Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 1, 2015

Kathy Hunter
Deputy Assistant Director, Trans. Safety
Washington Utilities and Transportation Commission
1300 S Evergreen Park Dr. SW
Olympia, WA 98504-7250

Re: Petition for Reconstruction of the Clover Creek Drive Crossing (085822W) in Lakewood within Pierce County, WA

Dear Ms. Hunter,

This letter is in support of the aforementioned WUTC petition on behalf of WSDOT for the highway-rail grade crossing upgrades at Clover Creek Drive SW (USDOT Crossing #085822W) within Pierce County, WA. The following supplemental information is a summary of the proposed improvements to the highway-rail grade crossing at Clover Creek Drive SW.

The Washington State Department of Transportation (WSDOT) is implementing a program of infrastructure improvement projects along the Pacific Northwest Rail Corridor (PNWRC) also known as the PNWRC Improvement Program. This program is comprised of approximately 17 component projects that when combined will: provide two additional roundtrips for the Cascades intercity passenger rail service between Seattle, WA and Portland, OR; improve on time reliability to 88%; and provide a 10 minute reduction in travel time between the aforementioned termini. One of the 17 PNWRC Improvement projects is the Point Defiance Bypass project. In addition to the Cascades service, the Amtrak long distance service, the Coast Starlight, will also utilize the Point Defiance Bypass alignment.

The Point Defiance Bypass project includes five highway-rail grade crossings that will be reconstructed to support the above mentioned passenger rail services between Lakewood, WA and DuPont, WA. Those highway-rail grade crossings are Clover Creek Drive SW, North Thorne Lane SW, Berkeley Street SW, 41st Division Drive, and Barksdale Avenue. The Berkeley Street SW highway-rail grade crossing improvements are being constructed by the city of Lakewood as part of their Madigan Access Improvement project. The city of Lakewood project will incorporate the necessary highway-rail grade crossing improvements to support the intercity and long distance passenger rail services.

The improvements at the Clover Creek Drive SW highway-rail grade crossing include new flashing light masts and gates, a constant warning-time grade crossing warning

device with an automatic horn system consisting of stationary horns and a new concrete crossing panel with rubber flange way fillers. The roadway will be widened to 12 feet to accommodate new raised medians on both sides of the crossing. Drainage for this crossing will follow existing flow paths to existing catch basins or other existing ditch systems. The intersection at Pacific Highway is a stop-controlled condition; thus, no preemption will be provided.

In conjunction with the attached petition, WSDOT is working closely with the city of Lakewood, Sound Transit, BNSF, and Tacoma Rail on the proposed improvements for Clover Creek Drive SW. In addition, please find the signed Waiver of Hearing by Respondent found in Section 13 of this petition from each of the applicable project stakeholders as consent without a hearing.

If you should have any questions, please contact myself at (360)905-1578.

Sincerely,

Casey Liles, PE
WSDOT Rail Division
Point Defiance Bypass Project Lead

CL:ts

Enclosure: WUTC Petition to Reconstruct the Clover Creek Drive SW Highway-Rail Grade Crossing, No. 085822W

cc: David Smelser
Mike Coward
Chris Dunster
Devin Reck
Jason Dao
Thomas Slimak
Document Controls

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

WSDOT Rail Petitioner, vs. **Central Puget Sound Regional Transportation Authority;** **City of Lakewood;** **BNSF Railway Company;** **Tacoma Rail** Respondent	)	DOCKET NO. TR- PETITION TO CONSTRUCT OR RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING AND INSTALL AN INTER-TIE BETWEEN A HIGHWAY SIGNAL AND A RAILROAD CROSSING SIGNAL SYSTEM USDOT CROSSING # 085822W

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 installation of an inter-tie between a highway signal and a railroad crossing signal system.

☐ **Construction** ☑ **Reconstruction**

Project Summary:

The Clover Creek Drive SW highway-rail grade crossing is part of the Point Defiance Bypass Project that has been proposed to respond to deficiencies in the existing rail operations around Point Defiance between Tacoma and Nisqually in Washington State. As part of the Pacific Northwest Rail Corridor (PNWRC) Improvement Program, when combined with the other component projects, this Project would allow for two additional round trips of the Amtrak Cascades service between Seattle, Washington, and Portland, Oregon with improved reliability and reduced travel time. This Project would also support Amtrak's longer-distance Pacific Northwest passenger rail service, the Coast Starlight.

The improvements at the Clover Creek Drive SW highway-rail grade crossing include:

- Flashing light masts and gates are set between 5 feet and 7 feet from face of curb.
- The crossing will have a constant warning-time grade crossing warning device with an automatic horn system consisting of stationary horns.
- Crossing surface will be concrete panels with attached rubber flange way fillers.
- The roadway will be widened to 12 feet to accommodate new medians on both sides of the crossing. Drainage will follow existing paths to existing catch basins on the south side of the tracks, on the north side of the tracks; it will follow existing drainage paths, some of which disperses on the ROW.
- The intersection at Pacific Highway is stop-controlled; thus, no pre-emption will be provided.
- Where there is no curb and gutter at the roadway edge, the HMA will be widened to allow for a wider shoulder beyond the edge line stripe. Currently, this roadway has no shoulders.

Section 1 – Petitioner's Information

WSDOT Rail Division
Petitioner

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 2 – Respondent's Information

Central Puget Sound Regional Transportation Authority ("Sound Transit")
Respondent

401 South Jackson Street
Street Address

Seattle, WA 98104-2826
City, State and Zip Code

Mailing Address, if different than the street address

Jodi Mitchell
Contact Person Name

206-398-5080; Jodi.Mitchell@SoundTransit.org
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information (cont'd)

City of Lakewood, Washington
Respondent

6000 Main Street SW
Street Address

Lakewood, WA 98499
City, State and Zip Code

Mailing Address, if different than the street address

Desiree Winkler
Contact Person Name

253-983-7795; dwinkler@cityoflakewood.us
Contact Phone Number and E-mail Address

BNSF Railway Company
Respondent

2454 Occidental Avenue S; Suite 2D
Street Address

Seattle, WA 98134
City, State and Zip Code

Mailing Address, if different than the street address

Richard Wagner
Contact Person Name

206-625-6152; Richard.Wagner@BNSF.com
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information (cont'd)

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

Section 3 – Crossing Location

1. Existing highway/roadway **Clover Creek Drive SW**

2. Existing railroad **Tacoma Municipal Belt Line**

3. USDOT Crossing No. **085822W**

4. Located in the ____ 1/4 of the ____1/4 of Sec. **11** , Twp. **19N,** Range **2E** W.M.

5. GPS location, if known **47.145167, -122.512769**

7. Railroad mile post (nearest tenth) **1.16**

8. 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 Railway Company 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 **Clover Creek Drive SW**

2. Roadway classification **Collector Arterial**

3. Road authority **City of Lakewood**

4. Average annual daily traffic (AADT) **545 (2012)**

5. Number of lanes **2**

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? **<1%**

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?_____

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

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.

   _____

   _____

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.

Stopping sight distances are maintained but the crossing are obstructed by buildings, trees and shrubs in both directions. See Section 8.

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 local roads, commercial and residential development. Constructing an overcrossing or undercrossing would require elimination, reconstruction and/or relocation of these facilities.

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.

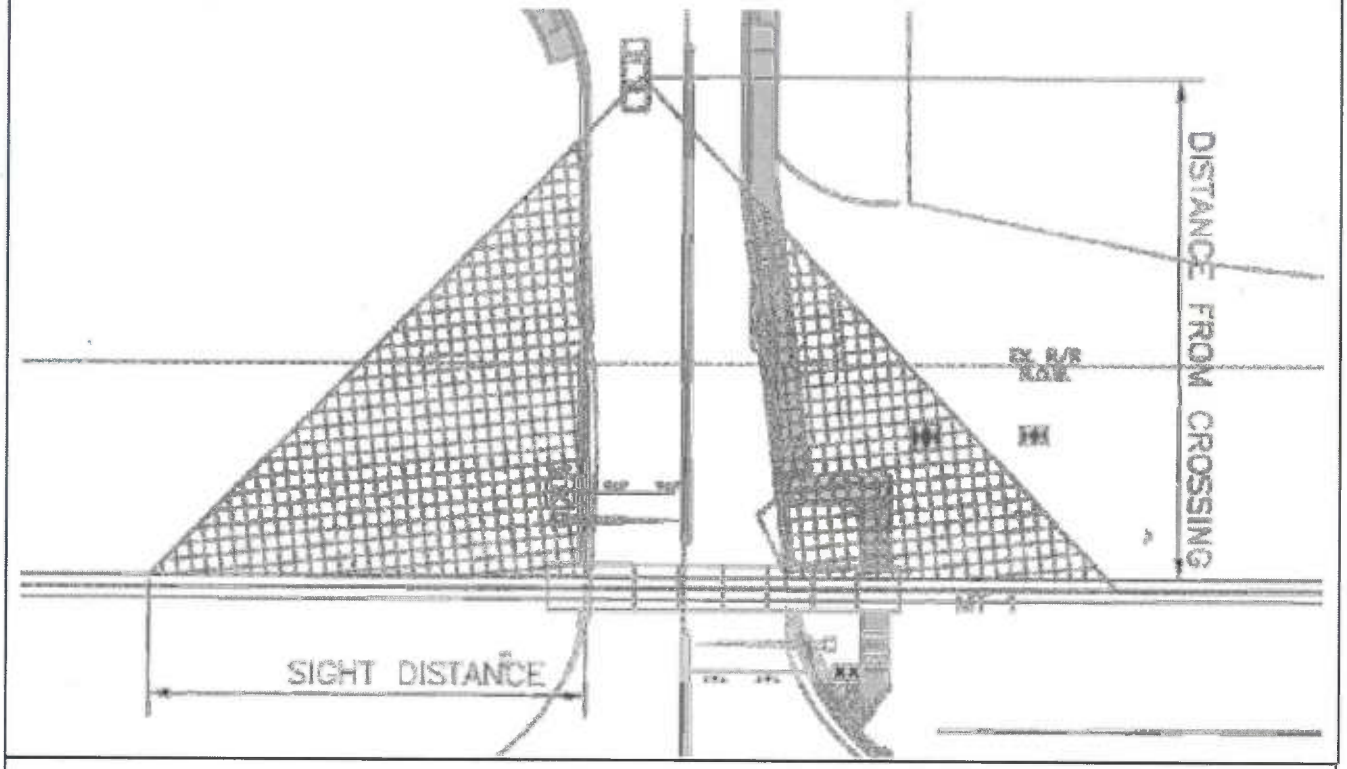
9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

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.

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 outside track along the centerline of the "outside" lane. Sight distance is measured from the driver's position within the lane facing the crossing with the front of the vehicle the number of feet from the proposed crossing.**
Note that sight distances from Pacific Highway are NOT reflected in the tables below. The Pacific Highway is both parallel to the tracks. Visibility on Pacific Highway is obscured by buildings between it and the track.



a. Approaching the crossing from the **SOUTHEAST** , 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	58 (obscured by trees)
Right	200	58 (obscured by trees)
Right	100	58 (obscured by trees)
Right	50	75 (obscured by trees)
Right	25	105 (obscured by trees)
Left	300	15 (obscured by trees)
Left	200	35 (obscured by trees)
Left	100	85 (obscured by trees)
Left	50	110 (obscured by trees)
Left	25	160 (obscured by trees)

b. Approaching the crossing from the **NORTHWEST**, 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	NA (road stops at Pacific Highway)
Right	200	60 (obscured by buildings)
Right	100	95 (obscured by buildings)
Right	50	130 (obscured by buildings)
Right	25	315 (obscured by buildings)
Left	300	NA (road stops at Pacific Highway)
Left	200	50 (obscured by buildings)
Left	100	55 (obscured by buildings)
Left	50	75 (obscured by buildings)
Left	25	105 (obscured by buildings)

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. **Looking north along the track: Right on a vertical curve from 0.00% to 2.79% for 60'; Left on a vertical curve from 0.00% to 2.05% for 40'.**

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.

_____

_____

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.

No sidewalks exist and none are proposed.

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 crossing will have active warning devices, including crossing gates, controlled by constant motion predictors. The warning lights are mounted on the crossing gates structures.

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.

None

If advance preemption, what is the preemption time.

The UTC Advance Preemption Calculation sheet is not applicable, as advanced preemption is not being integrated at this crossing location

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to install an inter-tie between the highway signal and the railroad crossing signal system at the following crossing.

USDOT Crossing No. 085822W

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the inter-tire should be installed and consent to a decision by the commission without a hearing.

Dated at _____ , Washington, on the _____ day of

_____, 20 ____.

_____

Printed name of Respondent

_____

Signature of Respondent's Representative

_____

Title

_____

Phone number and e-mail address

_____

_____

Mailing address

Washington State Department of Transportation

WSDOT GeoPortal

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Lakewood

Section 13 – Waiver of Hearing by Respondent

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USDOT Crossing No. 085822W

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the inter-tire should be installed and consent to a decision by the commission without a hearing.

Dated at Lakewood, Washington, on the 1st day of April, 20 15.

John J. Caulfield

Printed name of Respondent

Signature of Respondent's Representative

City Manager

Title

(253) 589-2489 jcaulfield@cityoflakewood.us

Phone number and e-mail address

6000 MAIN ST SW

LAKEWOOD, WA 98499

Mailing address

Tacoma Rail

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to install an inter-tie between the highway signal and the railroad crossing signal system at the following crossing.

USDOT Crossing No. 085822W

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the inter-tire should be installed and consent to a decision by the commission without a hearing.

Dated at Tacoma, Washington, on the 19th day of January, 20 15.

Kyle Kellem, Tacoma Rail

Printed name of Respondent

Signature of Respondent's Representative

Roadmaster

Title

253-377-3554 KKellem@cityoftacoma.org

Phone number and e-mail address

2601 SR 509 N Frontage Rd.

Tacoma, WA 98421

Mailing address

BNSF

Section 13 – Waiver of Hearing by Respondent

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USDOT Crossing No. 085822W

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the inter-tire should be installed and consent to a decision by the commission without a hearing.

Dated at SEATTLE, Washington, on the 3rd day of March, 2015.

Richard W. Wagner

Printed name of Respondent

Signature of Respondent's Representative

Mgr Public Projects NW Division

Title

206 625.6152

Phone number and e-mail address

Richard.Wagner@BNSF.com

Mailing address

Sound Transit

Section 13 – Waiver of Hearing by Respondent

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The undersigned represents the Respondent in the petition to install an inter-tie between the highway signal and the railroad crossing signal system at the following crossing.

USDOT Crossing No. 085822W

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Dated at Seattle, Washington, on the 9th day of February, 20 15.

DALE LEWIS

Printed name of Respondent

Dale Lewis

Signature of Respondent's Representative

Rail Passenger Safety MGR

Title

206 903 7363

Phone number and e-mail address

401 S. Jackson St

Seattle, WA 98104

Mailing address

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.

No sidewalks exist and none are proposed.

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The crossing will have active warning devices, including crossing gates, controlled by constant motion predictors. The warning lights are mounted on the crossing gates structures.

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.

None

If advance preemption, what is the preemption time.

FILE NAME	c:\pwworking\sea\d1296623\EX-1.dgn				REGION NO.	STATE
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SOUNDTRANSIT

RAILPROS

Washington State Department of Transportation

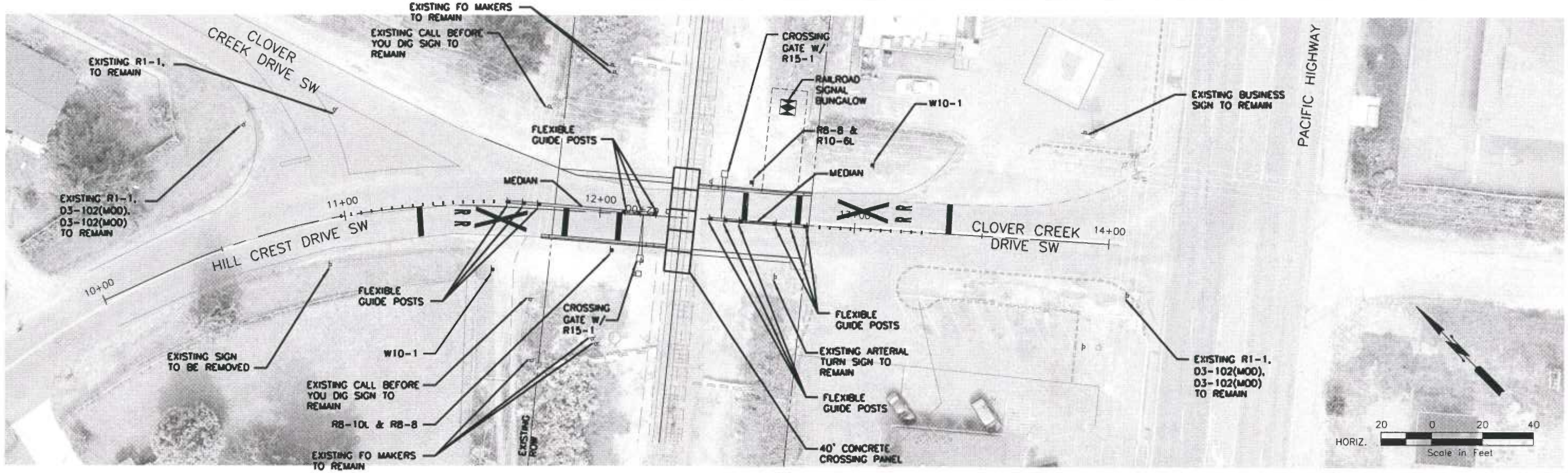
POINT DEFIANCE BYPASS
TRACK & SIGNAL IMPROVEMENTS

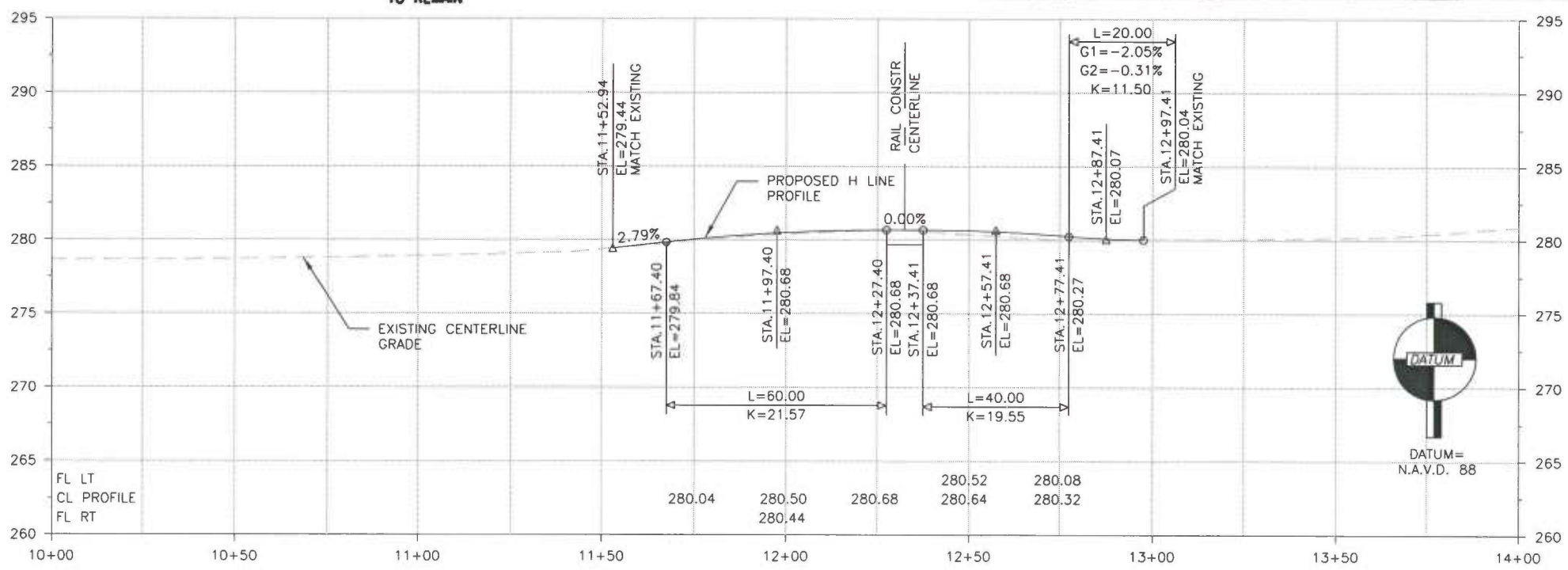
CLOVER CREEK DR SW

CROSSING PLAN

CC-1

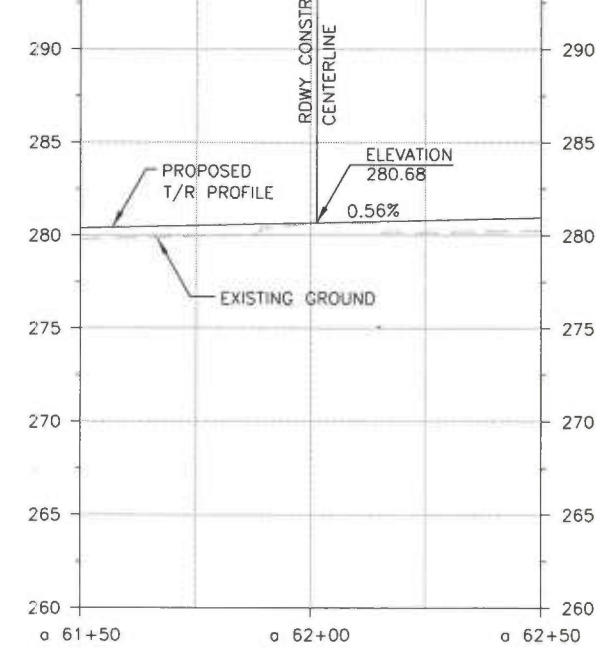
SHEET 1 OF 2 SHEETS





H LINE PROFILE

SCALE (FULL SIZE): 1" = 20' HORIZ.
1" = 5' VERT.



MT 1 TRACK PROFILE

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REGIONAL ADM.		REVISION	DATE	BY	

SOUNDTRANSIT

RAILPROS

Washington State Department of Transportation

POINT DEFIANCE BYPASS
TRACK & SIGNAL IMPROVEMENTS

CLOVER CREEK DR SW

CROSSING PLAN AND PROFILE

CC-2

SHEET 2 OF 2 SHEETS