Hunter, Kathy (UTC)

From: Rogers, Dale [Dale.Rogers@Pullman-Wa.gov]
Sent: Tuesday, February 23, 2010 9:29 AM
To: Hunter, Kathy (UTC)
Cc: Workman, Mark
Subject: TR-100041 - City Supplement to Petition
Attachments: TR-100041 - City Supplement to Petition .doc; rail crossing dwg.pdf

Kathy....Sorry this took so long to get to you. Call if you need additional info. Thanks for your assistance ....d

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Section 7 – Illustration of Crossing

Attach a diagram, drawing, map or other illustration showing the location of the railroad and the proposed location of the crossing. **Also include proposed warning signals and signage. Include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.**

Section 8 – Alternatives to the Proposal

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

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.

There are warehouses located 20' east of the tracks and 40'south and 140' north of the crossing. Neither structure interferes with sight distance at the stop bar.

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.
The crossing is located in a floodplain. An undercrossing would be underwater. Proximity to Missouri Flat Creek, Grand Avenue and the Whitman Trail and ADA access requirements would require constructing 937 lineal feet of elevated approach ramps to an over-crossing. The cost of such a structure is conservatively estimated at $1200 per lineal foot to be $1.12 million, clearly an unsupportable cost. In addition, the ramp termini would occur at locations that would not be readily accepted by pedestrians and cyclists, resulting in continued uncontrolled crossings at grade in random locations.

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 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 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 9 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from the 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	20 (stop bar at 10')	800+
Right		
Right		
Right		
Right		
Left	20 (stop bar at 10')	730
Left		
Left		
Left		
Left		

b. Approaching the crossing from the 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	18 (stop bar at 10')	765
Right		
Right		
Right		
Right		
Left	18 (stop bar at 10')	800+
Left		
Left		
Left		
Left		

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

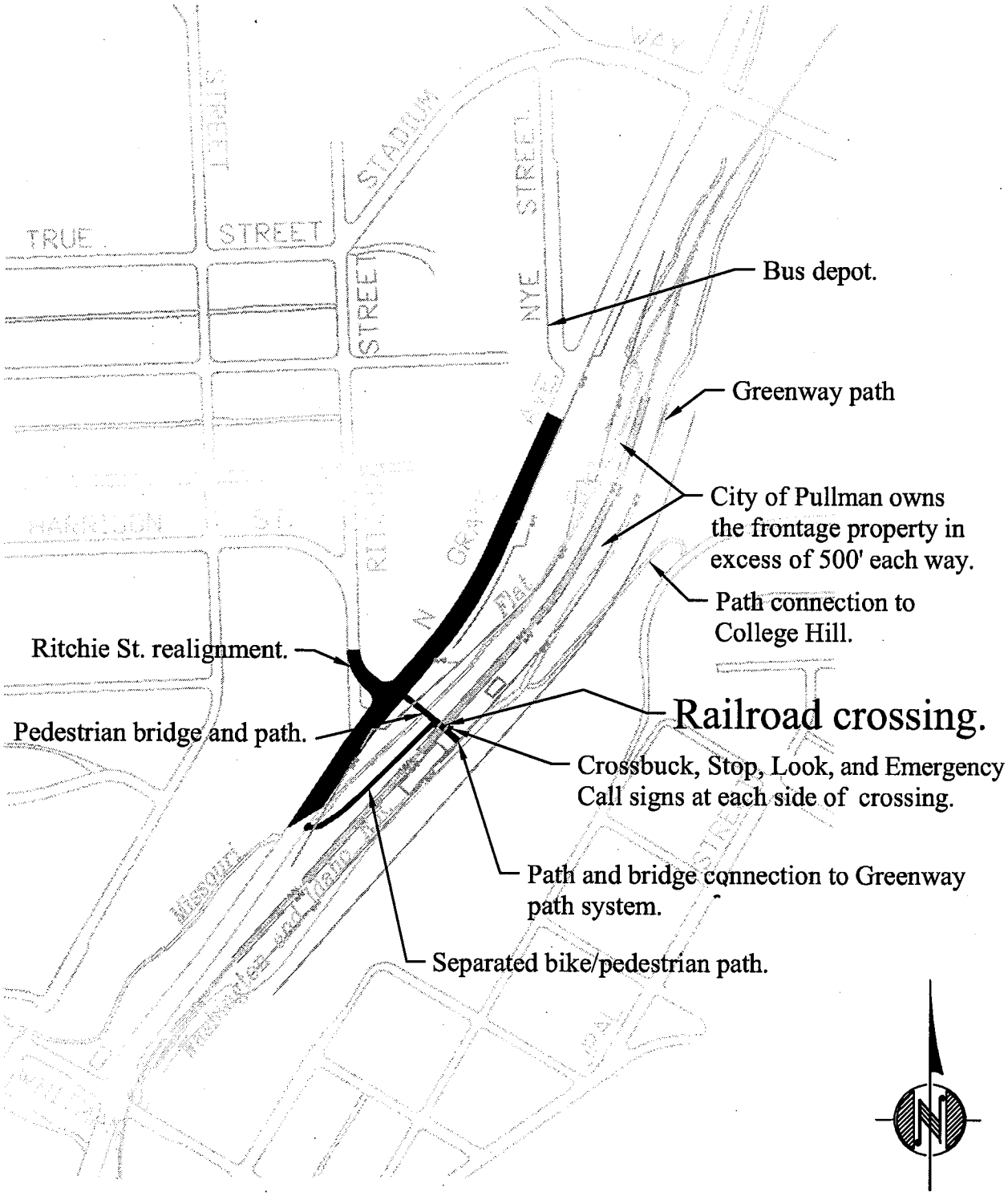
Yes ____ No X

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. East approach – 25' West approach – 10'

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

Yes X No ____

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



AutoCAD: p:\city projects\grand widening nye to ritchie\drawings\

Scale: 1" = 400'	CITY OF PULLMAN, WASHINGTON	Grand Avenue Widening Rairoad Crossing	SHEET 1
Dwn: drr			
CONTRACT NO.			OF 1
Date: Aug. 2007	ENGINEERING DIVISION		