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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

July 18, 2006

Vicki Elliott, Rail Manager
Washington Utilities & Transportation Commission
Olympia, WA

Dear Ms. Elliott:

In 2003, Sound Transit executed a purchase and sale agreement with the BNSF Railway for the Lakeview Subdivision railroad right of way between Nisqually and Tacoma.

Sound Transit plans to extend Sounder commuter rail service along the Tacoma-to-Lakewood rail corridor. Construction to upgrade the track & signal from the Tacoma Avenue Overpass to Bridgeport Way is to begin in early 2007. The railroad tracks will be upgraded to Class 4 track standards and trains will operate to Class 3 track standards.

Sound Transit is filing petitions to the Washington Utilities & Transportation Commission (WUTC) for modification of detection circuitry at the following grade crossings in the City of Lakewood:

<u>HIGHWAY-RAIL CROSSING</u>	<u>DOT Number</u>	<u>WUTC Number</u>
Steilacoom Boulevard	085400D	IJ 7.88
100 th Street	085402S	IJ 8.40
108 th Street	085404F	IJ 9.09
Bridgeport Way	085821P	IJ .60

Attached in each petition package is a project description and justification for each highway-rail grade crossing change.

Thank you for review and consideration of our WUTC highway-rail crossing petitions. If you have any questions, please contact Eric Beckman, Program Manager, at 206.398.5251.

Sincerely,

Jim Edwards, Deputy Director
Capital Projects Department

c: Don Wickstrom, City of Lakewood Public Works Director
Eric Beckman, Sound Transit
Jamie O'Day, Sound Transit

Exhibits attached

TR-061196(P)

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Joni Earl

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CENTRAL PUGET SOUND)
REGIONAL TRANSIT)
AUTHORITY)

DOCKET NO. TR-

Petitioner,)

PETITION FOR MODIFICATION OF
DETECTION CIRCUITRY

vs.)

CITY OF LAKEWOOD)

WUTC No. IJ 8.40

Respondent.)

DOT No. 085402S

.....)

Petitioner requests the Washington Utilities and Transportation Commission to enter an order authorizing the modification of detection circuitry for a grade crossing signal system as follows:

1. Identifying information for the crossing:

Existing highway, street or road: 100th Street SW

Existing railway: Sound Transit Lakeview Subdivision Line.

WUTC Crossing Number: IJ 8.40

DOT Number: 085402S

3. Description of current signals and/or gates at the crossing:

Current crossing warning devices consist of bells, flashing lights in the shoulder at both sides of the roadway, and flashing lights mounted on cantilever structures mounted on both sides of the roadway.

2. Type of current crossing circuitry:

Current crossing circuitry consist of motion sensors. There is currently an intertie with the roadway signals at the nearby intersection of 100th Street SW and Lakeview Blvd.

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DEPARTMENT

3. Project description and justification:

(a) Proposed changes:

Crossing circuitry will be upgraded to GCP constant warning time systems. An intertie with the roadway signals at the intersection of Steilacoom Blvd. and Lakeview Blvd. will be maintained. Crossing gates will be added. Wayside horns, and indicators for train crews that the wayside horns are functioning, will be added. Old flashing light assemblies mounted on the cantilever structures will be replaced with new flashing light assemblies.

There is an existing left-hand turn pocket for westbound traffic on 100th St. SW which, in it's existing configuration, extends across the railroad tracks. In the proposed configuration, "C-curb" will be used to reduce the length of this turn pocket so that it begins west of the railroad tracks, and no longer extends across the tracks. This is reflected in the accompanying plan sheet..

(b) Justification for changes:

The railroad is being upgraded by Sound Transit for more frequent train operation at higher speeds.

(c) Effects of proposed changes on warning devices and warning times for drivers:

The new flashers will provide better visibility. Additional warning devices (automatic gates) will be added to the crossing to provide an additional level of warning for drivers. Warning times for motorists will be more consistent as a result of the upgrade from motion sensor circuitry to constant warning time circuitry. The installation of wayside horns should reduce the noise level for residents and businesses in the surrounding community.

4. Drawings. Sketches drawn to scale are attached accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), of the crossing surface and of the railway in the vicinity of the crossing.

I certify under penalty of perjury that the foregoing is true and correct.

Dated at Seattle, Washington this 19th day of July, 2006.

Petitioner

By 


Sound Transit
Capital Projects Department
401 South Jackson Street
Seattle, WA 98104

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived.

Dated at Lakewood, Washington, on the 12th day of July, 2006.

City of Lakewood
Respondent

By 

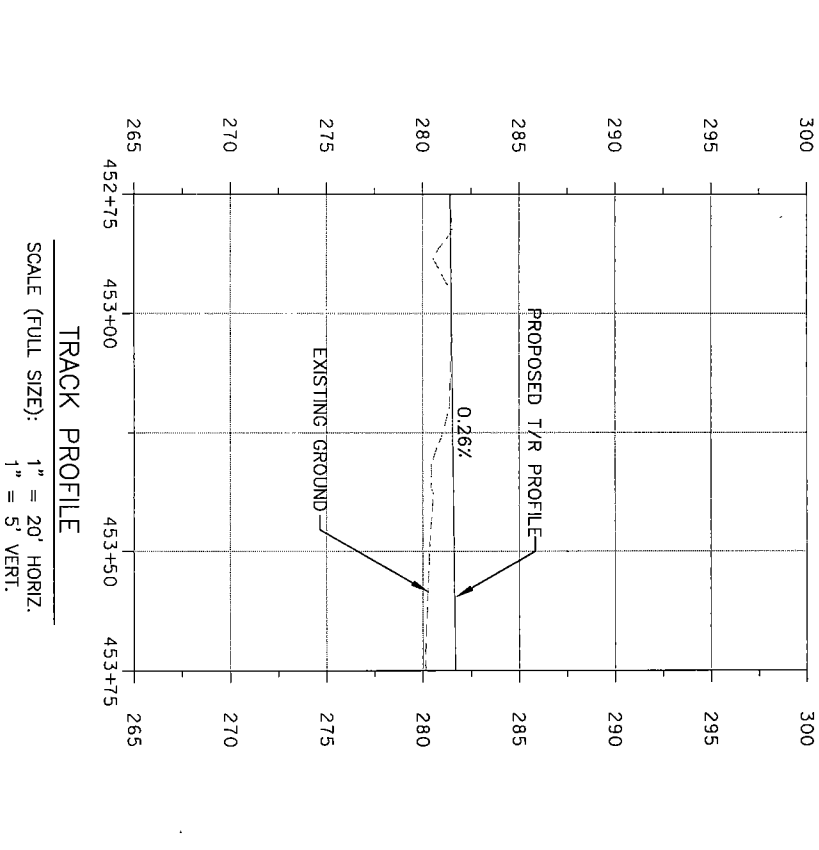
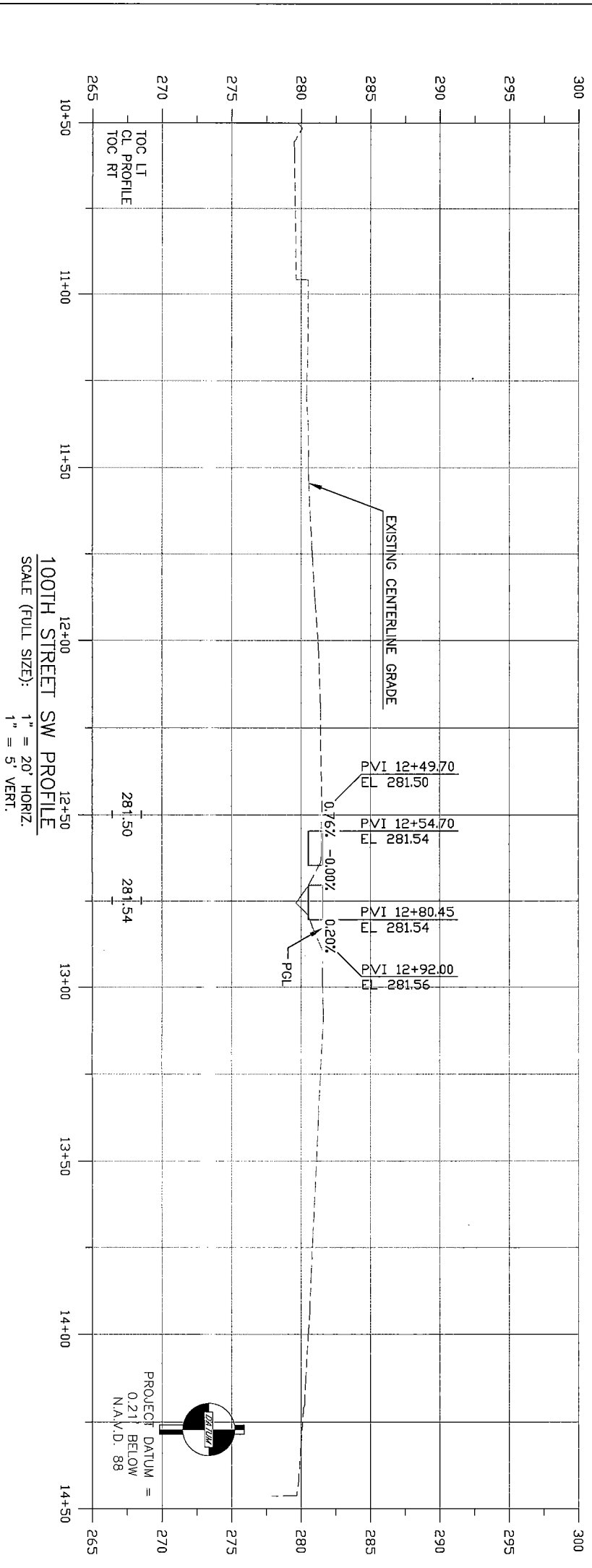
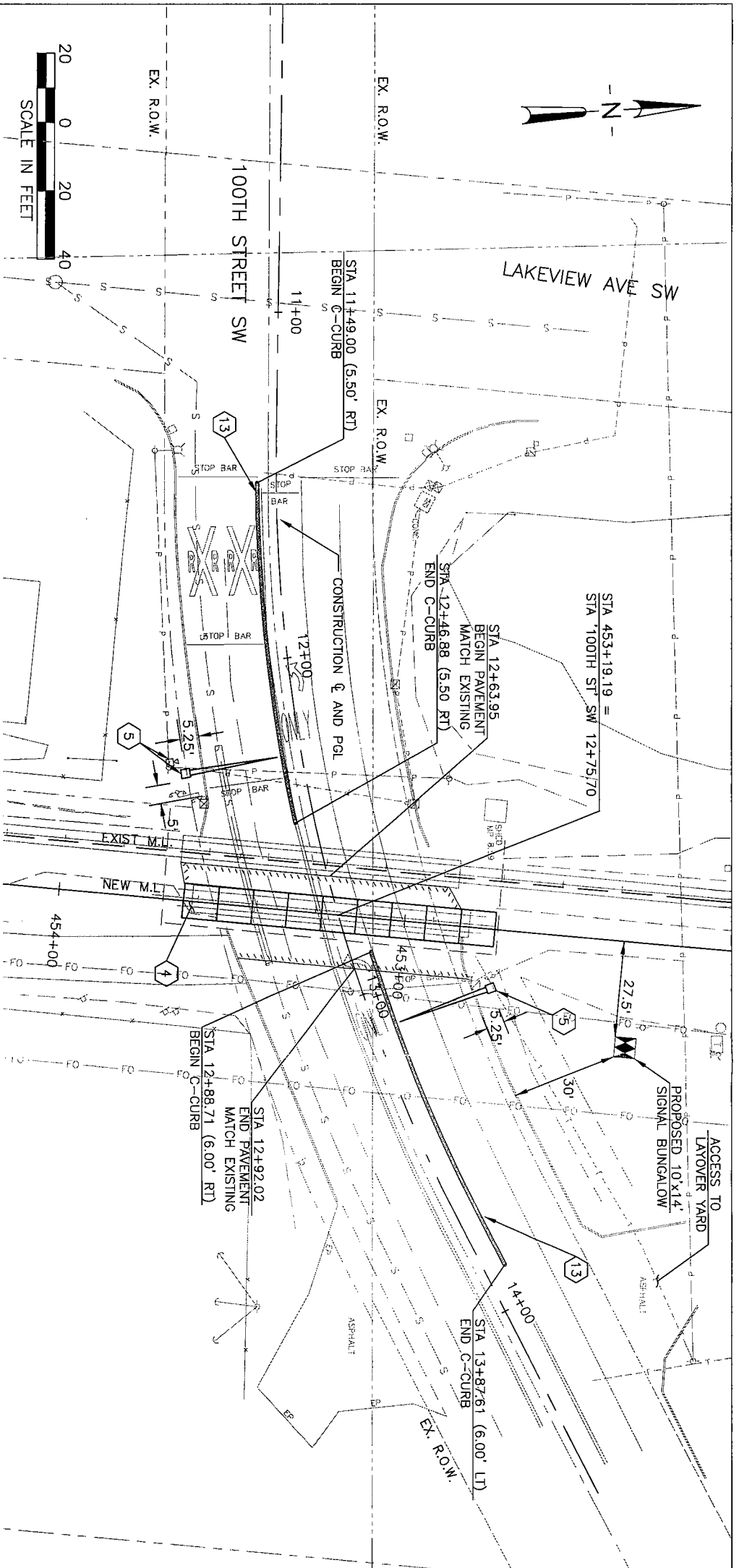
INSTRUCTIONS

Petitioner can be the railroad, the road authority or the Washington Utilities and Transportation Commission. If the railroad is the petitioner, the road authority will be the respondent. If the road authority is the petitioner, the railroad will be the respondent.

The original and two copies of the petition must be filed with the Washington Utilities and Transportation Commission.

If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

If the waiver of hearing is not executed on the petition filed, a copy of the petition will be served upon the respondent by the Commission for answer within 20 days. Upon receipt of respondent's answer or after the 20 day period has elapsed, the application will be processed. Time for making a decision will depend on whether an answer is filed and the content of the answer.



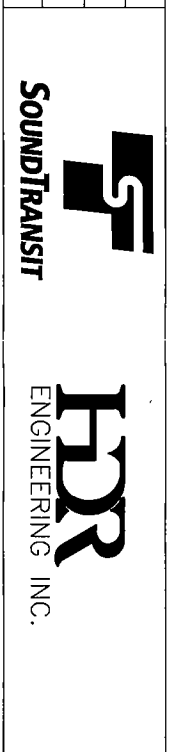
- CONSTRUCTION NOTES:**
- 4 CONCRETE CROSSING PANELS WITH ELASTOMERIC FLANGE FILLER.
 - 5 CROSSING SIGNAL EQUIPMENT. SEE GRADE CROSSING SIGNAL PLANS.
 - 13 CEMENT CONCRETE BLOCK TRAFFIC CURB TYPE C BLOCK PER WSDOT STD PLAN F-20.

- GENERAL NOTES:**
1. SEE UTILITY RELOCATION AND PROTECTION PLANS FOR STORM DRAINAGE, MISC. CONDUIT, AND CASING INSTALLATION.
 2. SEE TYPICAL ROADWAY SECTIONS FOR PAVEMENT SECTION.

DATE	REVISION	BY



DESIGNED BY: JRH/SM
DRAWN BY: CCW/RDH
CHECKED BY: WGS
APPROVED BY: XXXX



PROJECT DATUM =
0.21'
N.A.V.D. 88

CONTRACT NO. XXXXX
DRAWING NO. RD23
SHEET NO. 2/10/2006

SOUNDER COMPUTER RAIL TACOMA TO LAKEWOOD
TRACK AND SIGNAL IMPROVEMENTS
100TH STREET SW CROSSING

100% SUBMITTAL - NOT FOR CONSTRUCTION