necessary permit process. I will be sure to keep you in the loop on my progression.

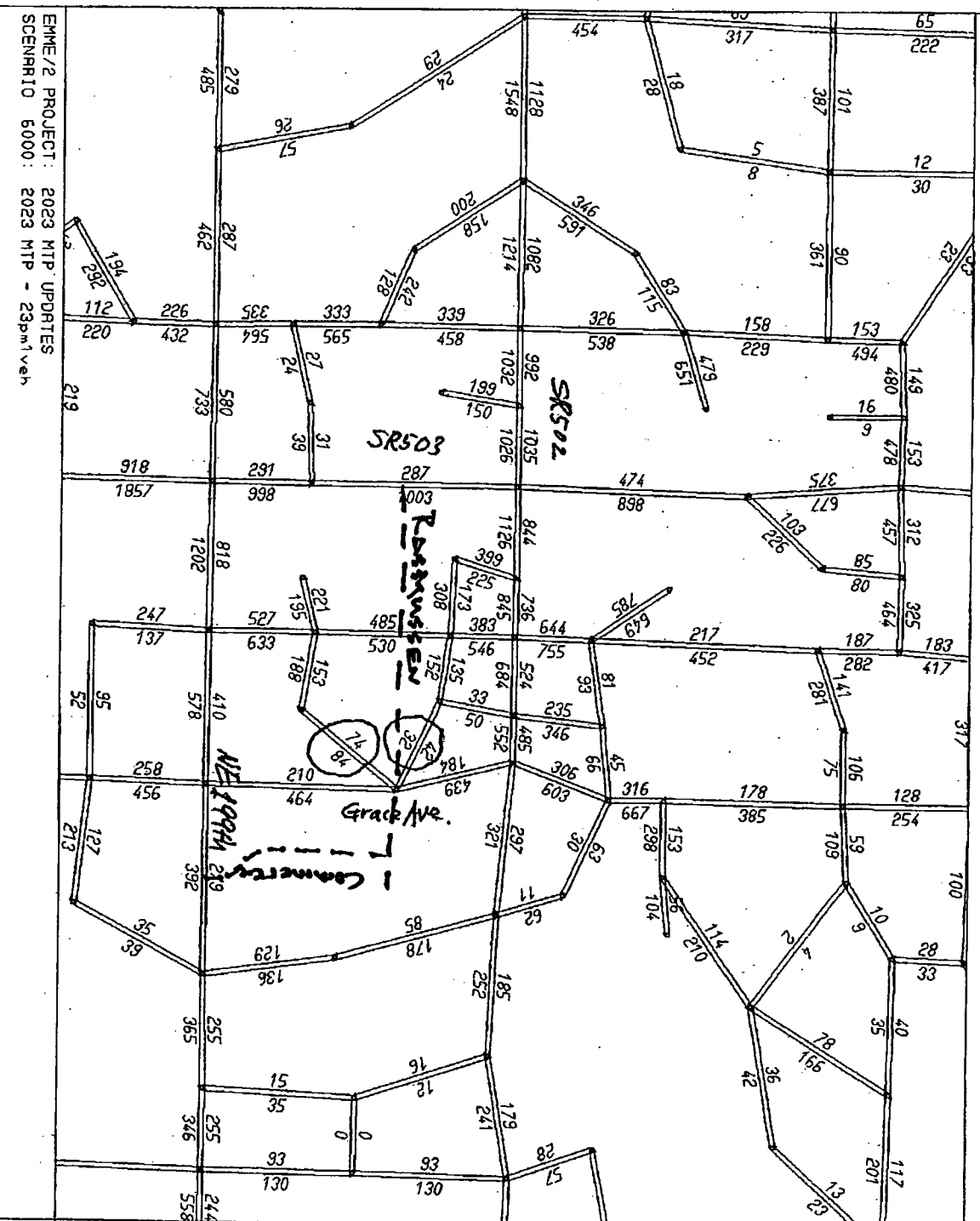
Thank you again for your time and attention to this matter. If you need any additional information, please do not hesitate to call. I will help in any way possible to make this an expedient process.

Sincerely

A handwritten signature in cursive script that reads "Kristi Cherry".

Kristi Cherry  
Director of Site Planning & Development  
Direct Line 360.397-0340  
Mobile 360.518.2240

AUTO VOLUMES



EMME/2 PROJECT: 2023 MTP UPDATES  
 SCENARIO 6000: 2023 MTP - 23pm Veh

emme/2

LINKS:  
 all  
 THRESHOLD:  
 LOWER: -  
 UPPER: -

WINDOW:  
 210.2/30.7011  
 214.15/33.6637  
 04-04-06 10:02  
 MODULE: 6.12  
 SWRTC.....SH