Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

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January 15, 2010

Washington Utilities and Transportation Commission
C/O Kathy Hunter
PO Box 47250
Olympia, WA 98504-7250

RE: Pt. Defiance (Rail) Bypass – Petitions for modifications to Clover Creek Drive SW, North Thorne Lane SW, Berkeley Street SW, 41st Division Drive, and Barkesdale Street highway-rail grade crossings

Dear Ms. Hunter,

Enclosed are five petitions to the Washington Utilities and Transportation Commission (WUTC) requesting approval to modify the highway-rail grade crossings at Clover Creek Drive SW, North Thorne Lane SW, Berkeley Street SW, 41st Division Drive, and Barkesdale Street. The Washington State Department of Transportation (WSDOT) has prepared and is filing the petitions in support of the Pt. Defiance (Rail) Bypass Project. These include the improvements discussed at our diagnostic site visits in 2008.

The petitions will be sent to the United States Army (Fort Lewis) and to the cities of Lakewood and DuPont by the 20th of January to encourage them to sign the Waiver of Hearing. They have been asked to send their responses to you.

In the case of the three crossings in the city of Lakewood, we are not confident that the city will be signing the waivers. I request that you give them official notice as soon as you can administratively.

If you would like to discuss the details of the petitions in detail, I can be reached at 360-705-7982, or jefferk@wsdot.wa.gov.

Sincerely,

Kevin M. Jeffers

Enclosures (5)

KMJ

CC w/o enclosures: Jodi Mitchell, Sound Transit

WASHINGTON UTC UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Department of Transportation Petitioner, vs. **Central Puget Sound Regional Transportation Authority and the City of Lakewood** Respondent	DOCKET NO. TR- 160127 PETITION TO MODIFY A HIGHWAY-RAIL GRADE CROSSING **Clover Creek Drive SW** USDOT CROSSING # **085822W** UTC CROSSING #

2010 JAN 19 AM 8:25

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

Section 1 – Petitioner's Information

Washington State Department of Transportation Petitioner
310 North Maple Park Ave SE Street Address
Olympia, WA 98504 City, State and Zip Code
PO Box 47307, Olympia, WA 98504-7407 Mailing Address, if different than the street address
Kevin Jeffers Contact Person Name
360-705-7982; JefferK@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

City of Lakewood

Respondent

6000 Main Street SW

Street Address

Lakewood, WA 98499-5027

City, State and Zip Code

Mailing Address, if different than the street address

Desirée Winkler

Contact Person Name

(253) 983-7818, dwinkler@CityofLakewood.us

Contact Phone Number and E-mail Address

Section 3 – Current Crossing Information

1. Railroad company(ies) _____
   - Tracks owned by: **Sound Transit**
   - Operating railroad: **Tacoma Rail, BNSF, Amtrak**

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

   ☐ Passenger ☐ Excursion

3. Type of tracks at crossing ☑ Main Line, number of tracks **1**
   ☐ Siding or Spur, number of tracks ____

4. Average daily train traffic, freight **2 per day (trains typically operate 4-5 days/week, max.)**

   Authorized freight train speed **10 mph** Operated freight train speed **10 mph**

5. Average daily train traffic, passenger **0**

   Authorized passenger train speed **N/A** Operated passenger train speed **N/A**

6. Describe current crossing configuration including type of train detection, active warning devices, preemption, etc.:
This is currently a single track crossing with crossbucks only (no active warning devices).

Section 4 – Expected Crossing Characteristics After Modification

1. Type of railroad operations at crossing ☑ Common Carrier ☐ Logging ☐ Industrial

☑Passenger ☐ Excursion

2. Type of tracks at crossing ☑ Main Line, number of tracks **1**
☐ Siding or Spur, number of tracks _____

3. Average daily train traffic, freight **2**

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

4. Average daily train traffic, passenger **16**

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

5. Will the modified crossing eliminate the need for one or more existing crossings?
Yes ____ No **X**

6. If so, state the distance and direction from the modified crossing.

_____

_____

_____

7. Does the petitioner propose to close any existing crossings and if yes, which crossings?
Yes ____ No **X**

_____

Section 5 – Proposed Temporary Crossing

1. Will a temporary crossing be installed? Yes ____ No __X__

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 **Local**

3. Road authority **City of Lakewood**

4. Average annual daily traffic (AADT) **1270 (in year 2006)**

5. Number of lanes **1 NB lane, 1 SB lane.**

6. Roadway speed **25mph**

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

8. If so, trucks are what percent of total daily traffic? **6% (PM peak)**

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? **10 (estimated)**

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
AADT estimated to grow to 1740 (in year 2020); as part of the project, a new 1' wide median will be installed on both sides of the crossing. Concrete curb and gutter will be installed on both approaches, as well. The paved surface is being widened several feet to provide lanes 12' wide from face-of-median to face-of-curb on both approaches and 14' wide from face-of-median to edge-of-pavement on the roadways "beyond" the crossing.

Section 7 – Alternatives to the Proposed Modifications

1. Does a safer location for a crossing exist within a reasonable distance of the current or proposed location? Yes ____ No **X**

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 **X** 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 obstructed by businesses on the south side of the tracks, and by homes and roadway geometry on the north side of the tracks – the roadway on the north side has a "wye" intersection, with both sides curving away from the crossing and being obstructed by homes.

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 **X**

6. If an over-crossing or under-crossing is not feasible, explain why. **There is approximately 200' to the intersection with Pacific Highway SW, which is inadequate to accommodate the necessary grades.**

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

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 modified crossing?

Yes ____ No **X**

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 after modification. **"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.**

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

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	**0 (No roadway approach)**
Right	200	**60**
Right	100	**110**
Right	50	**95**
Right	25	**270**
Left	300	**0 (No roadway approach)**
Left	200	**20**
Left	100	**80**
Left	50	**140**
Left	25	**255**

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

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	**0 (obscured by trees)**
Right	200	**0 (obscured by trees)**
Right	100	**80(obscured by fence)**
Right	50	**340**
Right	25	**250**
Left	300	**0 (obscured by structures)**
Left	200	**80**
Left	100	**145**
Left	50	**310**
Left	25	**270**

2. Will the modified crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes ____ No **X**

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

At the North side of the crossing, the roadway slopes down from the crossing at approximately 2.8%. The slope begins at the edge of the crossing panels and gets gradually steeper. The roadway grade to the South of the crossing slopes downward away from the crossing at 2.1%. These slopes begin at 0% (flat) at the crossing and get gradually steeper as they move away from the crossing. The slopes extend approximately 50' out from each side of the crossing.

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

Yes X No ____

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

_____

_____

_____

_____

Section 9 – Illustration of Modified Crossing Configuration

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

- ♦ The vicinity of the modified 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.

Existing features (buildings, trees, etc) that are obstructions are shown on the accompanying plan in "screened" or "grayscale" lines.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of proposed automatic signals or other warning devices planned at the crossing, including a cost estimate for each. If the proposed medications include adding or modifying preemption, contact UTC for the additional worksheets.

There are currently no active warning devices at the crossing. New flashing lights, bells, and gates will be installed.

The control equipment for the railroad warning devices will be modern constant warning time units.

The approximate cost for railroad crossing signal improvements at Clover Creek Drive SW is $300,000.

Section 11 – Justification of Installation of Wayside Horn (if applicable)

1. Describe in detail why this crossing should have a wayside horn installed. Also include a description of where the wayside horns and indicator lights will be installed at the crossing.

With higher speed operations, wayside horns are being installed to help avoid creating noise for residents adjacent to the track. With higher speed trains, the train horn would begin sounding farther from the crossing, near residential areas and schools. The indicator lights will be installed on separate masts, mounted high so that engineers can see them from a distance.

Section 12 – Additional Information

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

New concrete crossing panel crossing surfaces will be installed, and the roadway repaved to match the elevation of the panels.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

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

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified 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