UTILITIES AND TRANSPORTATION COMMISSION
STATE OF WASHINGTON

THE CITY OF WOODINVILLE, a political subdivision of the State of Washington, Petitioner, v. EASTSIDE COMMUNITY RAIL; and BALLARD TERMINAL RAIL, Respondents,	DOCKETS: TR-143902 and TR-143903 SUPPLEMENTAL DECLARATION OF THOMAS E. HANSEN IN SUPPORT OF PETITIONER'S MOTION FOR PARTIAL SUMMARY JUDGMENT ON REMAINING UNRESOLVED ISSUE

THOMAS E. HANSEN, declares as follows:

1. I am the Director of Public Works for the City of Woodinville, Washington.

2. I previously executed a declaration in support of the City of Woodinville's Motion for Summary Judgment on the unresolved issues in the above captioned proceedings. This declaration is submitted to clarify and supplement the points addressed in the prior declaration.

3. The SAFETE-LU Grant from the FHWA will contribute to the funding of the cost of installation of the grade crossing protective devices, including the new crossing arms.

OGDEN MURPHY WALLACE, P.L.L.C.
901 Fifth Avenue, Suite 3500
Seattle, Washington 98164-2008
Tel: 206.447.7000/Fax: 206.447.0215

4. Attached hereto is a copy of the revised WSDOT Channelization Plan for the Project approved by WSDOT and a copy of the Railroad Crossing Improvement Plans showing the proposed new signal lights and crossing gates with the reduced length in the rail crossing arms agreed to by the parties on August 4, 2015 at a mediation held at WUTC offices.

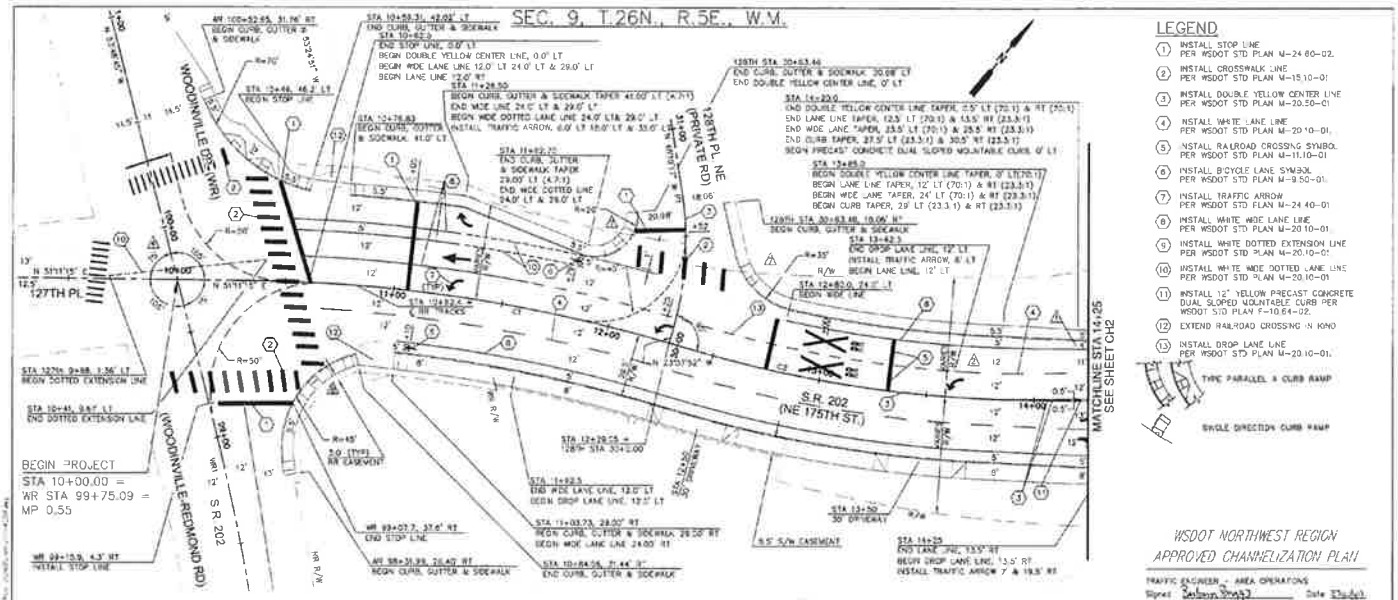
8. This declaration is made in support of the City's position set forth in the Brief of the City of Woodinville. Due to the FHWA partial funding of the project including the crossing arms and other grade crossing protective devices, the railroad (ECR/BTRC) is 100% responsible for ongoing maintenance of all grade crossing protective devices, including the crossing arms and other devices located in the railroad right of way..

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

DATED THIS 24TH day of September 2015, in Woodinville, Washington.

THOMAS E. HANSEN, P.E.

OGDEN MURPHY WALLACE, P.L.L.C.
901 Fifth Avenue, Suite 3500
Seattle, Washington 98164-2008
Tel: 206.447.7000/Fax: 206.447.0215



CURVE TABLE

CURVE NO.	RADIUS	DELTA	LENGTH	PC STA	PI STA	PT STA	SUPER
C1	700.00'	16°12'58"	198.12'	10+37.48	11+37.18	12+35.58**	-3% *
C2	500.00'	16°54'35"	165.27'	12+35.58**	13+18.82	14+00.85	3% *
MR1	691.12'	22°41'23"	209.20'	93+90.95	95+52.41	96+99.85	
P1	150.00'	25°11'25"	65.95'	30+04.59	30+38.41	30+70.54	3% *

* NOTE: EXISTING SUPERELEVATION
** NOTE: STATION IS A PRC

GENERAL NOTES

1) TAPER RATES PER WSDOT STD. PLAN M-3.20-01
2) ALL CURB RAMPS AND DRIVEWAYS SHALL MEET CITY STATE (WSDOT) AND FEDERAL REQUIREMENTS FOR ADA TO THE GREATEST EXTENT FEASIBLE
3) ALL DIMENSIONS TO CURB ARE TO FACE OF CURB
4) ACCESS CONNECTIONS HAVE BEEN REVIEWED AND APPROVED BY THE CITY OF WOODINVILLE
5) SEE SHEET CH2 FOR DESIGN DATA TABLE

DESIGN VARIANCES

1. DEVIATION NO. 1 = BIKE LANE WIDTH ON EXISTING BRIDGE, DM1520.09(1), JULY 2010
2. DEVIATION NO. 2 = TURNING ROADWAY WIDTH, DM EXHIBIT 1240-2a, JULY 2010
3. DEVIATION NO. 3 = ROADWAY CROSS SLOPE, DM 1230.34(1), JULY 2010
4. DEVIATION NO. 4 = LANE ALIGNMENT ACROSS WOODINVILLE-REDMOND ROAD/SR202 INTERSECTION, DM 1310.05(3), JULY 2010
5. DESIGN DECISION NO. 1 = LANE ALIGNMENT ACROSS 131ST AVENUE NE/SR202 INTERSECTION, DM 1310.05(3), JULY 2010
6. DESIGN DECISION NO. 2 = LANE WIDTH ADJACENT TO MOUNTABLE CURB, DM EXHIBIT 1140-3, JULY 2010
7. DESIGN DECISION NO. 3 = NW & NE CORNER RADII @ 128TH PLACE SE (PRIVATE ROAD) & SR 202 (NE 175TH STREET), DM EXHIBIT 1240-5, JULY 2010
8. EVALUATE UPGRADE NO. 1 = SE CORNER RADIUS @ WOODINVILLE-REDMOND ROAD & SR 202 (NE 175TH STREET), DM EXHIBIT 1310-14, JULY 2010
9. EVALUATE UPGRADE NO. 2 = SW CORNER RADIUS @ 131ST AVENUE NE & SR 202 (NE 175TH STREET), DM EXHIBIT 1310-14, JULY 2010

WSDOT NORTHWEST REGION APPROVED CHANNELIZATION PLAN

TRAFFIC ENGINEER - AREA OPERATIONS
Signed: Barbara Zeiger Date: 7/26/10
Print: Barbara Zeiger

ENGINEERING MANAGER
Signed: William H. Sames Date: 7/26/10
Print: William H. Sames

SCALE IN FEET

FILE NAME					
TIME					
DATE					
PLOTTED BY					
DESIGNED BY					
ENTERED BY					
CHECKED BY					
PROJ. ENGR.					
REGIONAL ADM.		REVISION	DATE	BY	

AECOM

CITY OF WOODINVILLE

SR 202 MP 0.31 TO MP 0.55

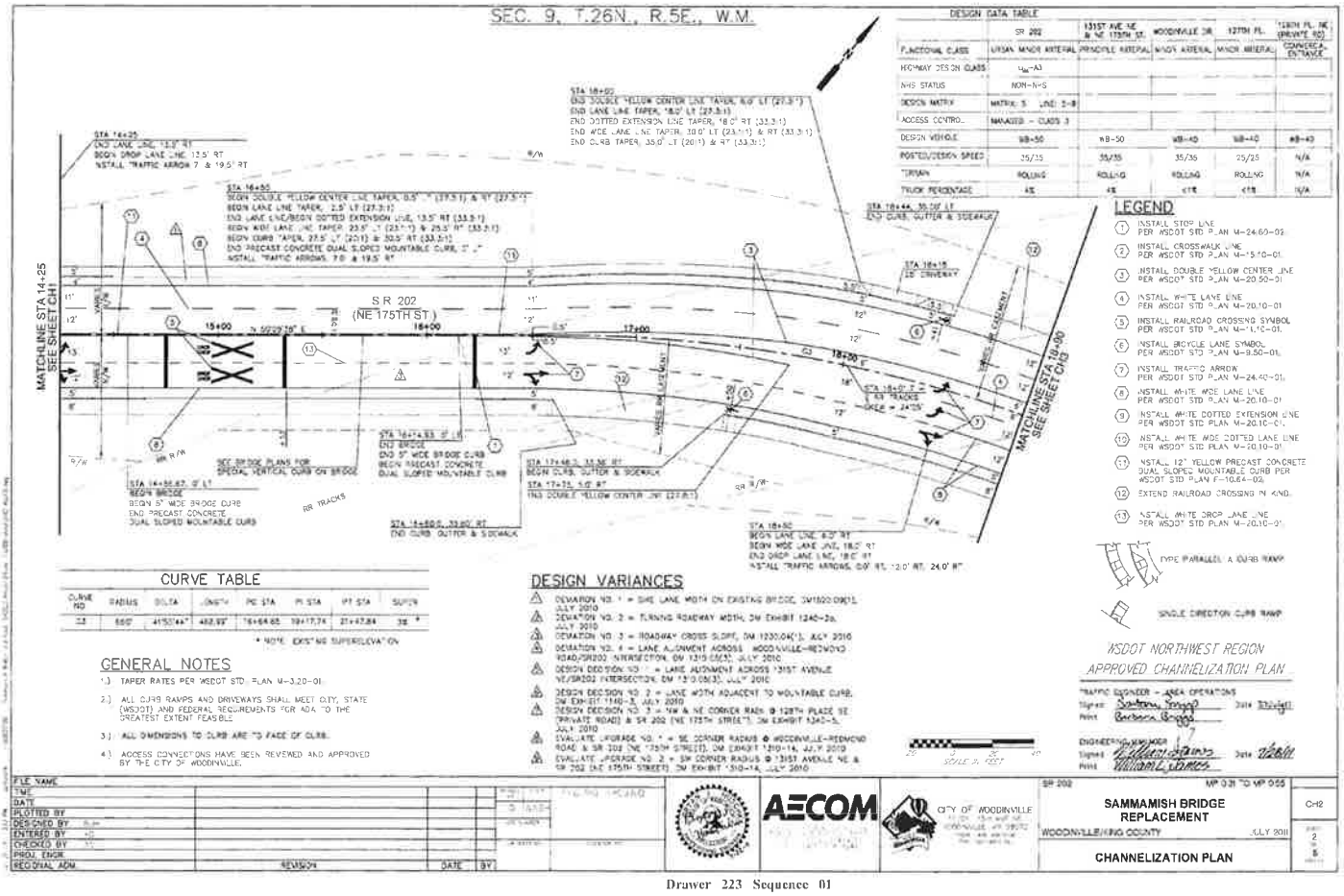
SAMMAMISH BRIDGE REPLACEMENT

WOODINVILLE/KING COUNTY JUL 1 201

CHANNELIZATION PLAN

CH1

Drawer 223 Sequence 01



Drawer 223 Sequence 01

GENERAL NOTES

1.) TAPER RATES PER WSDOT STD. PLAN M-3.20-01

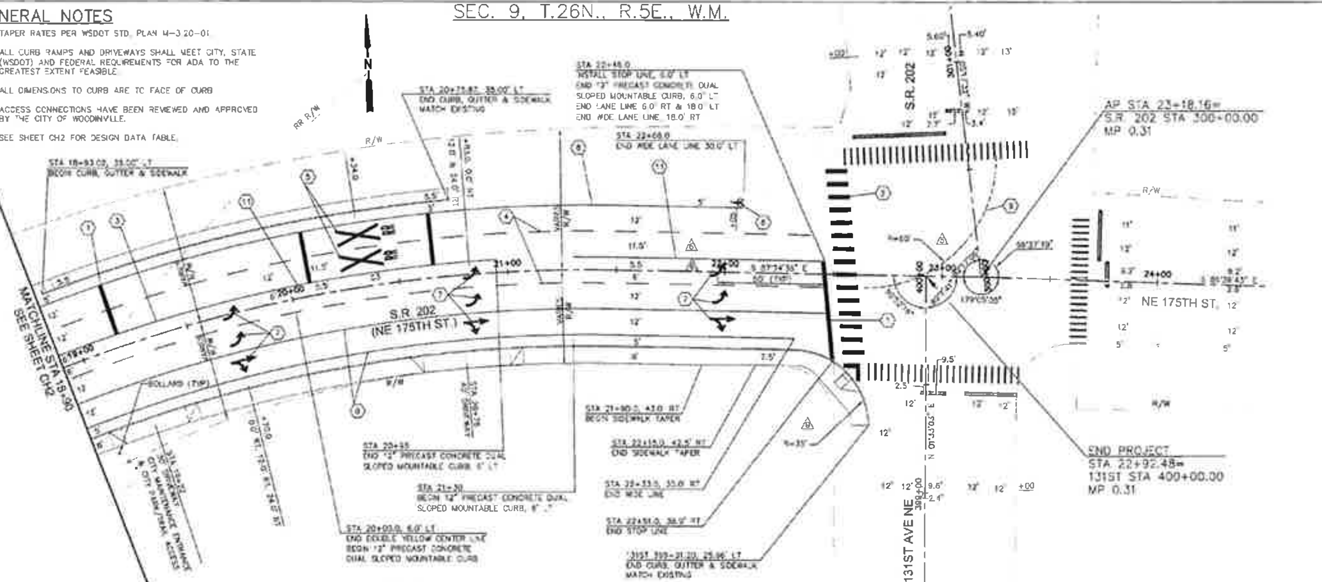
2.) ALL CURB RAMPS AND DRIVEWAYS SHALL MEET CITY, STATE (WSDOT) AND FEDERAL REQUIREMENTS FOR ADA TO THE GREATEST EXTENT FEASIBLE.

3.) ALL DIMENSIONS TO CURB ARE TO FACE OF CURB

4.) ACCESS CONNECTIONS HAVE BEEN REVIEWED AND APPROVED BY THE CITY OF WOODINVILLE.

5.) SEE SHEET CH2 FOR DESIGN DATA TABLE.

SEC. 9, T.26N., R.5E., W.M.



DESIGN VARIANCES

- △1 DEVIATION NO. 1 = BIKE LANE WIDTH ON EXISTING BRIDGE, DM1520.09(1), JULY 2010
- △2 DEVIATION NO. 2 = TURNING ROADWAY WIDTH, DM EXHIBIT 1240-2a, JULY 2010
- △3 DEVIATION NO. 3 = ROADWAY CROSS SLOPE, DM 1230.04(1), JULY 2010
- △4 DEVIATION NO. 4 = LANE ALIGNMENT ACROSS WOODINVILLE-REDMOND ROAD/SR202 INTERSECTION, DM 1310.05(3), JULY 2010
- △5 DESIGN DECISION NO. 1 = LANE ALIGNMENT ACROSS 131ST AVENUE NE/SR202 INTERSECTION, DM 1310.05(3), JULY 2010
- △6 DESIGN DECISION NO. 2 = LANE WIDTH ADJACENT TO MOUNTABLE CURB, DM EXHIBIT 1140-3, JULY 2010
- △7 DESIGN DECISION NO. 3 = NW & NE CORNER RADII @ 128TH PLACE SE (PRIVATE ROAD) & SR 202 (NE 175TH STREET), DM EXHIBIT 1340-5, JULY 2010
- △8 EVALUATE UPGRADE NO. 1 = SE CORNER RADIUS @ WOODINVILLE-REDMOND ROAD & SR 202 (NE 175TH STREET), DM EXHIBIT 1310-14, JULY 2010
- △9 EVALUATE UPGRADE NO. 2 = SW CORNER RADIUS @ 131ST AVENUE NE & SR 202 (NE 175TH STREET), DM EXHIBIT 1310-14, JULY 2010

LEGEND

1. INSTALL STOP LINE PER WSDOT STD PLAN M-24.60-02
2. INSTALL CROSSWALK LINE PER WSDOT STD PLAN M-15.10-01
3. INSTALL DOUBLE YELLOW CENTER LINE PER WSDOT STD PLAN M-20.50-01.
4. INSTALL WHITE LANE LINE PER WSDOT STD PLAN M-20.10-01.
5. INSTALL RAILROAD CROSSING SYMBOL PER WSDOT STD PLAN M-11.10-01.
6. INSTALL BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-01
7. INSTALL TRAFFIC ARROW PER WSDOT STD PLAN M-24.40-01.
8. INSTALL WHITE WIDE LANE LINE PER WSDOT STD PLAN M-20.10-01.
9. INSTALL WHITE DOTTED EXTENSION LINE PER WSDOT STD PLAN M-20.10-01
10. INSTALL WHITE WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-01.
11. INSTALL 12" YELLOW PRECAST CONCRETE DUAL SLOPED MOUNTABLE CURB PER WSDOT STD PLAN F-10.64-02
12. EXTEND RAILROAD CROSSING IN KIND.

TYPE PARALLEL A CURB RAMP

SINGLE DIRECTION CURB RAMP

CURVE TABLE

CURVE NO.	RADIUS	DELTA	LENGTH	PC STA	PI STA	PT STA	SUPER
C3	660'	41°55'44"	482.93'	16+64.55	19+17.74	21+47.04	3%*

* NOTE: EXISTING SUPERELEVATION

SCALE IN FEET

WSDOT NORTHWEST REGION
APPROVED CHANNELIZATION PLAN

TRAFFIC ENGINEER - AREA OPERATIONS
Signed Barbara Briggs Date
Print Barbara Briggs

ENGINEERING MANAGER
Signed William James Date
Print William J. James

FILE NAME			
TIME			
DATE			
PLOTTED BY			
DESIGNED BY			
ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.	REVISION	DATE	BY

AECOM

CITY OF WOODINVILLE

SR 202 MP 0.31 TO MP 0.55

SAMMAMISH BRIDGE REPLACEMENT

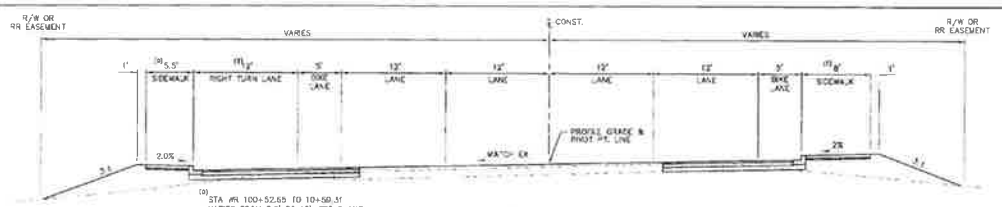
WOODINVILLE/KING COUNTY JULY 2010

CHANNELIZATION PLAN

CH3

3 OF 5

Drawer 223 Sequence 01



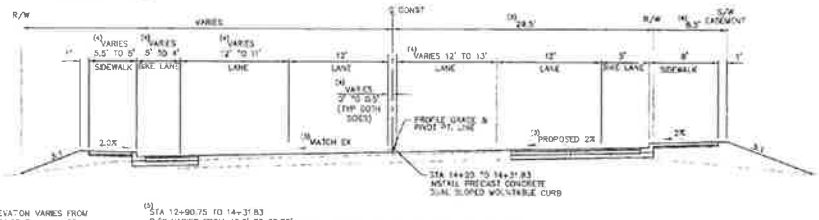
(a) STA ⍉R 100+52.65 TO 10+50.51
VARIES FROM 5.5' TO 10', SEE PLANS

(f) STA ⍉R 98+31.99 TO 10+84.98
WIDTH = 5.5'

(b) STA 11+26.50 TO 11+82.70
VARIES FROM 12' TO 0'

ROADWAY SECTION A – SR 202

STA 10+26 TO STA 11+58.83



(2) SUPERELEVATION VARIES FROM STA 13+69.33 TO 14+31.83 FROM 2% TO 0.1%

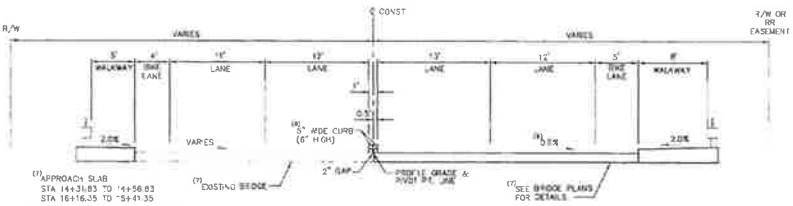
(4) WIDTH VARIES FROM STA 13+65 TO 14+20

(3) STA 12+90.75 TO 14+31.83
R/W VARIES FROM 49.3' TO 58.73'

(9) STA 12+90.75 TO 14+31.83
S/W EASEMENT = 0'

ROADWAY SECTION B – SR 202

STA 11+88.60 TO STA 14+31.83



(7) APPROACH SLAB
STA 14+31.83 TO 14+56.83
STA 16+16.35 TO 16+41.35

(7) EXISTING BRIDGE

(7) SEE BRIDGE PLANS FOR DETAILS

(6) INSTALL PRECAST CONCRETE DUAL SLOPED MOUNTABLE CURB ON APPROACH SLAB INSTEAD OF 2 EA – 5" MDE CURBS

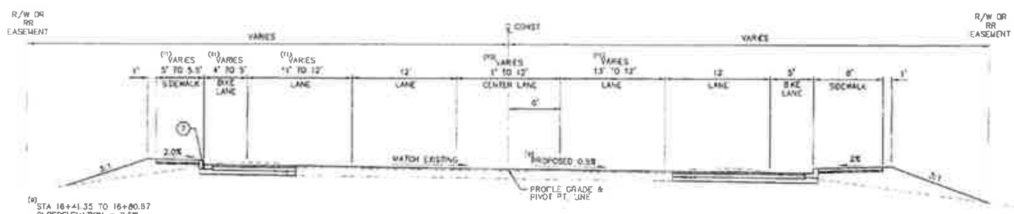
(10) SUPERELEVATION VARIES FROM STA 14+31.83 TO 14+56.83 FROM 0.1% TO 0.5%

ROADWAY SECTION C – SR 202

STA 14+31.83 TO STA 16+41.35

FILE NAME						SR 202	MP 0.31 TO MP 0.55	
TIME						SAMMAMISH BRIDGE REPLACEMENT		RS1
DATE						WOODINVILLE, KING COUNTY	JULY 201	
PLOTTED BY						ROADWAY SECTIONS		
DESIGNED BY								
ENTERED BY								
CHECKED BY								
PROJ. ENGR.								
REGIONAL ADM.	REVISION	DATE	BY					

Drawer 223 Sequence 01



ROADWAY SECTION D – SR 202

STA 16+41.35 TO STA 20+75.87

(9) STA 16+41.35 TO 16+80.87
SUPERELEVATION = 0.5%

STA 16+80.87 TO 20+75.85
MATCH EXISTING SLOPE

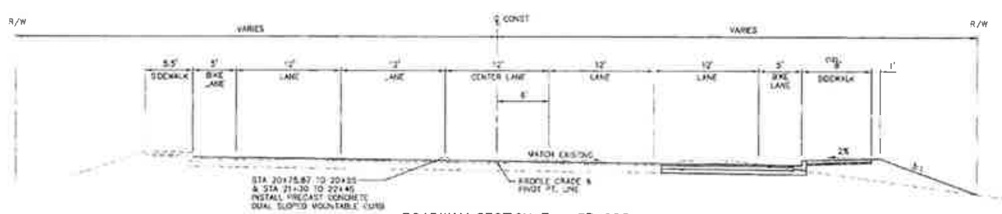
(10) STA 16+41.35 TO 16+50
WIDTH = 1' WITH PRECAST CONCRETE DUAL FACED SLOPED MOUNTABLE CURB (SEE ROADWAY SECTION B)

STA 16+50 TO 18+00
WIDTH VARIES FROM 1' TO 12'

STA 18+00 TO 20+75.87
WIDTH = 12'

STA 20+00 TO 20+75.87, 6' LT
INSTALL PRECAST CONCRETE DUAL FACED SLOPED MOUNTABLE CURB (SEE ROADWAY SECTION E)

(11) WIDTH VARIES FROM STA 16+50 TO 18+00



ROADWAY SECTION E – SR 202

STA 20+75.87 TO STA 22+85

(12) STA 21+90 TO 22+15
SIDEWALK VARIES FROM 8' TO 7.5'

STA 22+15 TO 22+85
SIDEWALK = 7.5'

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ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.	REVISION	DATE	BY

AECOM

CITY OF WOODINVILLE

SR 202 — MP 0.31 TO MP 0.55

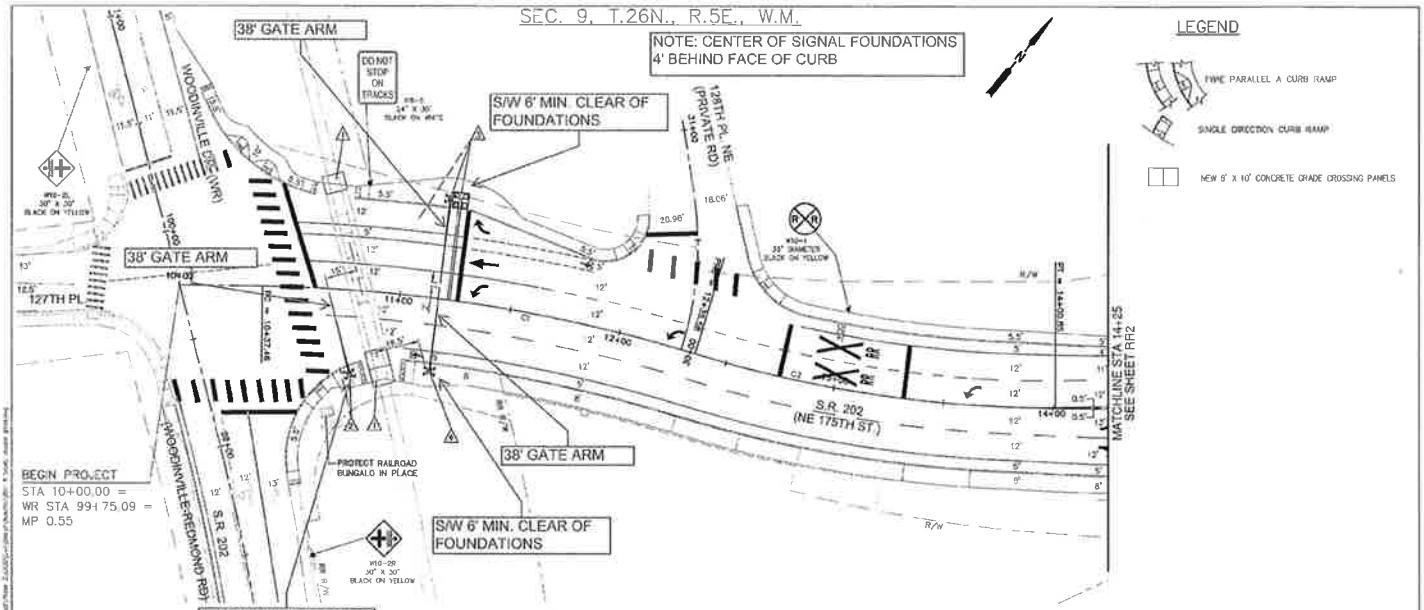
SAMMAMISH BRIDGE REPLACEMENT

WOODINVILLE/KING COUNTY — JULY 2011

ROADWAY SECTIONS

RS2

SHEET 5 OF 5 SHEETS



CURVE TABLE

CURVE NO.	RADIUS	DELTA	LENGTH	PC STA	PI STA	PT STA
C1	700.00'	16°12'58"	198.12'	10+37.46	11+37.19	12+35.58**
C2	560.00'	16°54'35"	165.27'	12+35.58**	13+18.02	14+00.85

** NOTE: STATION @ A PRC

GENERAL NOTES

1.) ALL DIMENSIONS TO CURB ARE TO FACE OF CURB.

2.) GRADE CROSSING SIGNAGE AND PAVEMENT MARKING SYMBOL SHALL MEET MUTCD 2009 TABLE 2C-4. SEE WSDOT STANDARD PLAN M-11.10-01 FOR GRADE CROSSING SYMBOL DETAIL.

3.) AUTOMATIC GATE AND RAILROAD WARNING DEVICE ASSEMBLIES SHALL BE CONSTRUCTED SO THAT THE CLOSEST POINT OF THE GATE MAST ARM IS 15' FROM THE CENTERLINE OF THE TRACK.

4.) FOR CURB GEOMETRY SEE SHEETS PP1 – PP3.

5.) FOR RIGHT-OF-WAY INFORMATION SEE RIGHT-OF-WAY PLANS.

6.) FOR ASPHALT CONCRETE PAVEMENT SECTION FOR GRADE CROSSING USE FULL DEPTH ASPHALT SECTION SHOWN ON SHEET RS1.

RAILROAD CROSSING NOTES:

1. INSTALL 8' X 10' CONCRETE GRADE CROSSING PANELS. (3 EA)
2. REMOVE EXISTING GATE AND FLASHERS AND INSTALL NEW GATE WITH 38' GATE ARM AND FLASHERS PER SPECIFICATIONS. INSTALL R15-1 RAILROAD CROSSING SIGN AND R15-2P "1" TRACK SIGN BELOW IT.
3. REMOVE EXISTING GATE WITH FLASHERS AND CANTILEVER. INSTALL NEW GATE WITH 38' GATE ARM AND CANTILEVER PER SPECIFICATIONS. INSTALL R15-1 RAILROAD CROSSING SIGN AND R15-2P "1" TRACK SIGN BELOW IT. MOUNT SIGNS ON CANTILEVER AND FLASHERS POST.
4. INSTALL NEW GATE WITH 38' GATE ARM PER SPECIFICATIONS.

FILE NAME	
TIME	
DATE	
PLOTTED BY	
DESIGNED BY	
ENTERED BY	
CHECKED BY	
PROJ. ENGR.	
REGIONAL ADM.	

REVISION	DATE	BY

FED. AID PROJ. NO.

AECOM
701 5TH AVENUE, SUITE 1100
SEATTLE, WASHINGTON 98104
PHONE (206) 674-4200
FAX (206) 674-4242

CITY OF WOODINVILLE
17301 133rd AVE NE
WOODINVILLE, WA 98072
PHONE (425) 489-2700
FAX (425) 489-2756

SR 202 MP 0.01 TO MP 0.65

SAMMAMISH BRIDGE REPLACEMENT

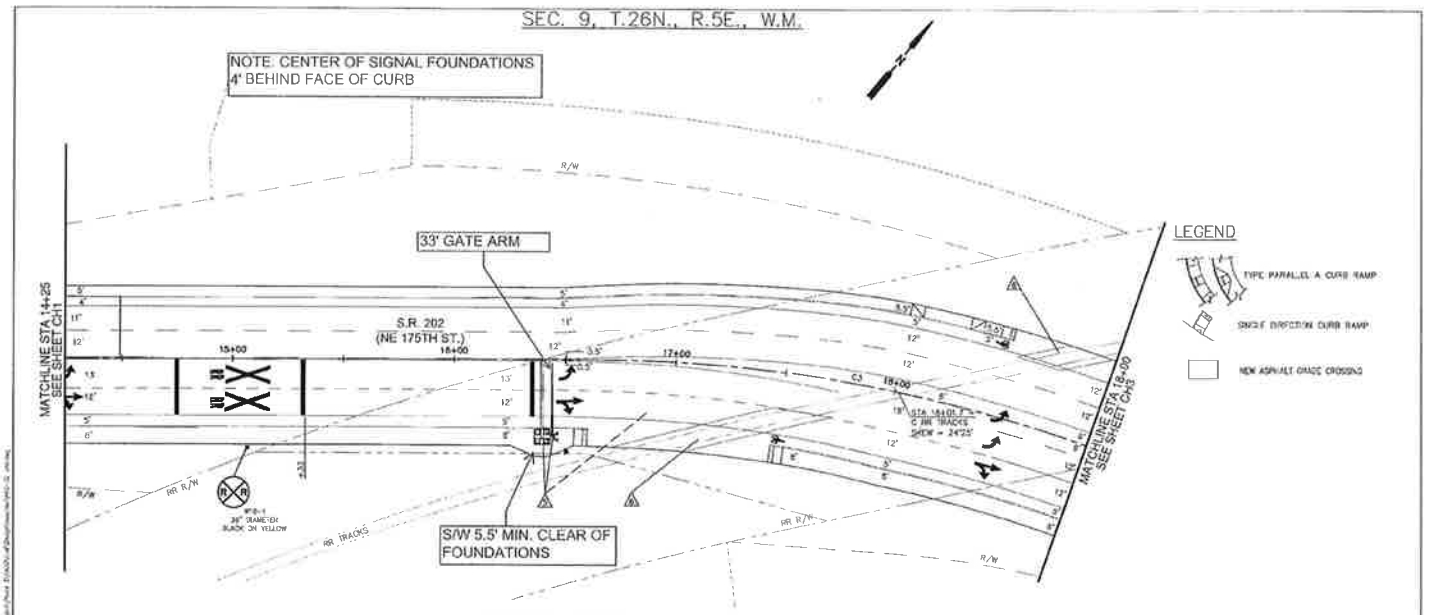
WOODINVILLE/KING COUNTY OCTOBER 2012

RAILROAD PLAN

RR1

SHEET 1 OF 3 SHEETS

SEC. 9, T.26N., R.5E., W.M.



RAILROAD CROSSING NOTES:

A. REMOVE EXISTING CANTILEVER RAILROAD SIGNAL AND INSTALL NEW GATE WITH 33' GATE ARM AND CANTILEVER SIGNAL PER SPECIFICATIONS. INSTALL R15-1 RAILROAD CROSSING SIGN AND R15-2P "1" TRACK SIGN BELOW IT. MOUNT SIGNS ON CANTILEVER AND FLASHERS POST.

B. PLACE ASPHALT CONCRETE PAVEMENT BETWEEN RAILS WITHIN THE LIMITS SHOWN, SEE SHEET PP2.

GENERAL NOTES

1.) ALL DIMENSIONS TO CURB ARE TO FACE OF CURB.

2.) GRADE CROSSING SIGNAGE AND PAVEMENT MARKING SYMBOL SHALL MEET MUTCD 2009 TABLE 2C-4. SEE WSDOT STANDARD PLAN M-7.10-01 FOR GRADE CROSSING SYMBOL DETAIL.

3.) AUTOMATIC GATE AND RAILROAD WARNING DEVICE ASSEMBLIES SHALL BE CONSTRUCTED SO THAT THE CLOSEST POINT OF THE GATE MAST ARM IS 15' FROM THE CENTERLINE OF THE TRACK.

4.) FOR CURB GEOMETRY SEE SHEETS PP1 – PP3.

5.) FOR RIGHT-OF-WAY INFORMATION SEE RIGHT-OF-WAY PLANS.

6.) FOR ASPHALT CONCRETE PAVEMENT SECTION FOR GRADE CROSSING USE FULL DEPTH ASPHALT SECTION SHOWN ON RSI-FET RSI.

CURVE TABLE

CURVE NO.	RADIUS	DELTA	LENGTH	PC STA	PI STA	PT STA
C3	650'	41°55'44"	482.59'	16+64.65	19+17.74	21+47.24

SCALE IN FEET: 20 0 20 40

FILE NAME						
TIME						
DATE						
PLOTTED BY						
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CHECKED BY						
PROJ. ENGR.						
REGIONAL ADM.		REVISION	DATE	BY		

FED AID PROJ NO

AECOM

CITY OF WOODINVILLE

SR 202 MP 0.31 TO MP 0.95

SAMMAMISH BRIDGE REPLACEMENT

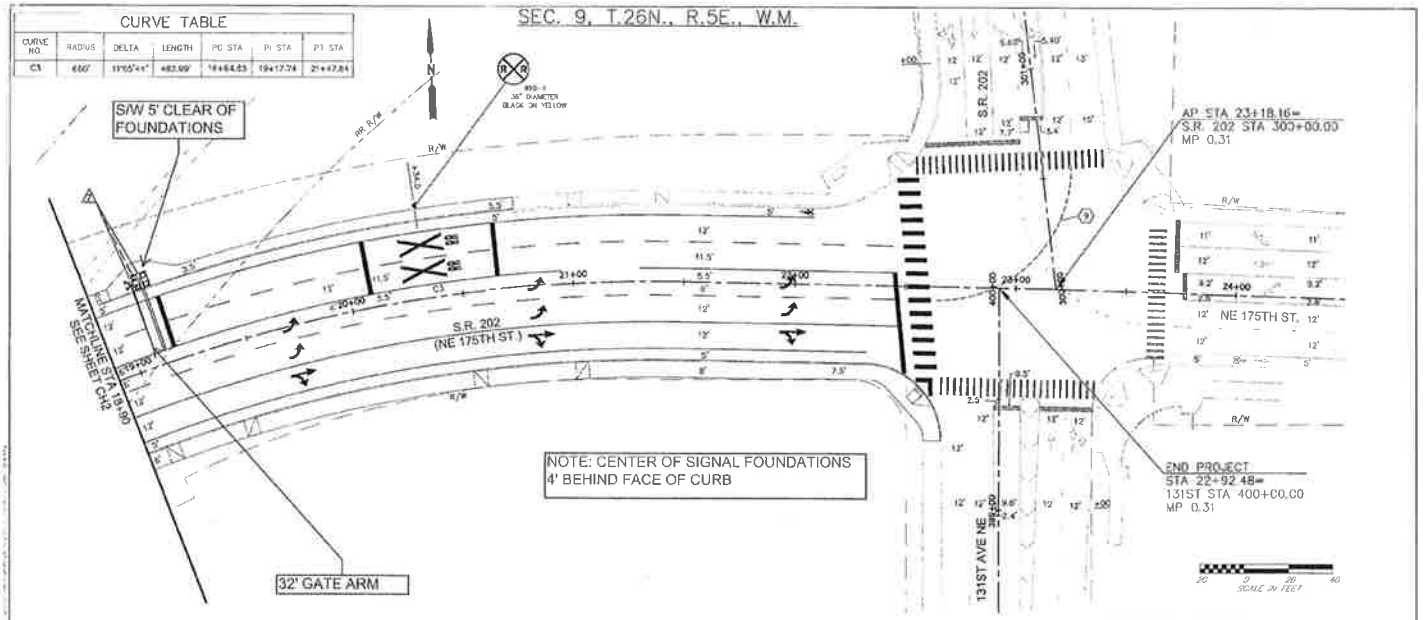
WOODINVILLE/KING COUNTY OCTOBER 2012

RAILROAD PLAN

RR2

SHEET 2 OF 3 SHEETS

CURVE TABLE						
CURVE NO.	RADIUS	DELTA	LENGTH	PC STA	PI STA	PT STA
C3	600'	19°05'44"	482.99'	19+64.63	19+17.74	21+47.64



LEGEND

TYPE PARALLEL A CURB RAMP

SINGLE DIRECTION CURB RAMP

RAILROAD CROSSING NOTES:

⚠ REMOVE EXISTING CANTILEVER RAILROAD SIGNAL AND INSTALL NEW GATE WITH 32' GATE ARM AND CANTILEVER SIGNAL PER SPECIFICATIONS. INSTALL R15-1 RAILROAD CROSSING SIGN AND R15-2P "1" TRACK SIGN BELOW IT. MOUNT SIGNS ON CANTILEVER AND FLASHERS POST.

GENERAL NOTES

1.) ALL DIMENSIONS TO CURB ARE TO FACE OF CURB

2.) GRADE CROSSING SIGNAGE AND PAVEMENT MARKING SYMBOL SHALL MEET MUTCD 2009 TABLE 2D-4. SEE WSDOT STANDARD PLAN M-11.10-01 FOR GRADE CROSSING SYMBOL DETAIL.

3.) AUTOMATIC GATE AND RAILROAD WARNING DEVICE ASSEMBLIES SHALL BE CONSTRUCTED SO THAT THE CLOSEST POINT OF THE GATE MAST ARM IS 13' FROM THE CENTERLINE OF THE TRACK.

4.) FOR CURB GEOMETRY SEE SHEETS PP1 - PP3.

5.) FOR RIGHT-OF-WAY INFORMATION SEE RIGHT-OF-WAY PLANS

6.) FOR ASPHALT CONCRETE PAVEMENT SECTION FOR GRADE CROSSING USE FULL DEPTH ASPHALT SECTION SHOWN ON SHEET RS1.

FILE NAME							
SHT.							
DATE							
PLOTTED BY							
DESIGNED BY							
ENTERED BY							
CHECKED BY							
PROJ. ENGR.							
REGIONAL ADM.		REVISION	DATE	BY			

CO. RD. PROJ. NO.

CITY OF WOODINVILLE
17301 133rd AVE NE
WOODINVILLE, WA 98072

SR 202 MP 0.31 TO MP 0.53

SAMMAMISH BRIDGE REPLACEMENT

WOODINVILLE/KING COUNTY OCTOBER 2012

RAILROAD PLAN

RR3

SHEET 3 OF 3 SHEETS