WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Clark County Public Works Petitioner,	)	DOCKET NO. TR- 090596 PETITION TO RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
vs.	)	USDOT 852430M UTC 49A4.70
Clark County Railroad Respondent	)	NORTHEAST 88TH STREET

2009 APR 23 AM 8:11

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

Section 1 – Petitioner's Information

Clark County – Public Works Department
Petitioner

PO Box 9810, Vancouver, WA 98666
Mailing Address

Matt Hall, Project Manager 4-16-09
Contact Person Name

(360) 573-3632 Matt.Hall@clark.wa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Clark County Railroad
Respondent

PO Box 9810, Vancouver, WA 98666
Street Address

Vancouver, WA 98666
City, State and Zip Code

Mailing Address, if different than the street address

Fred Abraham
Contact Person Name

(360) 397-6118 Fred.Abraham@clark.wa.gov
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing roadway NE 88th Street

2. Existing railroad Clark County Railroad

3. Location of crossing planned for reconstruction:
   Located in the NW 1/4 of the SW 1/4 of Sec. 6 , Twp. 2N , Range 2E W.M.

4. GPS location, if known Longitude is -122.61572; Latitude is 45.686

5. Railroad mile post (nearest tenth) 4.73

6. City Vancouver County Clark

Section 4 – Crossing Information

1. Railroad company Columbia Basin Railroad

2. Type of railroad at crossing ☒ Common Carrier ☐ Logging ☐ Industrial

   ☐ Passenger ☐ Excursion

3. Type of tracks at crossing ☒ Main Line ☐ Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 1

   Authorized freight train speed 10 Operated freight train speed 10

6. Average daily train traffic, passenger -0-

   Authorized passenger train speed n/a Operated passenger train speed n/a

7. Will the reconstructed crossing eliminate the need for one or more existing crossings?
   Yes ____ No X

8. Does the petitioner propose to close any existing crossings?
   Yes ____ No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No X

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway NE 88th Street

2. Roadway classification Urban collector

3. Road authority Clark County

4. Average annual daily traffic (AADT) 13,042

5. Number of lanes 1 each direction

6. Roadway speed 35

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

8. If so, trucks are what percent of total daily traffic? _____

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? 45

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
Part of reconstruction of crossing includes adding one center turn lane. In 20 years, projected traffic is 15,914 daily. Included in this projection is an estimated 1,436 trucks and 55 school bus trips.

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for reconstruction? Yes ____ No X

2. 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 ____ No X

3. Is it feasible to construct an over-crossing or under-crossing as an alternative to an at-grade crossing?
Yes ____ No X

4. If an over-crossing or under-crossing is not feasible, explain why.

A suitable place for an over-crossing or under-crossing does not exist at this location. In addition, the volume of train traffic is very low. It is not feasible to construct an over or under crossing at this location because of the cost.

5. Does the railway line, at any point in the vicinity of the 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 X

6. Is there an existing public or private crossing in the vicinity of the crossing planned for reconstruction?
Yes X No ____

7. If a crossing in the vicinity exists, state:
   - ♦ The distance and direction from the crossing planned for reconstruction.
   - ♦ Whether it is feasible to divert traffic from the crossing planned for reconstruction to the crossing located in the vicinity.

The nearest crossing to the northwest is one mile away, on 72nd Avenue. The nearest crossing to the southwest is ¾ mile away, on 78th Street.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?
   NW quadrant: 100 feet
   NE quadrant: 150 feet
   SW quadrant: 125 feet
   SE quadrant: 50 feet

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?
   Yes X No ____

3. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?
   Yes X No ____

Section 9 – Illustration of Crossing Configuration

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

- ♦ The vicinity of the crossing planned for reconstruction.
- ♦ 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.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the crossing, including a cost estimate for each.

Overhead (cantilever) automatic crossing signals; one signal for eastbound traffic and one for westbound. Automatic signal crossing arms; one crossing arm in each direction. Total cost for signal equipment is $175,000.

Section 11 – Additional Information

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

The existing railroad crossing signal is very adequate for the existing roadway. The planned construction project will widen the roadway approximately 22 feet, making it necessary to upgrade the signal to accommodate the additional road width.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

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

We have investigated the conditions at the existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at VANCOUVER, Washington, on the 10TH day of APRIL, 2009.

FRED ABRAHAM

Printed name of Respondent

Signature of Respondent's Representative

RAILROAD COORDINATOR

Title

(360) 397-6118, X 4113

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1300 FRANKLIN ST.
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