



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-
<b>City of Lakewood, Washington</b>	)	
_____	)	
Petitioner,	)	PETITION TO CONSTRUCT OR
	)	RECONSTRUCT A HIGHWAY-RAIL
	)	GRADE CROSSING AND INSTALL
vs.	)	AN INTER-TIE BETWEEN A
<b>Central Puget Sound Regional</b>	)	HIGHWAY SIGNAL AND A
<b>Transportation Authority and the City of</b>	)	RAILROAD CROSSING SIGNAL
<b>Lakewood</b>	)	SYSTEM
_____	)	
Respondent	)	
Burlington Northern Santa Fe	)	
Tacoma Rail	)	USDOT CROSSING NO.: 085829U
WSDOT Rail	)	

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Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

**All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**

**(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

The Petitioner asks the Washington Utilities and Transportation Commission to approve construction or reconstruction of a highway-rail grade crossing and inter-tie the highway signal with the railroad crossing signal system.

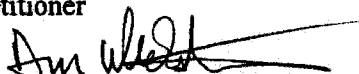
Construction       Reconstruction

RECEIVED  
 PROJECT MANAGEMENT  
 2014 NOV 10 PM 3:23  
 STATE OF WASHINGTON  
 UTIL. AND TRANSP.  
 COMMISSION

**Project Summary:**

The I-5 Madigan Access Improvements project will reduce congestion at the Berkeley Street interchange by adding an additional left turn lane on the southbound I-5 off-ramp and additional eastbound lane across the Berkeley Street over crossing of I-5. In addition, Berkeley Street will be widened west of I-5 through its intersection with Union Ave. to four lanes. The project will be constructed in two phases. The "City" phase (Phase 1) will involve the reconstruction of the intersection of Berkeley Street with Union Avenue. The "WSDOT" phase (Phase 2) will include the bridge, ramps, and Railroad crossing work.

***Section 1 – Petitioner's Information***

<b>City of Lakewood, Washington</b>
<b>Petitioner</b> 
<b>Signature</b> <b>6000 Main Street SW</b>
<b>Street Address</b> <b>Lakewood, WA 98499</b>
<b>City, State and Zip Code</b>
<b>Mailing Address, if different than the street address</b> <b>Don Wickstrom</b>
<b>Contact Person Name</b> <b>253-983-7795; <a href="mailto:dwickstrom@cityoflakewood.us">dwickstrom@cityoflakewood.us</a></b>
<b>Contact Phone Number and E-mail Address</b>

*Section 2 – Respondent's Information*

<b>Central Puget Sound Regional Transportation Authority ("Sound Transit")</b>
Respondent <b>401 South Jackson Street</b>
Street Address <b>Seattle, WA 98104-2826</b>
City, State and Zip Code
Mailing Address, if different than the street address <b>Jodi Mitchell</b>
Contact Person Name <b>206-398-5080; Jodi.Mitchell@SoundTransit.org</b>
Contact Phone Number and E-mail Address

<b>Burlington Northern Santa Fe</b>
Respondent <b>2454 Occidental Avenue S; Suite 2D</b>
Street Address <b>Seattle, WA 98134</b>
City, State and Zip Code
Mailing Address, if different than the street address <b>Richard Wagner</b>
Contact Person Name <b>206-625-6152; Richard.Wagner@BNSF.com</b>
Contact Phone Number and E-mail Address

**Tacoma Rail**

Respondent

**2601 SR 509 North Frontage Road**

Street Address

**Tacoma, WA 98421**

City, State and Zip Code

Mailing Address, if different than the street address

**Kyle Kellem**

Contact Person Name

**253-377-3554; kkellem@cityoftacoma.org**

Contact Phone Number and E-mail Address

**WSDOT Rail Division**

Respondent

**P.O. Box 47407**

Street Address

**Olympia, WA 98504**

City, State and Zip Code

Mailing Address, if different than the street address

**David Smelser**

Contact Person Name

**360-705-6916; David.Smelser@wsdot.wa.gov**

Contact Phone Number and E-mail Address

**Section 3 – Proposed or Existing Crossing Location**

1. Existing highway/roadway Berkeley St SW
2. Existing railroad Tacoma Municipal Belt Line
3. Location of proposed crossing:  
Located in the NW 1/4 of the SE 1/4 of Sec. 21, Twp. 19N, Range 2EW.M.
4. GPS location, if known 47.118874,-122.557467
5. Railroad mile post (nearest tenth) 4.0
6. City Lakewood County Pierce

*Section 4 – Proposed or Existing Crossing Information*

1. Railroad company Sound Transit

**Note: Sound Transit owns crossing property while Tacoma Rail and BNSF share a franchising agreement of the rail.**

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 2

Authorized freight train speed 40mph Operated freight train speed 40 mph

6. Average daily train traffic, passenger 16

Authorized passenger train speed 79 mph Operated passenger train speed 79 mph

7. Will the proposed crossing eliminate the need for one or more existing crossings?

Yes  No

8. If so, state the distance and direction from the proposed crossing.

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

9. Does the petitioner propose to close any existing crossings?

Yes  No

*Section 5 – Temporary Crossing*

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

2. If so, describe the purpose of the crossing and the estimated time it will be needed

\_\_\_\_\_

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing?  Yes  No  N/A

Approximate date of removal \_\_\_\_\_

*Section 6 – Current Highway Traffic Information*

1. Name of roadway/highway Berkeley St SW
2. Roadway classification Arterial
3. Road authority City of Lakewood / WSDOT
4. Average annual daily traffic (AADT) 6,800
5. Number of lanes 1 NB lane, 2 SB lanes
6. Roadway speed 25 mph
7. Is the crossing part of an established truck route?      Yes  No
8. If so, trucks are what percent of total daily traffic? 3% (PM Peak)
9. Is the crossing part of an established school bus route?      Yes  No
10. If so, how many school buses travel over the crossing each day? 16

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

**AADT estimated to grow to 11,490 (in year 2020).**

**In addition, the roadway is being widened to improve access to the Madigan Hospital. Improvements relative to the rail crossing include the widening of Berkeley St SW to include an additional northbound lane and proper width for the two southbound lanes. The outside lanes in both the north- and southbound directions will be 11', while the inside lanes will be 10.5' wide.**

*Section 7 – Alternatives to the Proposal*

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?  
Yes  No

2. If a safer location exists, explain why the crossing should not be located at that site.

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3. 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

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

**Views are partially obstructed by a business in the Northeast quadrant, and by trees and fencing around a military installation in the Northwest quadrant. The barriers only affect motorists approaching an intersection in a parallel direction to the tracks. Motorists would be required to slow to make the turn at the signalized intersection providing adequate sight distance for the rail signal. Trees could be removed. However, given the driver's sight aimed at the signalized intersection, and having clear sight distance at that intersection, removing the trees would be unnecessary.**

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes  No

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

**The existing site is surrounded by businesses, Interstate 5, and a military installation. Constructing an overcrossing or undercrossing would require elimination or relocation of some or all of these facilities. In addition, the frontage road (Union Avenue), which is lined with businesses and residences would also require raising or lowering in order to match the approach grades for the railroad grade separation.**

7. Does the railway line, at any point in the vicinity of the proposed 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



8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

**The railroad does pass over a low fill (approximately 5' high) in the vicinity of the Berkeley Street crossing; however, relocating the roadway under the railroad in this urban area would place the roadway at the same elevation as Interstate 5. This would require construction of not only Berkeley Street, but also Union Avenue, and Interstate 5, too. The cost, including property acquisition, would likely be in the range of \$50-\$100 million.**

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes  No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

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**Section 8 – Sight Distance**

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction. **“Number of feet from proposed crossing” is measured from the crossing gate along the centerline of the “outside” lane. Sight distance is measured from the edge of traveled way (edge of fog line or curb line) along the CL of track at the crossing.** NOTE – for “Left” sight distances, the edge of traveled way is on the opposite side of the roadway.

Note that sight distances from the I-5 Southbound Off Ramp are NOT reflected in the tables below. The I-5 Off Ramp is both parallel and very close to the tracks. Motorists on the Off-Ramp may have their forward visibility along the track, at certain angles, obstructed somewhat by the railroad crossing cantilever mast and gate mechanism. Since the tracks also extend behind motorists on the Off-Ramp, rearward visibility, though unlimited by obstacles, is likely to be zero, based on motorists’ tendency to not look behind them.

a. Approaching the crossing from   EAST  , the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	10 (obscured by bridge railing)
Right	200	15 (obscured by bridge railing)
Right	100	490
Right	50	425
Right	25	425
Left	300	45 (obscured by bridge railing)
Left	200	55 (obscured by bridge railing)
Left	100	360
Left	50	320
Left	25	320

b. Approaching the crossing from   WEST  , the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	20 (obscured by trees)
Right	200	40 (obscured by trees)
Right	100	70 (obscured by trees, fence)
Right	50	140
Right	25	270
Left	300	100 (obscured by structure)
Left	200	125 (obscured by structure)
Left	100	220
Left	50	300
Left	25	310

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  No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. \_\_\_\_\_

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes  No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

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### *Section 9 – Illustration of Proposed Crossing Configuration*

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

- ◆ The vicinity of the proposed crossing.
- ◆ 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 – Sidewalks*

1. Provide the following information:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

**This project will construct new sidewalks on both sides of the railroad crossing. At the railroad crossing the pedestrian sidewalks will contain a buffer strip between the sidewalk and the concrete curb that will be used for the railroad warning devices. In advance of the pedestrian track crossing, truncated domes will be installed on the sidewalk surface to delineate the boundary between sidewalk and travel way for visually impaired pedestrians. Automatic gates will be installed at all four quadrants to separate pedestrians from the passing trains. Sidewalks will be maintained by WSDOT.**

*Section 11—Proposed Warning Signals or Devices*

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

**The proposed warning device at the rail crossing will consist of a walk-out cantilever with flashing lights and automatic gates for the east- and westbound traffic. Consistent with FHWA's guidance for high-speed rail corridors, all quadrants of the rail crossing will be equipped with pole-mounted automatic pedestrian gates with special signing to remind pedestrians that they are crossing a rail facility.**

**Due to the close proximity of the railroad crossing to signalized intersections, the control equipment for the rail crossing will be interconnected with the traffic signal system using a 6-wire connection. Since there is a potential that adjacent signalized traffic operations may cause back-ups onto the rail crossing, a pre-emption sequence is proposed to facilitate track clearance and limited service operation during rail activity. The track green clearance pre-emption will extend green times to clear vehicles from the two railroad track approaches. The limited service operations will continue traffic signal operations during rail activity, avoiding movements towards the tracks.**

**A blank-out sign with the symbol "No Right Turn" is proposed at the intersection of Berkeley Street SW and the Southbound Off-Ramp from Interstate 5. This sign is illuminated when the railroad advanced pre-emption becomes effective, helping to discourage vehicular movements towards the tracks.**

**Additionally, vehicular traffic leaving Camp Murray will be restricted from making a right turn movement through the use of static regulatory signing to discourage queuing on or in front of the tracks.**

2. Provide an estimate for maintaining the signals for 12 months. \_\_\_\_\_

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes  No

***Section 12 – Traffic Signal Preemption***

Complete the attached Guide for Determining Time Requirements for Traffic Signal Preemption at Highway-Rail Grade Crossings.

1. Specify simultaneous or advance preemption requested.

**Advanced preemption is requested.**

If advance preemption, what is the preemption time.

**41s**

***Section 13 – Additional Information***

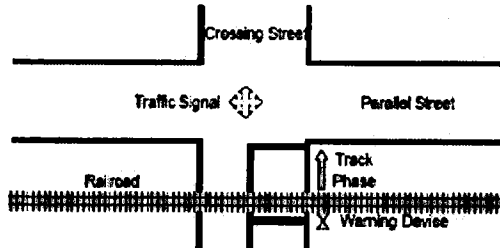
Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed or modifying an existing crossing. Provide project specific information.

This section is intended to be left blank.

**GUIDE FOR DETERMINING TIME REQUIREMENTS FOR  
TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS**

City Lakewood  
County Pierce  
District \_\_\_\_\_

Date \_\_\_\_\_  
Completed by \_\_\_\_\_  
District Approval \_\_\_\_\_



Parallel Street Name  
Union Ave SW / I-5 Ramps  
Crossing Street Name  
Berkeley St. SW.

Railroad Sound Transit  
Crossing DOT# 085829 U

Railroad Contact Jodi Mitchell  
Phone 206-398-5000

**SECTION 1: RIGHT-OF-WAY TRANSFER TIME CALCULATION**

**Preempt verification and response time**

- 1. Preempt delay time (seconds) ..... 1.
- 2. Controller response time to preempt (seconds) ..... 2.
- 3. Preempt verification and response time (seconds): add lines 1 and 2 ..... 3.

Remarks

Controller type: 2070 - New Controller

**Worst-case conflicting vehicle time**

- 4. Worst-case conflicting vehicle phase number ..... 4.
- 5. Minimum green time during right-of-way transfer (seconds) ..... 5.
- 6. Other green time during right-of-way transfer (seconds) ..... 6.
- 7. Yellow change time (seconds) ..... 7.
- 8. Red clearance time (seconds) ..... 8.
- 9. Worst-case conflicting vehicle time (seconds): add lines 5 through 8 ..... 9.

Remarks

**Worst-case conflicting pedestrian time**

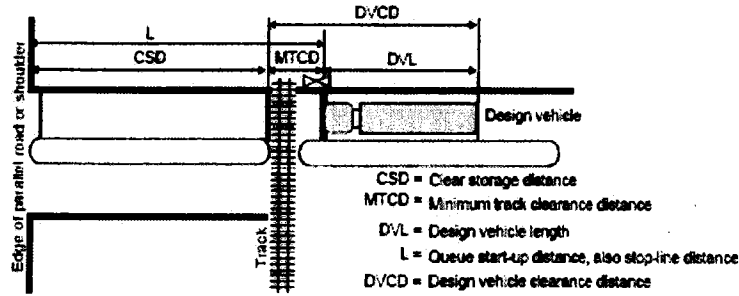
- 10. Worst-case conflicting pedestrian phase number ..... 10.
- 11. Minimum walk time during right-of-way transfer (seconds) ..... 11.
- 12. Pedestrian clearance time during right-of-way transfer (seconds) ..... 12.
- 13. Vehicle yellow change time, if not included on line 12 (seconds) ..... 13.
- 14. Vehicle red clearance time, if not included on line 12 (seconds) ..... 14.
- 15. Worst-case conflicting pedestrian time (seconds): add lines 11 through 14 ..... 15.

Remarks

**Worst-case conflicting vehicle or pedestrian time**

- 16. Worst-case conflicting vehicle or pedestrian time (seconds): maximum of lines 9 and 15 ..... 16.
- 17. Right-of-way transfer time (seconds): add lines 3 and 16 ..... 17.

**SECTION 2: QUEUE CLEARANCE TIME CALCULATION**



		Remarks
18. Clear storage distance (CSD, feet) .....	18. <span style="border: 1px solid black; padding: 2px;">114</span>	_____
19. Minimum track clearance distance (MTCD, feet) .....	19. <span style="border: 1px solid black; padding: 2px;">53</span>	_____
20. Design vehicle length (DVL, feet) .....	20. <span style="border: 1px solid black; padding: 2px;">67</span>	Design vehicle type: <u>WB-50</u>
21. Queue start-up distance, L (feet): add lines 18 and 19 .....	21. <span style="border: 1px solid black; padding: 2px;">167</span>	Remarks
22. Time required for design vehicle to start moving (seconds): calculate as 2+(L+20) .....	22. <span style="border: 1px solid black; padding: 2px;">10.4</span>	_____
23. Design vehicle clearance distance, DVCD (feet): add lines 19 and 20 .....	23. <span style="border: 1px solid black; padding: 2px;">120</span>	
24. Time for design vehicle to accelerate through the DVCD (seconds) .....	24. <span style="border: 1px solid black; padding: 2px;">15</span>	Read from Figure 2 in Instructions.
25. Queue clearance time (seconds): add lines 22 and 24 .....	25. <span style="border: 1px solid black; padding: 2px;">25.4</span>	

**SECTION 3: MAXIMUM PREEMPTION TIME CALCULATION**

		Remarks
26. Right-of-way transfer time (seconds): line 17 .....	26. <span style="border: 1px solid black; padding: 2px;">11.0</span>	_____
27. Queue clearance time (seconds): line 25 .....	27. <span style="border: 1px solid black; padding: 2px;">25.4</span>	_____
28. Desired minimum separation time (seconds) .....	28. <span style="border: 1px solid black; padding: 2px;">4.0</span>	_____
29. Maximum preemption time (seconds): add lines 26 through 28 .....	29. <span style="border: 1px solid black; padding: 2px;">40.4</span>	

**SECTION 4: SUFFICIENT WARNING TIME CHECK**

		Remarks
30. Required minimum time, MT (seconds): per regulations .....	30. <span style="border: 1px solid black; padding: 2px;">20</span>	_____
31. Clearance time, CT (seconds): get from railroad .....	31. <span style="border: 1px solid black; padding: 2px;">0</span>	_____
32. Minimum warning time, MWT (seconds): add lines 30 and 31 .....	32. <span style="border: 1px solid black; padding: 2px;">20</span>	<u>Excludes buffer time (BT)</u>
33. Advance preemption time, APT, if provided (seconds): get from railroad ..	33. <span style="border: 1px solid black; padding: 2px;">0</span>	_____
34. Warning time provided by the railroad (seconds): add lines 32 and 33 .....	34. <span style="border: 1px solid black; padding: 2px;">20</span>	
35. Additional warning time required from railroad (seconds): subtract line 34 from line 29, round up to nearest full second, enter 0 if less than 0 .....	35. <span style="border: 1px solid black; padding: 2px;">20.4</span>	

If the additional warning time required (line 35) is greater than zero, additional warning time has to be requested from the railroad. Alternatively, the maximum preemption time (line 29) may be decreased after performing an engineering study to investigate the possibility of reducing the values on lines 1, 5, 6, 7, 8, 11, 12, 13 and 14.

Remarks: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Section 14 – Waiver of Hearing by Respondent*

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: 085829U

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 7<sup>th</sup> day of November, 2014

Jodi Mitchell  
Printed name of Respondent

Jodi Mitchell  
Signature of Respondent's Representative

Project Manager  
Title

Central Puget Sound Transit Authority "Sound Transit"  
Name of Company

(206) 398-5080  
Jodi.Mitchell@soundtransit.org  
Phone number and e-mail address

401 South Jackson Street  
Seattle, WA 98104-2826  
Mailing address



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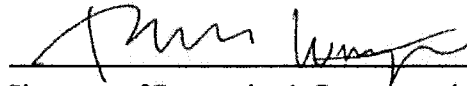
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Dated at SEATTLE, Washington, on the 30<sup>th</sup> day of September, 2014

Richard Wagner

Printed name of Respondent



Signature of Respondent's Representative

Manager, Public Projects

Title

BNSF

Name of Company

(206) 625-6152

Richard.Wagner@BNSF.com

Phone number and e-mail address

2454 Occidental Avenue S; Suite 2D

Seattle, WA 98134

Mailing address

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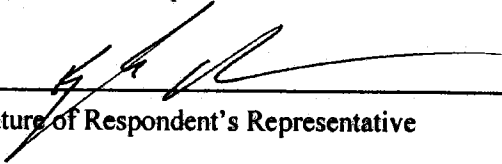
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Dated at Tacoma, Washington, on the 15<sup>th</sup> day of September, 2014

Kyle Kellem

Printed name of Respondent

  
Signature of Respondent's Representative

Roadmaster

Title

Tacoma Rail

Name of Company

(253) 377-3554

KKellem@cityoftacoma.org

Phone number and e-mail address

2601 SR 509 North Frontage Road

Tacoma, WA 98421

Mailing address

**Section 14 – Waiver of Hearing by Respondent**

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The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

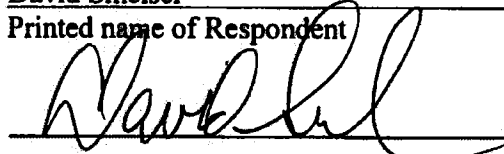
USDOT Crossing No.: 085829U

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at Olympia, Washington, on the 14<sup>th</sup> day of ~~September~~ OCTOBER, 2014

David Smelser

Printed name of Respondent



Signature of Respondent's Representative

ARRA Cascades HSR Program Manager

Title

WSDOT Rail Office

Name of Company

(360) 705-6916

David.Smelser@wsdot.wa.gov

Phone number and e-mail address

P.O. Box 47407

Olympia, WA 98504-7407

Mailing address

**CITY OF LAKEWOOD  
DETERMINATION OF NON-SIGNIFICANCE**

**PROJECT NAME:** Madigan Access Roadway Improvements - 2013

**SITE ADDRESS:** Berkeley Street SW from Joint Base Lewis-McChord (JBLM) to Washington Avenue SW, and on Union Ave SW from Berkeley Street to West Thorne Lane.

**ACTION:** Implementation of local capital improvement project to re-channelize the roadway to improve circulation, and add pedestrian walkways to the Berkeley Street Bridge across Interstate 5.

**PROJECT PROPONENT:** City of Lakewood- Office of the City Engineer

**PROPOSAL:**

The project will make roadway, bridge, intersection, ramp and signal modifications to improve safety and efficiency of the transportation system. Improvements include pavement, curb, gutter, sidewalks, traffic signals, turn lanes, ramp modifications, and a bridge retrofit for additional lane.

The project submittal includes the following environmental information:

1. SEPA Checklist prepared by Troy Pokswinski, Assistant City Engineer

The Responsible Official of the City of Lakewood hereby makes the following findings and conclusions based upon a review of the environmental checklist and attachments, other information on file with the City of Lakewood, and the policies, plans, and regulations designated by the City as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act pursuant to RCW 43.21C.060.

**FINDINGS:**

1. The project is a City initiated capital improvement project being implemented and supervised by the City Engineer. The purpose of the project is to alleviate chronic traffic congestion problems at the Berkeley/Interstate 5 interchange, at the Berkeley/Union Intersection, on Union avenue north of Berkeley Street, and across the Berkeley Street Bridge to the Madigan Gate at JBLM.
2. The proposed project consists of constructing roadway, bridge, intersection, ramp and signal modifications to improve safety and efficiency of the transportation system. Improvements include pavement, curb, gutter, cantilevered sidewalks, traffic signals, turn lanes, ramp modifications, and a bridge retrofit for one additional lane.

3. The proposed project will be located within existing public road rights of way.
4. There are active Bald Eagle nests approximately 1/2 mile to the west of the project site, along the shoreline of American Lake.
5. The City of Lakewood has utilized the optional DNS process outlined in WAC 197-11-355 to provide public notice for this project. The threshold determination will be final upon issuance, and no additional comment period will be provided.

**CONCLUSIONS OF RESPONSIBLE OFFICIAL:**

1. The proposed project will substantially reduce traffic congestion issues in the area.
2. The proposed project is located more than 800 feet from the eagle nest on the southeast shore of American Lake. No significant impacts on bald eagles are expected.

The Responsible Official concludes that all potentially significant environmental impacts can be mitigated through the mitigation measures listed below and adherence to City policies including the Interim Site Development Ordinance. Pursuant to WAC 197-11-350 (3), a Mitigated Determination of Non-Significance (MDNS) may be issued. This conclusion is based on staff review of the environmental checklist and application materials. The MDNS is supported by plans, policies, and regulations adopted by the City of Lakewood for the exercise of substantive authority under SEPA.

Agency: City of Lakewood  
Community Development Department  
6000 Main Street SW  
Lakewood, WA 98499

Comment Deadline: August 22, 2013

Date of Issue: September 11, 2013



Dave Bugher, Responsible Official

NOTE: Pursuant to Lakewood Ordinance No. 42, Section 14.02.200, decisions of the Responsible Official may be appealed to the Hearing Examiner. Appeals are filed with appropriate fees at the Community Development Department, located at the above address. Appeals must be filed within 10 days of the issuance of this determination.

