TR-041878(P)

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

Petitioner
Washington State Department of Transportation

vs.

Tacoma Rail

Respondent

Road Name SR 161

W.U.T.C. Crossing No. 20G15.90

D.O.T. Crossing No. 397139F

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

☑ directing the reconstruction of a grade crossing;
(construction-reconstruction-relocation)

☐ directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;

☑ directing Upgrade of warning devices at an existing crossing;
(replacement-change-upgrade)

☐ allocating funds from the "grade crossing protective fund" for _____ of active warning devices;
(installation and/or maintenance)

☐ authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

☐ hearing and order ☑ order without hearing

☐ Yes ☑ No Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

☐ Yes ☐ No If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Petitioner
Dennis Hamblet, P.E. WSDOT Railroad Liaison
Print Name Title
310 Maple Park
Street Address
Olympia, WA 98506
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway SR 161 Mile post 17.89

Existing or proposed railway Tacoma Rail mile post 15.90

Located in SW 1/4 of the NW 1/4 of Sec. 15 Twp. 18N Range 4E W.M.

WUTC crossing number 20G15.90 DOT crossing number 397139F

Street SR 161 (if applicable) City N/A (if applicable) County Pierce

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier ☑ Logging or Industrial ☐

(b) Main Line ☐ Branch Line ☑ ☐ Siding or Spur ☐

(c) Total number of tracks at crossing One
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:

Passenger 30 MPH Passenger 40 MPH
Freight 25 MPH Freight 40 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains 0 Freight Trains 2
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification Minor Arterial

(b) County Highway - Classification N/A

(c) City Street - Classification N/A

(d) Number of traffic lanes existing in each direction: One each direction
Number of additional traffic lanes proposed: one added each direction

(e) Posted vehicle speed limit: Automobiles 40 MPH Trucks 40 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 11,050, including 4% trucks and 65 school bus trips. Projected traffic in 20 years: total 18,900, including 4% trucks and 65 school bus trips.

[4]

(a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

(b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

(a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No reasonable option

(b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

There are no hillsides, earth, or other embankments, orchards, side tracks, loading platforms in the vicinity. There are buildings which obstruct the sight distance. This crossing will have auotmatic gates to mitigate the sight distance problem.

[6]

(a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

Both the railroad and highway traverse generally flat terrain within the vicinity of this crossing. The existing watertable is high. An undercrossing would not be practical. Constructng a highway bridge over the railroad would require a large structure and combination of fill and retaining walls which would extend 1400 feet either side of the crossing cutting off access to local property. Intersections and driveways would have to be redesigned and property acquired to facilitate an overcrossing. Funding for such a project is not available.

(b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

(c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

East 750 feet private crossing, West, 2000' private crossing.

(b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

No

(c) If so, state approximate cost of highway relocation to effect such changes.

N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

No

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

No

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from.....(direction) an unobstructed view to

right when on highway 300 feet from crossing of 270 feet
right when on highway 200 feet from crossing of 150 feet
right when on highway 100 feet from crossing of 250 feet
right when on highway 50 feet from crossing of 380 feet
right when on highway 25 feet from crossing of 500 feet
left when on highway 300 feet from crossing of 430 feet
left when on highway 200 feet from crossing of 340 feet
left when on highway 100 feet from crossing of 450 feet
left when on highway 50 feet from crossing of 1000 feet
left when on highway 25 feet from crossing of 1200 feet

Approaching crossing from..... (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of 260 feet
right when on highway 200 feet from crossing of 170 feet
right when on highway 100 feet from crossing of 100 feet
right when on highway 50 feet from crossing of 260 feet
right when on highway 25 feet from crossing of 370 feet
left when on highway 300 feet from crossing of 400 feet
left when on highway 200 feet from crossing of 320 feet
left when on highway 100 feet from crossing of 320 feet
left when on highway 50 feet from crossing of 350 feet

left when on highway 25 feet from crossing of 450 feet

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?
Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.
N/A

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.
Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

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[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)
2 – Standard No.2 Flashing Light Signals, 2 – Standard No.4 Automatic gate arms with flashing lights, 2 – Standard No.2B Cantilevered Flashing Light Signals, CWT circuitry and new signal house

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ 159,500

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . approx. $6000/yr

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices? Crossbucks

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

☑ Yes ☐ No

[13]

Furnish a brief statement of why the public safety requires the installation of the automatic signals or the devices as proposed.

This is currently an at-grade crossing of a two lane highway. The roadway is being widened to 4 lanes with a center two-way-left-turn-lane (TWLTL) for safety and to provide a better level of service. The TWLWL will be blocked off on each side of the crossing but traffic volumes and sight distance limitations indicate safety at the crossing would be improved by installing gates and signals.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of _____

for _____

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

[ ] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[ ] The cost of installation (estimated at $ _____)

[ ] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[ ] as apportioned between the parties.

[ ] to be paid by petitioner.

Other conditions to waiver of hearing:

_____
_____
_____
_____
_____

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at _____, Washington, on this _____ day of _____, 20 _____.

Respondent City of Tacoma dba Tacoma Rail (TRMW)

by Dennis H Dean

Print Name DENNIS H. DEAN

Title Superintendent

INSTRUCTIONS

General

Petition forms with the Interrogatories fully and correctly answered should be filed with the Washington Utilities and Transportation Commission, Chandler Plaza, 1300 S. Evergreen Park Drive SW, PO Box 47250, Olympia, Washington, 98504. Blank forms may be obtained from the same address. All pleadings herein shall conform with WAC 480-09-420 and 425 of the Commission's Rules and Practice and Procedure.

Number of Copies

File the original and one copy if the "Waiver of Hearing by Respondent" is filled out. If petitioner intends that the Commission serve the respondent, the original and two copies should be filed. If the petitioner serves the respondent, a certificate of service in conformity with the requirements of WAC 480-09-120 of the Commission's Rules of Practice and Procedure must be filed.

Parties Who May Petition or Respond

In general, the following persons may file or respond to a petition: highway authorities (city, county, or state), railroad companies, and state agencies with lawful authority to construct and maintain public highways (RCW 81.53.030 and 060). In situations where there may be more than one party of interest as either a petitioner or a respondent, all parties should be joined.

Waiver of Hearing by Respondent

The proceeding can usually be expedited by submitting the application to the respondent and securing the execution of the "Waiver of Hearing by Respondent." As an alternative, respondent may file a separate "Answer." If the pleadings show that the respondent has no objection, an order may be entered without hearing at the discretion of the Commission, unless the public interest appears to require hearing and unless hearing is required under the terms of RCW 81.53.030 or 060. In all other cases, the petition will be set for hearing.

Crossing Construction

Applications for crossing state highways should be submitted in duplicate to the District Highway Engineer in the locality for his recommendation to be attached and forwarded to the State Department of Transportation Secretary, Olympia.

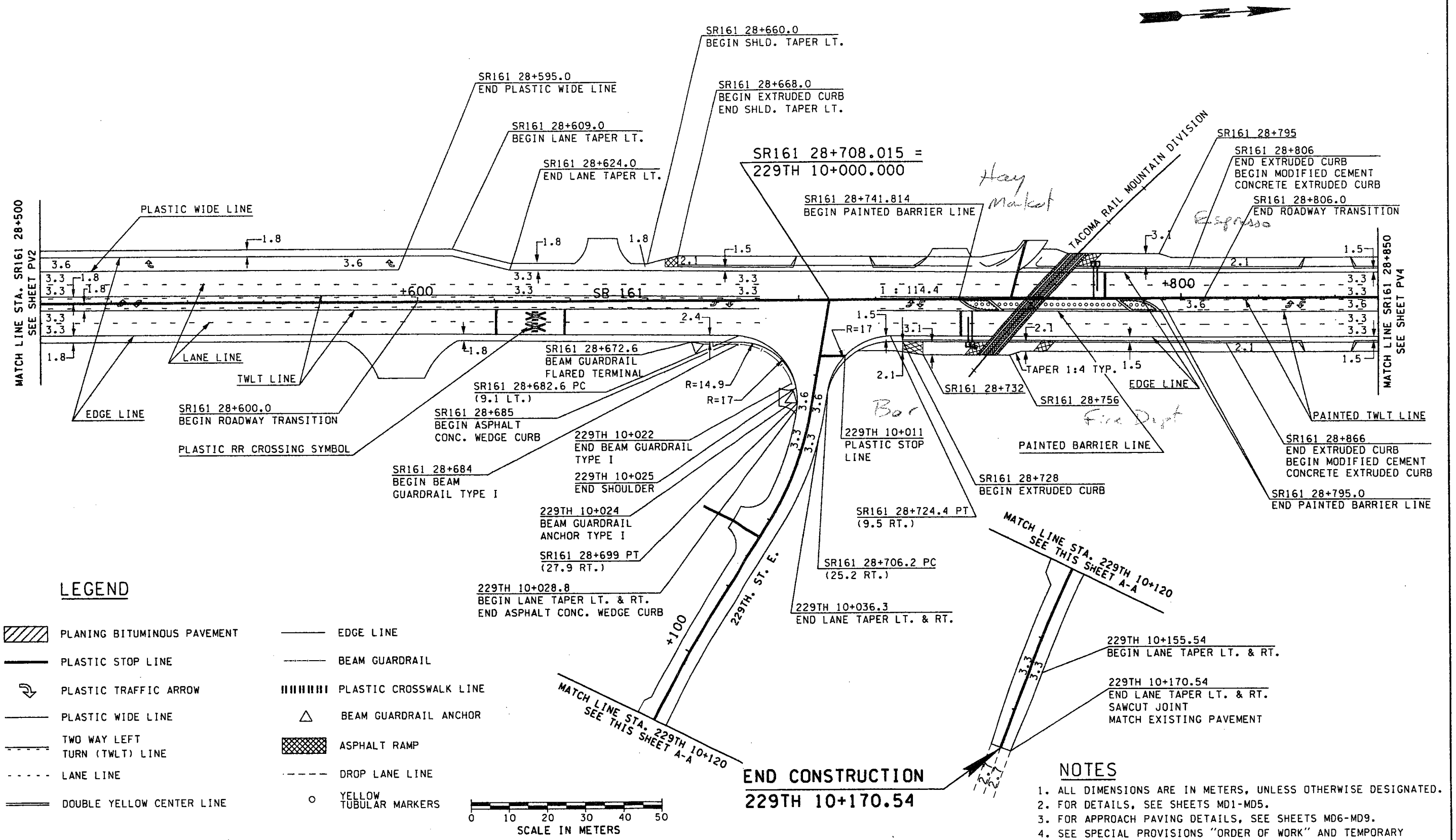
A party, after having been granted authority by the Commission to construct a crossing, must acquire right of way or easement because the order of the Commission merely relates to public safety and grants only the right to cross, subject to acquiring a right of way easement.

Time for Replying to a Petition

A petition not answered within 20 days of the date of service, shall be deemed denied and may be set for hearing. If a qualified or conditional answer is filed by the respondent, the petitioner may file a "Reply" within 10 days of the date the "Answer" is served.

(PLEASE REMOVE THIS SHEET BEFORE FILING PETITION)

T.18N. R.4E. W.M.



LEGEND

- PLANING BITUMINOUS PAVEMENT
- PLASTIC STOP LINE
- PLASTIC TRAFFIC ARROW
- PLASTIC WIDE LINE
- TWO WAY LEFT TURN (TWLT) LINE
- LANE LINE
- DOUBLE YELLOW CENTER LINE
- EDGE LINE
- BEAM GUARDRAIL
- PLASTIC CROSSWALK LINE
- BEAM GUARDRAIL ANCHOR
- ASPHALT RAMP
- DROP LANE LINE
- YELLOW TUBULAR MARKERS

0 10 20 30 40 50
SCALE IN METERS

NOTES

1. ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE DESIGNATED.
2. FOR DETAILS, SEE SHEETS MD1-MD5.
3. FOR APPROACH PAVING DETAILS, SEE SHEETS MD6-MD9.
4. SEE SPECIAL PROVISIONS "ORDER OF WORK" AND TEMPORARY CHANNELIZATION PLAN SHEET CH2.

DESIGNED BY	M. ALBERS				REGION NO.	STATE	FED.AID PROJ.NO.	PROJECT DEVELOPMENT OFFICE	SR 161 234TH STREET E TO 204TH STREET E
ENTERED BY	R. LIOTTI				10	WASH			PV3
CHECKED BY	P. CLOVER				JOB NUMBER			Washington State Department of Transportation	SHEET 140 OF 236 SHEETS
PROJ. ENGR.	H. DIEP				99C500				PAVING & CHANNELIZATION PLAN
REGIONAL ADM.	R. HAIN				CONTRACT NO.				
		DATE	DATE	REVISION	BY				

EDWARD T. DIEP — STATE OF WASHINGTON — 10-20-03 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 03-15-04

CURVE DATA						
P.I. STATION	DELTA	DEGREE	RADIUS	TANGENT	LENGTH	S
TE 25+610.449	-24° 38' 21"	3° 03' 46"	570.173	123.827	243.868	0.025

T.18N. R.4E. W.M.

25+506.062 LT.
COMP. JOINT 100#/115#

RECONSTRUCT TRACK WTIH 115 (RE) CWR
AND INSTALL PREMIER CONCRETE CROSSING
SEE CROSSING DETAIL. SHEET RR9

25+564.945 LT.
COMP. JOINT 115#/100#

TO EATONVILLE

TO TACOMA

25+506.062

25+564.945

MATCH LINE TE 25+500
SEE SHEET RR2

MATCH LINE TE 25+570
SEE SHEET RR4

SR 161

TE 25+533.561 =
SR 161 28+762.316

100MM PERFORATED
DRAIN PIPE

CAP PIPE END

FILL

25+510.857 RT.
COMP. JOINT 100#/115#

100MM PERFORATED
DRAIN PIPE

S 39° 21' 52" E

N 03° 27' 45" E

25+561.215 RT.
COMP. JOINT
115#/100#

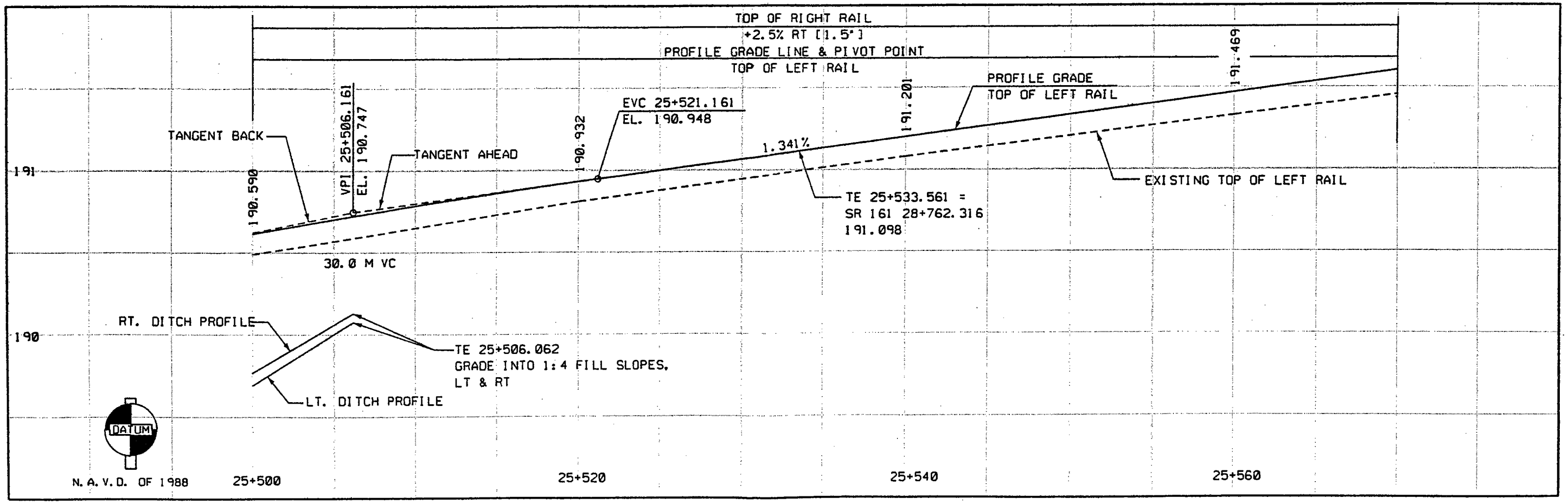
CAP PIPE END

RAISE EXISTING TRACK TO MEET
DESIGN PROFILE
REPLACE APPROX. 8- 8' 0" CROSSTIES
(2.440)

RAISE EXISTING TRACK
TO MEET DESIGN PROFILE
REPLACE APROX. 6- 8' 0"
CROSSTIES
(2.440)

SIGNAL HOUSE

0 5 10
SCALE IN METERS



ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE DESIGNATED.

DESIGNED BY M. DALTON	01/02			
ENTERED BY M. DALTON	01/02			
CHECKED BY J. RYAN	03/02			
PROJ. ENGR. M. MORISHIGE				
REGIONAL ADM. R. HAIN				
	DATE	DATE	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

MATHEW T. DALTON — STATE OF WASHINGTON — 37433 — REGISTERED PROFESSIONAL ENGINEER
EXPIRES 04/03/04

HDR Engineering, Inc.

Washington State Department of Transportation

SR 161
234TH STREET E TO
204TH STREET E

TRACK PLAN AND PROFILE

RR3

SHEET 184 OF 236 SHEETS

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03/22/2002
MADALTON

CURVE DATA					
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	S
TE 25+610.449	-24° 30' 21"	570.173	128.827	243.868	0.025

T.18N. R.4E. W.M.

SR 161 28+780.036 (9.850 LT)
INSTALL STANDARD NO. 28
8.839 [29'] CANTILEVER SIGNAL

INSTALL 27 1219MM [4']
PREMIER CONCRETE CROSSING PANELS

RECONSTRUCT TRACK

(3.048)
10 NEW 10' CROSSTIES
AT 457MM (18") O.C.
BOX ANCHOR EVERY
OTHER TIE

(2.440)
17 NEW 8' CROSSTIES
AT 495MM (19 1/2") O.C.
BOX ANCHOR EVERY
OTHER TIE

35MM CONDUIT
SEE SHEET SP2 (4)

78MM CONDUIT
SEE SHEET SP2 (7)

SR 161 28+776.647 (9.879 LT)
INSTALL STANDARD NO. 2
FLASHING LIGHT SIGNAL
INSTALL 9.754 [32'] STANDARD
NO. 4 AUTOMATIC GATE SIGNAL

2.44

3.65 MIN.

FACE OF CURB

750 MM DIAM. RCSSP
SEE SHEET D3

SR 161

TE 25+533.561 =
SR 161 28+762.316

TE 25+551.960
EDGE OF PANEL

TE 25+556.530
CENTER OF TIE

TE 25+564.945
CENTER OF TIE

TE 25+506.062
CENTER OF TIE

TE 25+514.477
CENTER OF TIE

TE 25+519.047
EDGE OF PANEL

CATCH BASIN TYPE 2
SEE SHEET D3

N 03° 27' 45" E

600 MM DIAM. RCSSP
SEE SHEET D3

SR 161 28+746.230 (12.704 RT)
INSTALL STANDARD NO. 2
FLASHING LIGHT SIGNAL
INSTALL 9.754 [32'] STANDARD
NO. 4 AUTOMATIC GATE SIGNAL

SR 161 28+743.044 (12.677 RT)
INSTALL STANDARD NO. 28
8.839 [29'] CANTILEVER SIGNAL

RECONSTRUCT TRACK

REMOVE EXISTING TRACK

ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE DESIGNATED.

H:\000010\389\CADD\DRAWINGS\PLANS.DGN
PLOTTED: 03/22/2002 05:04:39 PM
MADALTON

DESIGNED BY M. DALTON	01/02				
ENTERED BY M. DALTON	01/02				
CHECKED BY J. RYAN	03/02				
PROJ. ENGR. M. MORISHIGE					
REGIONAL ADM. R. HAIN					
	DATE	DATE	REVISION	BY	

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER	99C500	
CONTRACT NO.		

MATTHEW T. DALTON — STATE OF WASHINGTON — 37637 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 04/03/04

HDR Engineering, Inc.

Washington State Department of Transportation

SR 161
234TH STREET E TO
204TH STREET E

CROSSING DETAIL

RR9

SHEET 190 OF 236 SHEETS