TR-041562 (P)

Pierce County

Public Works and Utilities

Brian J. Ziegler, P.E.
Director

Transportation Services
2401 South 35th Street, Room 150
Tacoma, Washington 98409-7485
(253) 798-7250 • FAX (253) 798-2740

August 26, 2004

Ahmer Nizam
Rail Engineer
Washington Utilities and Transportation Commission
1300 South Evergreen Park Drive SW
Olympia, WA 98504

Re: At-Grade Trail Crossing Petitions
Foothills Trail
McMillin to Meeker
CRP 6169, Federal Aid Number STPE-2027(037)

Dear Mr. Nizam:

Enclosed are four separate petition forms requesting at-grade rail crossings along the Meeker Southern Railroad. The trail will provide approximately 22,700 linear feet of shared use path which consists of a 12 foot wide pavement section with 2 foot wide gravel shoulders. The proposed facility will primarily parallel the existing railroad tracks for much of the project length.

Please review the attached petitions and take the appropriate action.

We have also sent a copy of these documents to the railroad manager, Byron Cole, requesting his review and concurrence.

If you have any questions or wish to arrange a field visit, please contact Kraig W. Shaner, P.E., Bridge Engineer at (253) 798-2764 or me at (253) 798-3147.

Sincerely,

DON R. PETERSON, P.E.
Bridge Engineering Supervisor

DRP:KWS
Attachments

cc: File

Printed on recycled paper

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Pierce County

Petitioner

vs.

Meeker Southern Railroad

Respondent

No. _____

PETITION

Road Name **Foothills Trail** (STA. 213)

W.U.T.C. Crossing No. _____

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)

X 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 **X** order without hearing

[ ] Yes [X] No 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?

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

Jan Wolcott

_____
Petitioner
Jan Wolcott, Parks & Recreation Director _____
Print Name Title
9112 Lakewood Dr. SW – Suite 121_____
Street Address
Lakewood, WA 98499-3998_____
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway **Foothills Trail**_____ mile post **Sta. "A" 16+25**

Existing or proposed railway **Meeker Southern RR**__ mile post **Sta. 213+80**__

Located in **NW**__ 1/4 of the **NE** 1/4 of Sec. **13** Twp. **19** Range **4** __W.M.

WUTC crossing number _____ DOT crossing number _____

Street **N/A**_____ City **N/A**_____ County **Pierce**_____
(if applicable) (if applicable)

[2]

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

(a) Common Carrier ☐ Logging or Industrial **X**

(b) Main Line ☐ Branch Line ☐ Siding or Spur **X**

(c) Total number of tracks at crossing **1**
(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 **N/A** MPH Passenger **NA** MPH
Freight **10** MPH Freight **10** MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains **0** Freight Trains **6 trips per week**
(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 **N/A**

(d) Number of traffic lanes existing in each direction: **Shared use path**
Number of additional traffic lanes proposed: _____

(e) Posted vehicle speed limit: Automobiles **N/A** MPH Trucks **N/A** MPH

(f) Estimated vehicle traffic in 24 hours: Current total **N/A**, including **N/A** trucks and **N/A** school bus trips. Projected traffic in **N/A** years: total **N/A**, including **N/A** trucks and **N/A** school bus trips.

[4]

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

N/A

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

N/A

[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 is not a safer location within a reasonable distance.

(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.
No.

[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.
No. Cost prohibitive

(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?
No.

(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.
No suitable place exists.

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.
South ~ 700'
North ~ 2000'

(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?
No near crossing.

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

(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.

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?
No.

[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: **N/A**

Approaching crossing from.....(direction) an unobstructed view to
right when on highway 300 feet from crossing of _____ feet
right when on highway 200 feet from crossing of _____ feet
right when on highway 100 feet from crossing of _____ feet
right when on highway 50 feet from crossing of _____ feet
right when on highway 25 feet from crossing of _____ feet
left when on highway 300 feet from crossing of _____ feet
left when on highway 200 feet from crossing of _____ feet
left when on highway 100 feet from crossing of _____ feet
left when on highway 50 feet from crossing of _____ feet
left when on highway 25 feet from crossing of _____ feet

Approaching crossing from..... (opposite direction) an obstructed view to
right when on highway 300 feet from crossing of _____ feet
right when on highway 200 feet from crossing of _____ feet
right when on highway 100 feet from crossing of _____ feet
right when on highway 50 feet from crossing of _____ feet
right when on highway 25 feet from crossing of _____ feet
left when on highway 300 feet from crossing of _____ feet
left when on highway 200 feet from crossing of _____ feet
left when on highway 100 feet from crossing of _____ feet
left when on highway 50 feet from crossing of _____ feet
left when on highway 25 feet from crossing of _____ 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.

[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?
No.

(b) If not, state in feet the length of level grade it is feasible to obtain.
10'.

(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.

[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.
No.

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.

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[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.

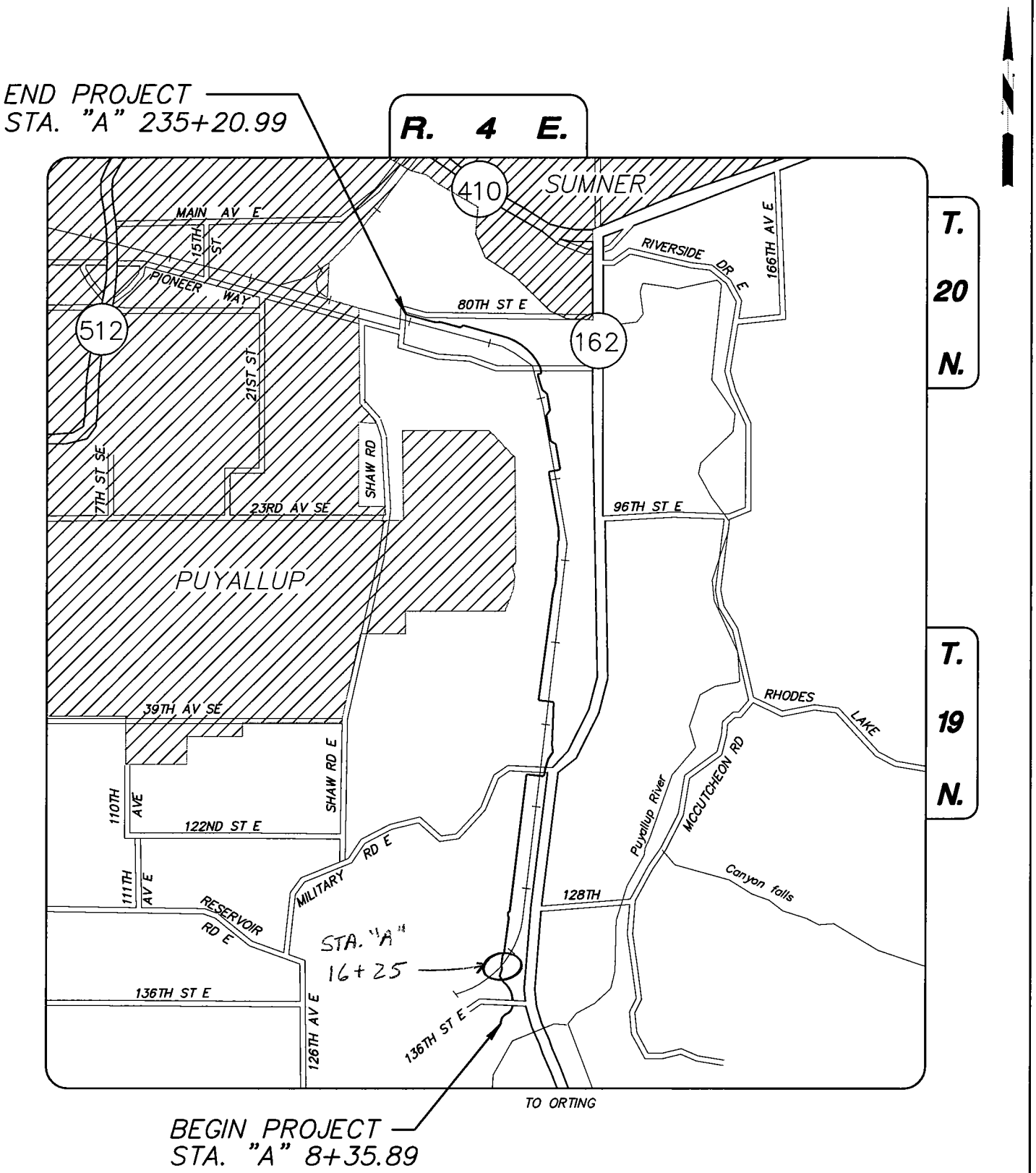
Date at _____, Washington, on this _____ day of _____, 20 _____.

Respondent _____

by _____

Print Name _____

Title _____



VICINITY MAP

Pierce County
Department of Public Works and Utilities
Transportation Services
2401 South 35th Street, Room 150
Tacoma, Washington 98409-7485

FOOTHILLS TRAIL
MCMILLIN TO MEEKER
VICINITY MAP
CSM 6169

SCANNED

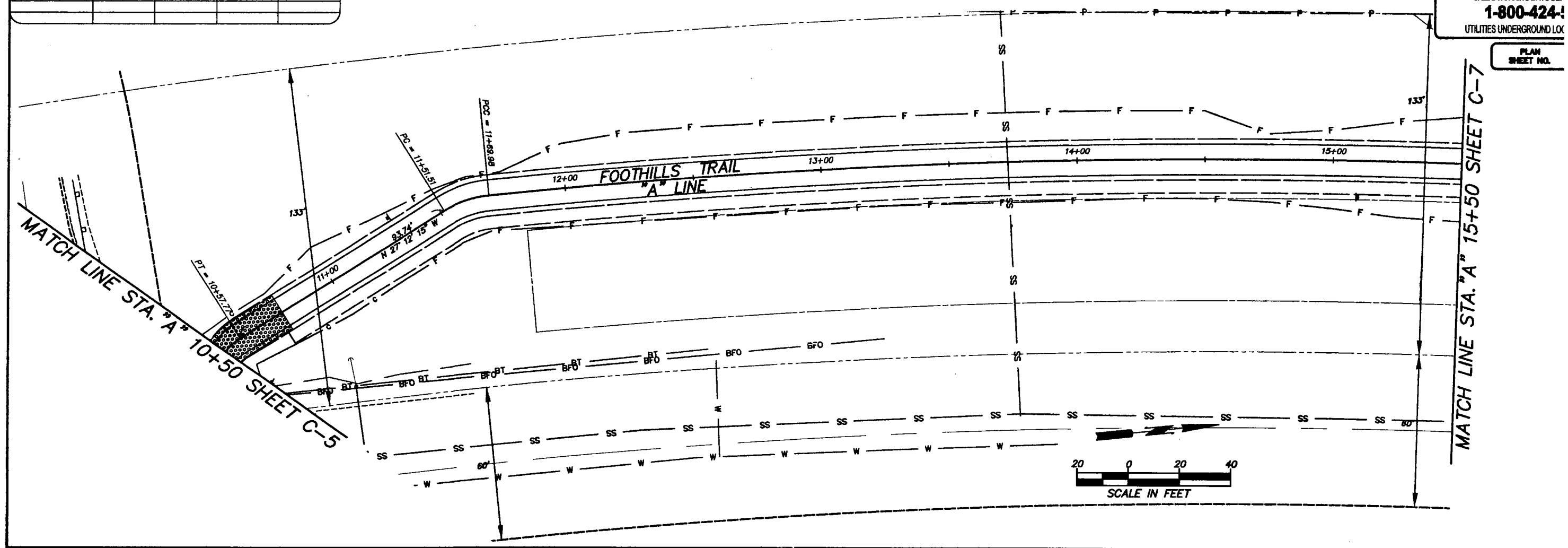
℄ CURVE DATA – "A" LINE				
PI STA.	RADIUS	LENGTH	TANGENT	DELTA
STA. "A" 11+99.91	40.00'	18.47'	9.40'	26°-27'-45"
STA. "A" 13+81.15	2807.00'	421.58'	211.16'	8°-18'-33"

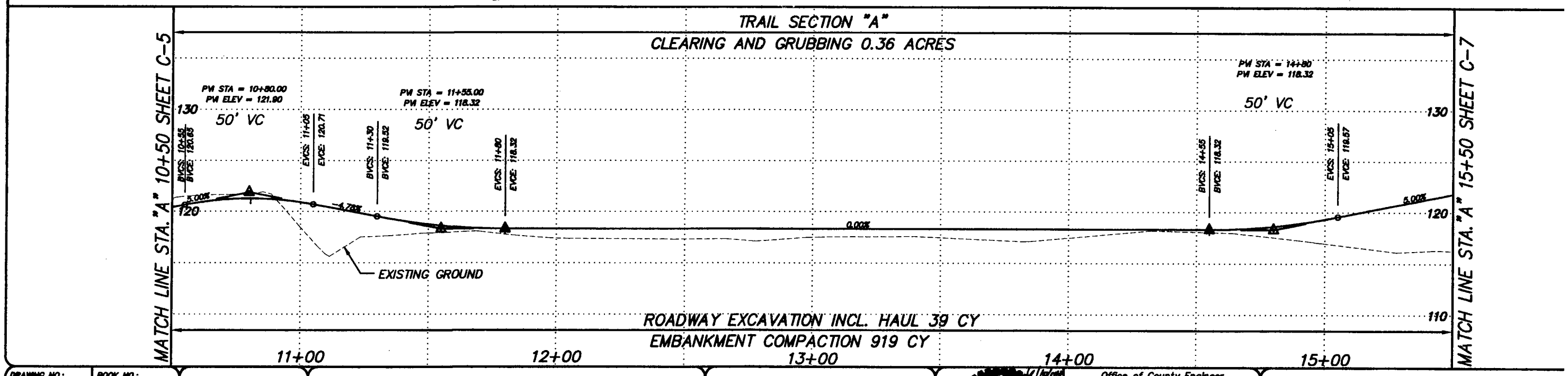
S.E. 1/4, SEC. 13, T.19N., R.4E., W.M.

REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
10	WASH.		6

CALL 2 WORKING DAYS BEF
1-800-424-
UTILITIES UNDERGROUND LOC

PLAN SHEET NO.





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CONST	loose leaf
DRAWN BY: Gary Amundsen	SURVEYED BY: Jeff James
DESIGNED BY: Gary Amundsen	DATE SURVEYED: 6-00
CHECKED BY: Kraig Shaner	DATE PLOTTED: 08-JUN-2004

NO.	DATE	REVISION	BY	APPROVED

Pierce County
Department of Public Works and Utilities
Transportation Services
2401 South 35th Street, Room 199
Tacoma, Washington 98409-7460

EXPIRES: 09/12/04

Office of County Engineer
APPROVED BY:
BRIAN D. STACY, P.E. — DATE 6-10-04
COUNTY ENGINEER
Jerry Bryant
Field Engineering Manager

FOOTHILLS TRAIL
MCMILLIN TO MEEKER
PLAN AND PROFILE
CSM 6169

Drawing: K:\BRIDGE\PROJECTS\6169\CONST\CONST.DWG Layout Tab: PP02
Xrefs: 6169PROP.DWG // 6169PROF.DWG // 6169_RWINX_1218.DWG // 6169TOPO.DWG
Date: 06/08/2004 Time: 11:34:23 AM Plotted by: GAMUNDS

REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
10	WASH.		7

CALL 2 WORKING DAYS BEF
1-800-424-
UTILITIES UNDERGROUND LO

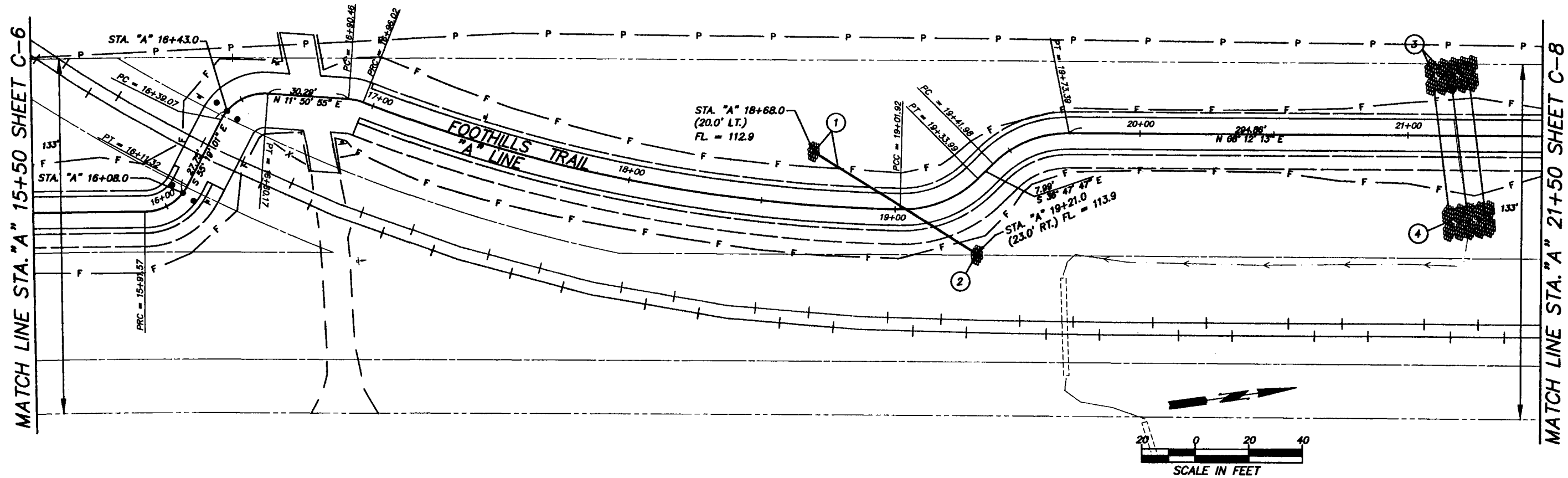
PLAN SHEET NO.

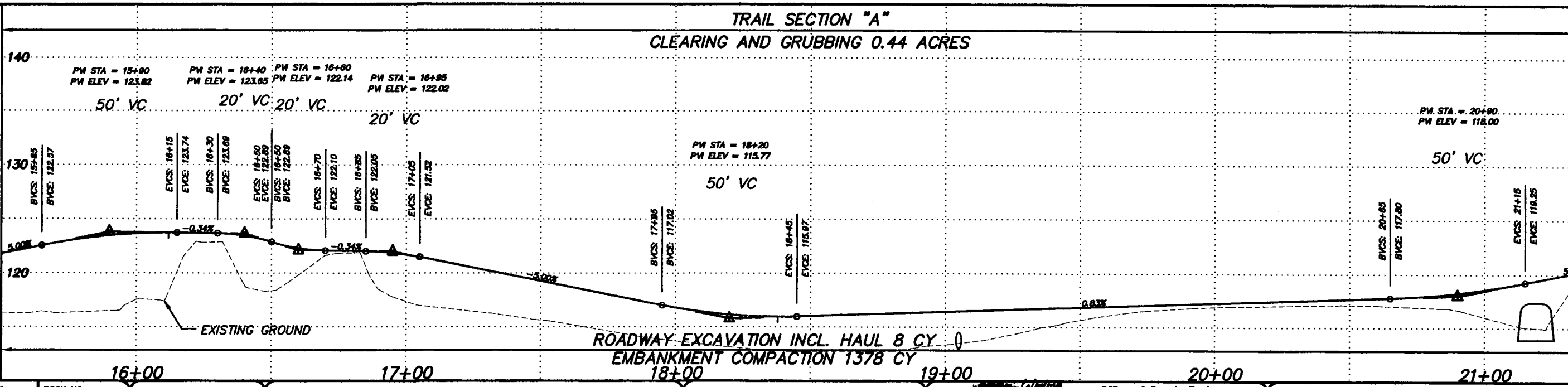
℄ CURVE DATA – "A" LINE

PI STA.	RADIUS	LENGTH	TANGENT	DELTA
STA. "A" 16+02.57	18.00'	19.76'	11.01'	62°-53'-05"
STA. "A" 16+51.02	18.00'	21.10'	11.95'	67°-09'-56"
STA. "A" 16+83.26	18.00'	5.56'	2.80'	17°-42'-19"
STA. "A" 18+00.07	576.00'	205.89'	104.05'	20°-24'-36"
STA. "A" 19+18.87	40.00'	32.07'	16.95'	45°-56'-24"
STA. "A" 19+58.55	40.00'	31.42'	16.57'	45°-00'-00"

S.E. 1/4, SEC. 13, T.19N., R.4E., W.M.

N.E. 1/4, SEC. 13, T.19N., R.4E., W.M.





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DRAWN BY: Gary Amundsen	SURVEYED BY: Jeff James
DESIGNED BY: Gary Amundsen	DATE SURVEYED: 6-00
CHECKED BY: Kraig Shaner	DATE PLOTTED: 08-JUN-2004

NO.	DATE	REVISION	BY	APPROVED

Pierce County
Department of Public Works and Utilities
Transportation Services
2401 South 35th Street, Room 199
Tacoma, Washington 98409-7495

REGISTERED PROFESSIONAL ENGINEER 22138 STATE OF WASHINGTON
EXPIRES: 04/19/05

6/14/04

Office of County Engineer
APPROVED BY:
BRIAN D. STACY, P.E.
COUNTY ENGINEER
6-10-04
DATE

Jerry Bryant
Field Engineering Manager

FOOTHILLS TRAIL
MCMILLIN TO MEEKER
PLAN AND PROFILE
CSM 6169

DRAWING NUMBER 12-13-4 1-20

SCANNED

DRAWING

NUMBER

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