

BNSF



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November 1, 2004

WUTC

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Attn: Ahmer Nizam

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

File: Puyallup, WA. - 3rd Street SE petition for an intertie

Attached is the original and 2 copies of a petition for providing a signal intertie to the intersection of 3rd Street SE and E. Stewart Street from the 3rd Street SE grade crossing located at RR MP 31.60, line segment 51. Please note the additional language in the waiver of hearing.

Sincerely,

J.M. (Mike) Cowles
Mgr. Public Projects

JMC

Cc: Tom Heinecke, P.E.
Dir. Public Works
330 3rd Street SW
Puyallup, WA. 98371-5398

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	
)	
PUYALLUP, WASHINGTON)	DOCKET NO. TR-
)	
Petitioner,)	PETITION TO INSTALL INTER-TIE
)	WITH TRAFFIC SIGNAL
vs.)	At 3 rd Street SE
)	
THE BURLINGTON NORTHERN)	WUTC CROSSING No. <u>1E 31.00</u>
SANTA FE RAILWAY)	
COMPANY)	
)	
Respondent.)	DOT CROSSING No. <u>085-696X</u> ✓
.....)	

Petitioner requests the Washington Utilities and Transportation Commission to enter an order authorizing the installation of an inter-tie between a highway signal and a crossing signal system as follows:

1. Identifying information for the crossing:

Existing highway, street or road: 3rd Street SE, City of Puyallup

Existing railway (company): Burlington Northern Santa Fe Railroad

3. Description of current signals and/or gates at the crossing:

Currently, the City operates a four phase signal at the intersection of 3rd Street SE and E Stewart / E Mail. 3rd Street SE is a northbound one-way principal arterial that is a couplet to South Meridian (southbound one-way principal arterial). The BNSF tracks are located south of the traffic signal approximately 300-feet from the nearest stop bar of the traffic signal to the northerly track. 3rd Street SE as it crosses the tracks is two lanes with a posted speed of 30 MPH. BNSF operates a railroad signal with cantilever arms on the south side of the tracks, stopping approaching northbound surface traffic. BNSF maintains two mainline tracks through the crossing. Recently, BNSF upgraded their warning devices to improve the overall warning system at the crossing.

2. Type of current crossing circuitry:

BNSF recently replaced the old-style cantilever mounted flashing light signals and gates to warning devices which include new walk-out type cantilevers and gates, as well as installing new train detection equipment that will allow for improved train detection and signal activation. The upgrades were granted under DOCKET NO. TR-000217.

3. Project description and justification:

(a) Description of proposed inter-tie, including sequencing and advance preemption time, if any:

It is proposed to install a hard wire interconnect from the railroad signal to the traffic signal under the easterly sidewalk adjacent to 3rd Street SE. The interconnect will be connected to the traffic signal to preempt the signal from its current phase it is serving and after clearance time provide 8 to 12-seconds of green time to clear any vehicles that might be trapped on the tracks followed by clearance time and then the signal will rest on green serving the side street E Stewart / E Main. The total pre-emption timing will require 17 to 20 seconds depending on what phase is being served when the pre-emption call is received from the railroad detection system. BNSF will be providing this crossing a nominal warning time of 30 seconds.

(b) Justification, including pertinent traffic and train counts, times when traffic backs up over the crossing, and alternatives considered to an inter-tie:

BNSF stated in 2001 that 32 freight trains and 8 passenger trains used this crossing. In addition, approximately 13,500 vehicles per day cross the tracks at this location. In the PM peak hour (weekday 4:00 PM to 6:00 PM) it is not uncommon to see the queuing vehicles caused by the signal approach the tracks and often queue across the tracks. During the month of September the Western Washington Fair is in operation and draws approximately 1.2 million visitors to Puyallup, during this event queues across the tracks are a common occurrence. This concern along with the fact the majority of the motorist are unfamiliar with Puyallup puts this crossing as high candidate for interconnection to improve public safety.

(c) Effects of proposed changes on warning devices and warning times for drivers:

The interconnect will provide pre-emption of the traffic signal to serve the phase that crosses the tracks, thus clearing any trapped vehicles that might be waiting on the tracks when a train is approaching.

4. Drawings. Please attach sketches, drawn to scale, accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), the intersection to which the inter-tie is proposed, and of the railway in the vicinity of the crossing.

See attached aerial layout.

Cost of work is estimated at \$10,000. The City will be using their staff as much as possible to save on costs.

I certify under penalty of perjury that the foregoing is true and correct.

Dated at Puyallup, Washington this 24th day of March, 2004.

Petitioner

Leth Boettcher
City of Puyallup
City Engineer

Responsible official:

218 West Pioneer
Puyallup, WA 98371
(Address)

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the interconnection of the specified traffic signal with the railroad crossing signal system as set forth in the petition. Hearing in this proceeding is hereby waived.

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with the understanding the petitioner enters into an agreement with the respondent.

Dated at Seattle, Washington, on the 29th day of OCT., 2004.

Respondent

BNSF Ry Co.

Road authority or railroad

Responsible official:

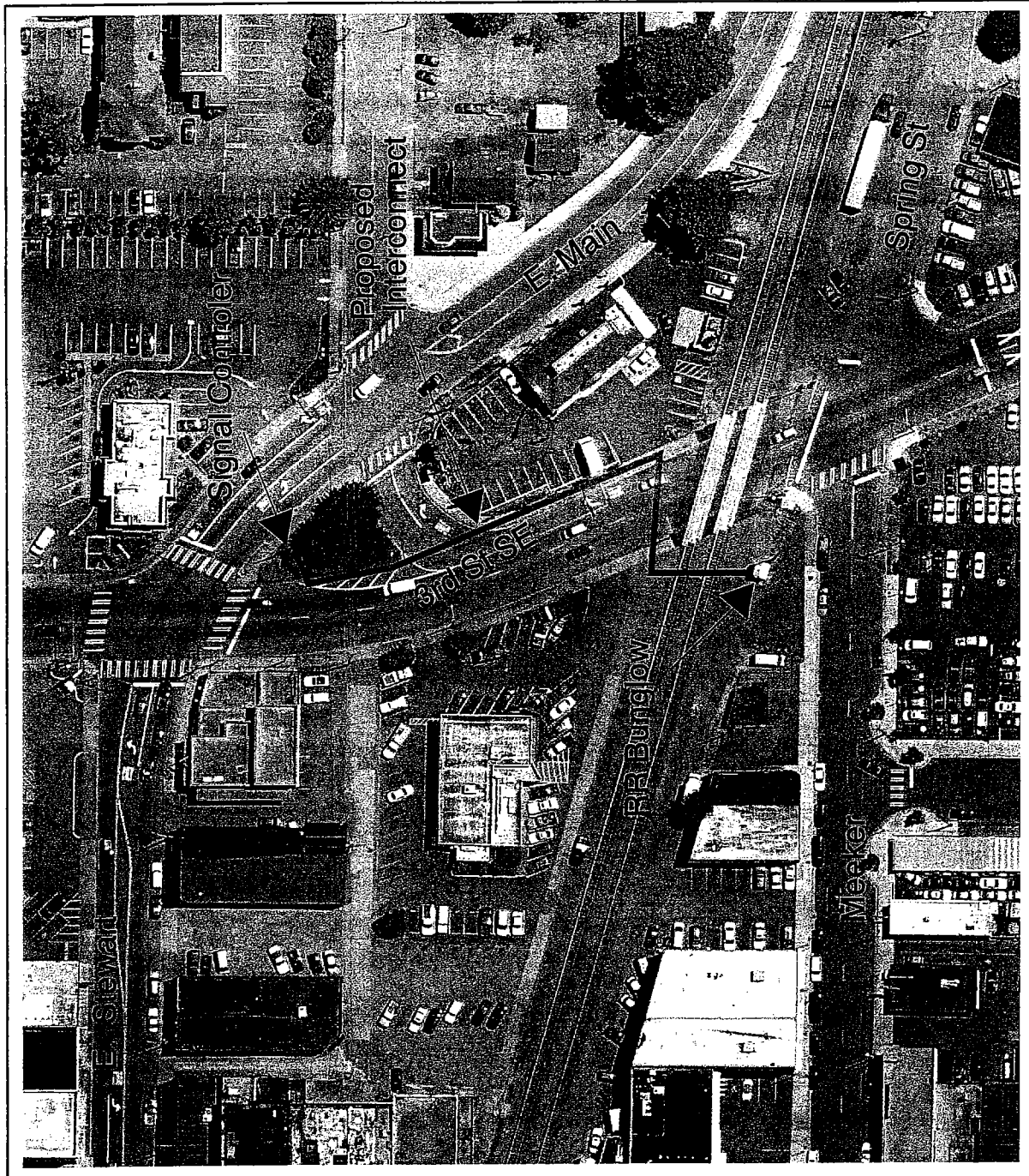
John Brink

2454 Occidental Ave So, Ste 1-A

Seattle, WA 98134

(Address)

3rd St SE Interconnect



MAP LEGEND

Ortho Photo Date: July 2001

Scale: 1:100



City of Puyallup
Traffic Engineering



11:54 Feb 24, 2004