

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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No. TR-070591

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PETITION

STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION vs.

Petitioner City of Puyallup
Railroad Name Meeker Southern (MSN)
Respondent W.U.T.C. Crossing No. To be assigned
Meeker Southern Railroad
D.O.T. Crossing No. To be assigned

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

- directing the _____ construction _____ 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;
- N/A directing _____ of warning devices at an existing crossings;
(replacement-change-upgrade)
- N/A 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;

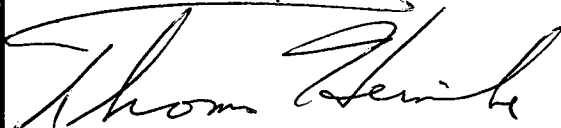
at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

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.



Tom Heinecke for City of Puyallup
Petitioner
Tom Heinecke Administrator, Development Svs
Print Name Title
1109 39th Avenue SE
Street Address
Puyallup, WA 98374
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

~~Existing or~~ proposed highway Shaw Road Extension mile post N/A

~~Existing or proposed~~ railway Meeker Southern (MSN) mile post 32.67

Located in ____ 1/4 of the SE 1/4 of Sec. 26 Twp. 21N Range R4E W.M.

WUTC crossing number To be assigned DOT crossing number To be assigned

Street Shaw Road City Puyallup County Pierce
(if applicable) (if applicable)

[2]

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

- (a) Common Carrier Logging or Industrial
- (b) Main Line (MSN) Branch Line and Siding ~~or Spur~~
- (c) Total number of tracks at crossing 2 (15 feet on centers)
(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 N/A MPH Passenger N/A MPH
Freight 10 MPH Freight 10 MPH
- (e) Actual or estimated train traffic in 24 hours:
Passenger Trains 0 Freight Trains 4 to 8
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

- (a) State Highway - Classification _____
- (b) County Highway - Classification _____
- (c) City Street - Classification Urban Major Arterial
- (d) Number of traffic lanes existing in each direction: N/A
Number of additional traffic lanes proposed: 4 lanes southbound, 2 lanes northbound
- (e) Posted vehicle speed limit: Automobiles 40 MPH Trucks 40 MPH
- (f) Estimated vehicle traffic in 24 hours: Current total 0, including 0 trucks and 0 school bus trips. Projected traffic in 3 years: total 21,000, including (unknown) trucks and (unknown) 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.

Railroad: This is the safest location.

City of Puyallup: There is no other reasonable alternative.

- (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.

Railroad: No and No

City of Puyallup: No and No

[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.

Railroad: No. The new road extension will cross both Pioneer Way East and MSN tracks at grade. The railroad and Pioneer Way East are practically at the same grade now.

City of Puyallup: The topography precludes a separated grade crossing.

- (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?

Railroad: No

City of Puyallup: 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.

Railroad: No non-at-grade sites are close by.

[7]

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

Private crossing to the east - 200 feet; private crossing to the west - 450 feet.

- (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 one crossing?

Construction of the Shaw Road crossing will facilitate closure of four private crossings of MSN within one mile.

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

No highway relocation is needed. Local adjacent site development will accommodate these closures.

- (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.

Yes, four private crossings, as stated in Item (b) above.

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

Yes, four private crossings, as stated in Item (b) above.

[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 ..South.. (direction) an unobstructed view to

right when on highway 300 feet from crossing of	_____ 300+ _____	feet
right when on highway 200 feet from crossing of	_____ 300+ _____	feet
right when on highway 100 feet from crossing of	_____ 300+ _____	feet
right when on highway 50 feet from crossing of	_____ 300+ _____	feet
right when on highway 25 feet from crossing of	_____ 300+ _____	feet
left when on highway 300 feet from crossing of	_____ 300+ _____	feet
left when on highway 200 feet from crossing of	_____ 300+ _____	feet
left when on highway 100 feet from crossing of	_____ 300+ _____	feet
left when on highway 50 feet from crossing of	_____ 300+ _____	feet
left when on highway 25 feet from crossing of	_____ 300+ _____	feet

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

right when on highway 300 feet from crossing of	_____ 300+ _____	feet
right when on highway 200 feet from crossing of	_____ 300+ _____	feet
right when on highway 100 feet from crossing of	_____ 300+ _____	feet
right when on highway 50 feet from crossing of	_____ 300+ _____	feet
right when on highway 25 feet from crossing of	_____ 300+ _____	feet
left when on highway 300 feet from crossing of	_____ 300+ _____	feet
left when on highway 200 feet from crossing of	_____ 300+ _____	feet

left when on highway 100 feet from crossing of _____ 300+ _____ feet
left when on highway 50 feet from crossing of _____ 300+ _____ feet
left when on highway 25 feet from crossing of _____ 300+ _____ 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.

No

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.

[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.)

Two automated gates, cantilevered flashing lights, pavement markings, and advance warning signs. One gate will be a 50-foot long articulated gate blocking all four lanes of traffic in the southbound direction, and the other gate will be a 30-foot long gate blocking both northbound lanes. In addition, the train signals and gates will be interconnected with the street signal at the intersection of Shaw Road and Pioneer Avenue to stop all vehicular traffic using the crossing while gates and flashing lights are in operation.

- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ 350,000

- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$1,000 per year
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?
- (e) N/A - This is a new crossing.
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?

X Yes No

Respondent (Meeker Southern Railroad) wants Petitioner (City of Puyallup) to pay all construction costs plus annual maintenance costs of entire crossing including trackage and signals. The City of Puyallup will provide track improvements and safety, signal, and warning devices.

[13]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

Shaw Road currently terminates at the intersection with Pioneer Way East at the eastern edge of Puyallup. Vehicles destined for points north, including the regional freeway system, travel west to 15th Street Southeast and cross the BNSF Railroad at a signalized at-grade crossing. The intent of this project is to extend Shaw Road from Pioneer Way to a new intersection on Main Street by constructing a grade-separated crossing (bridge) at the BNSF Railroad, thereby reducing traffic crossing the BNSF mainline on 15th Street Southeast.

The project will allow traffic from future industrial growth within the City annexation area lying between the Meeker Southern Railroad and the BSNF Railroad to access the area freeways without crossing either railroad except by the grade-separated crossing proposed by this project.

The project is multimodal, providing opportunities for bicycles, pedestrians, transit, and freight movements over the BNSF Railroad in a safe manner.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of City of Puyallup

for a two-track grade crossing at Shaw Road and Pioneer Way East.

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 \$ 350,000)

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.

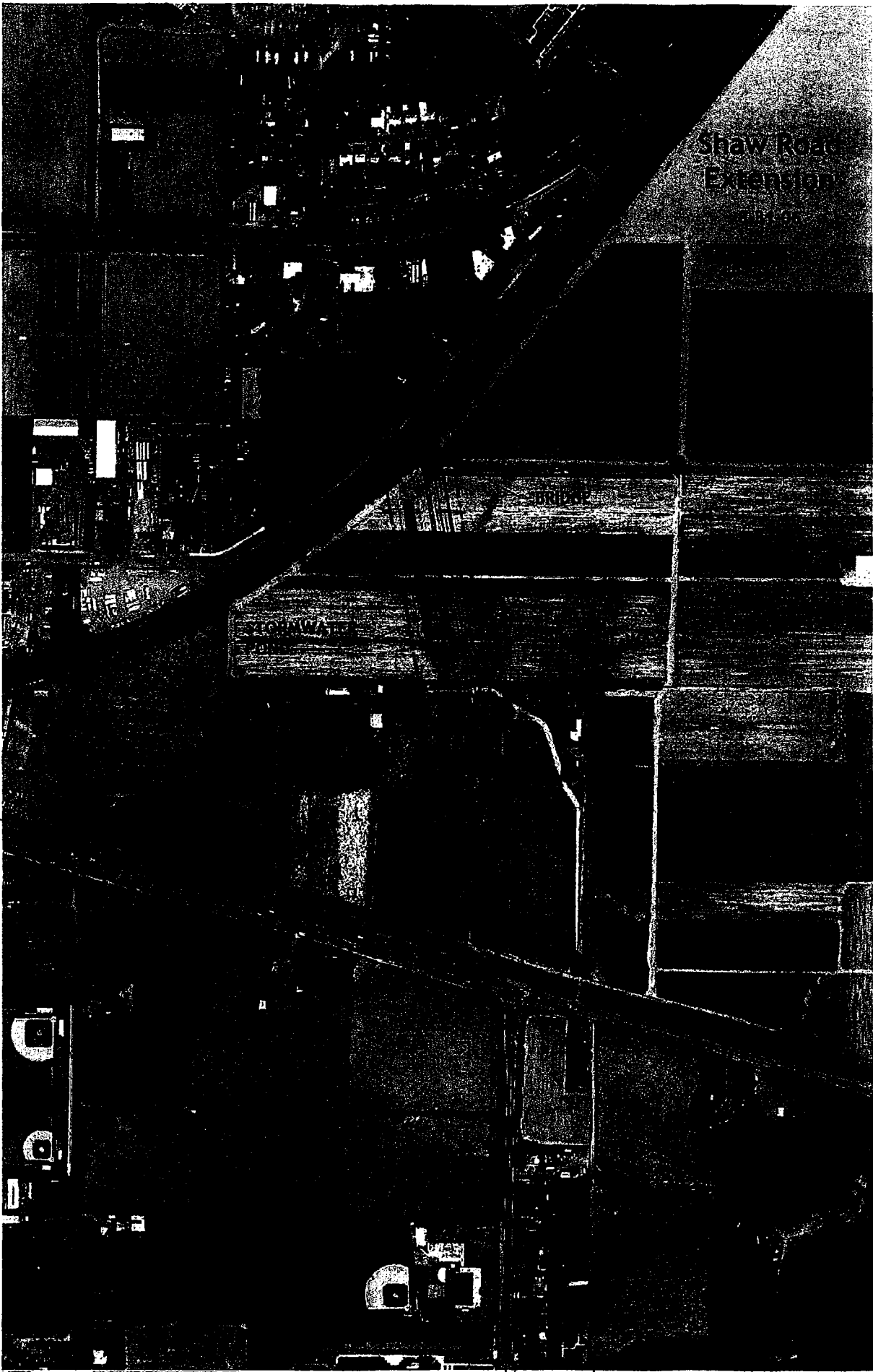
Date at Seattle, Washington, on this 16th day of March, 2007.

Respondent Meeker Southern Railroad

by Byron D Cole

Print Name Byron D. Cole

Title General Manager



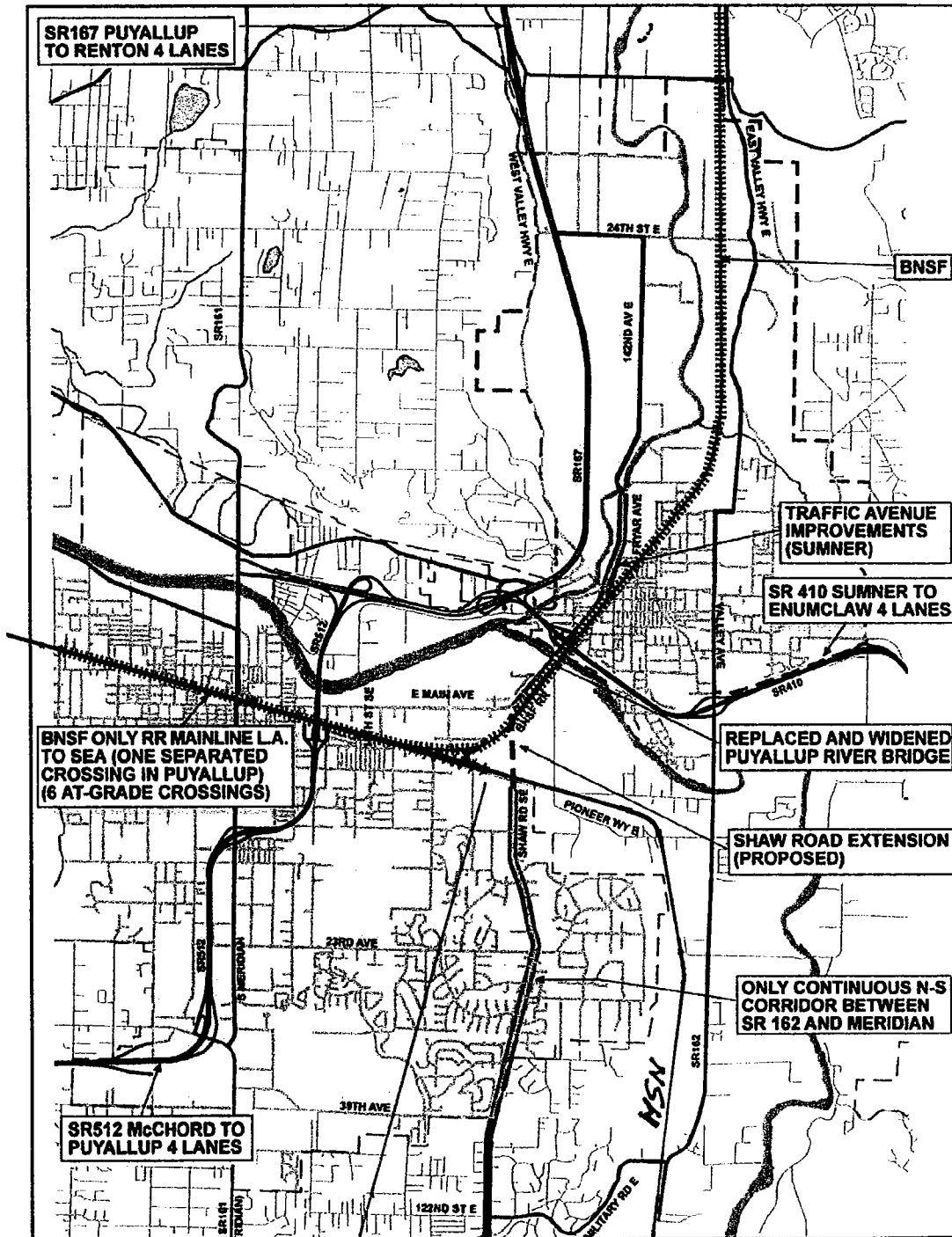
Shaw Road
Extension



P & WGN RR
PIONEER WAY

SHAW ROAD

Shaw Road Extension



SR167 PUYALLUP TO RENTON 4 LANES

BNSF

TRAFFIC AVENUE IMPROVEMENTS (SUMNER)

SR 410 SUMNER TO ENUMCLAW 4 LANES

BNSF ONLY RR MAINLINE L.A. TO SEA (ONE SEPARATED CROSSING IN PUYALLUP) (6 AT-GRADE CROSSINGS)

REPLACED AND WIDENED PUYALLUP RIVER BRIDGE

SHAW ROAD EXTENSION (PROPOSED)

ONLY CONTINUOUS N-S CORRIDOR BETWEEN SR 162 AND MERIDIAN

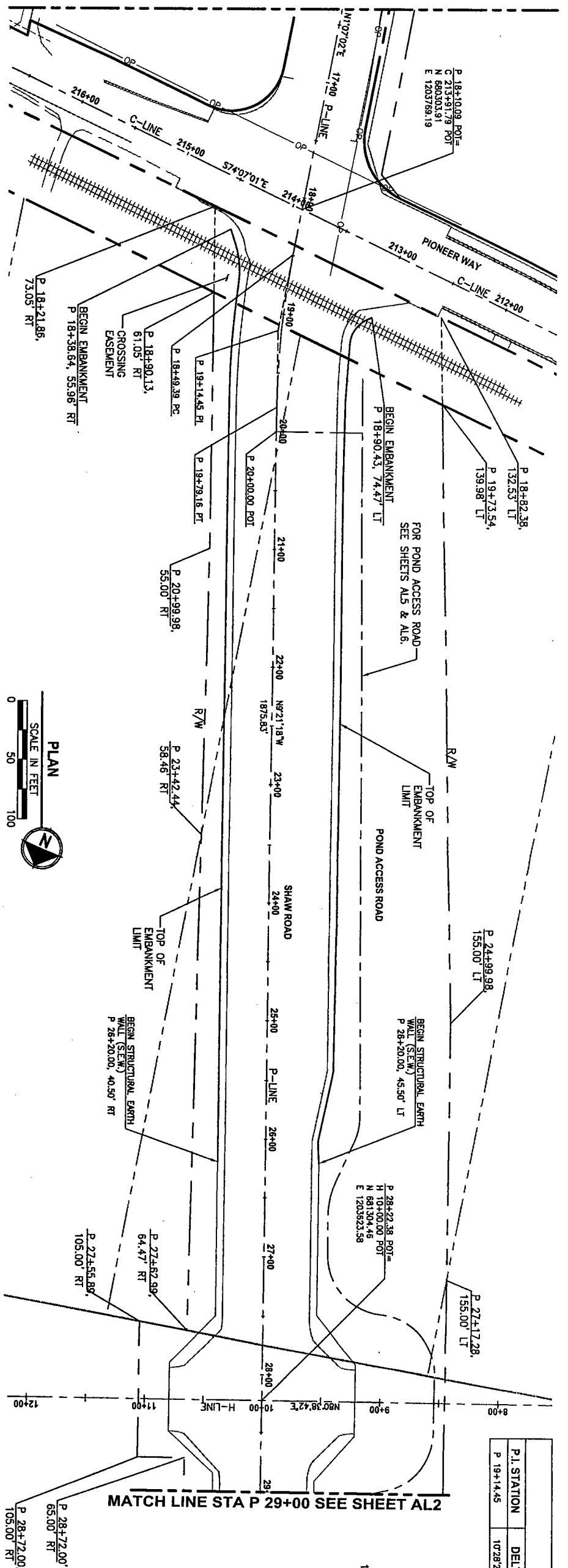
SR512 McCHORD TO PUYALLUP 4 LANES

Parametrix Shaw Road Extension / 214-1895-032 (01-09) 11/04 (B)

Barriers To North-South Movement
 ++++++ Railroad Tracks
 [Symbol] River(s)

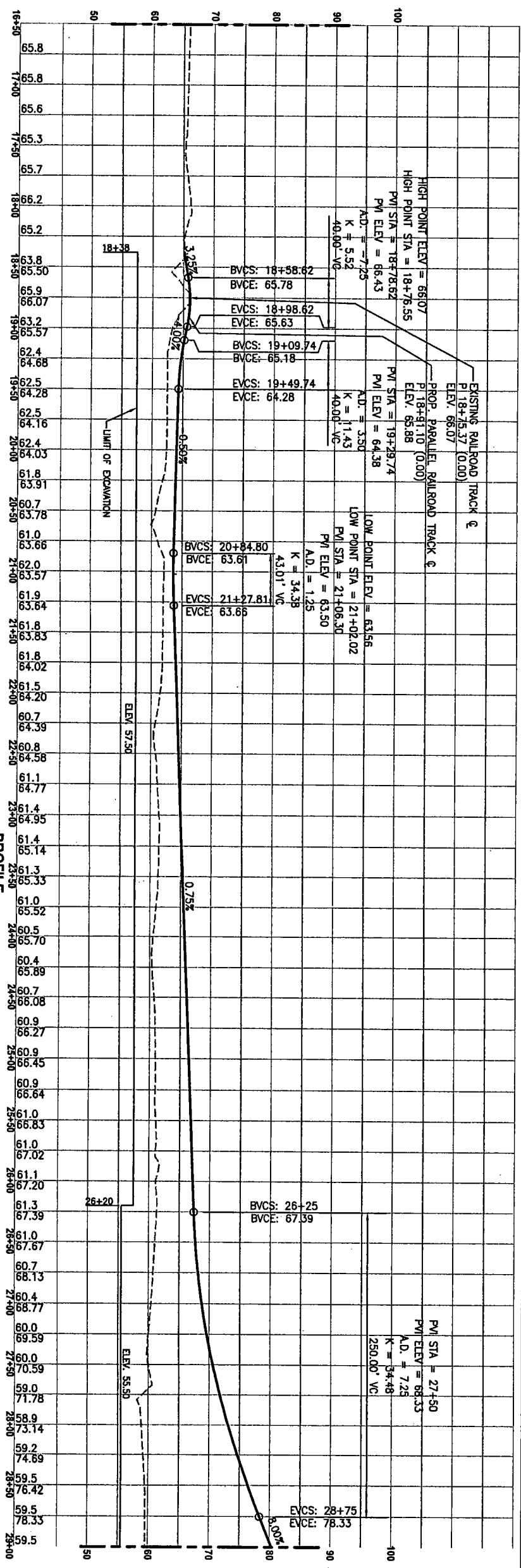
NOT TO SCALE

BEGIN MEEKER SOUTHERN TRACKAGE



CURVE DATA				
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH
P 19+14.45	10729°50' LT	710.00'	65.06'	129.77'

GENERAL NOTES:
 1. FOR EMBANKMENT AND STRUCTURAL EARTH WALL STATION AND OFFSET LOCATIONS, SEE DETAIL SHEET W01-W08.



REVISIONS	
DATE	BY
DESIGNED	D. KIKIUTA
DRAWN	V. RIBASHKA
CHECKED	
APPROVED	

DATE: JANUARY 2007
 DRAWN AT FULL SCALE
 PLOT SCALE: 1"=50'
 FILE NAME: SU1895048P01T14C-AL
 JOB NO.: 214-1895-048 (01/14)
 DATE: JANUARY 2007



Parametrix
 ENGINEERING PLANNING ENVIRONMENTAL SCIENCES
 1201 PLYMOUTH BLVD. SUITE 200
 PUYALLUP, WA 99008
 TEL: 253.863.1111 FAX: 253.863.1111
 WWW.PARAMETRIX.COM

PROJECT NAME
**CITY OF PUYALLUP
 SHAW ROAD EXTENSION PS&E
 PHASE 1**
 PUYALLUP, WASHINGTON

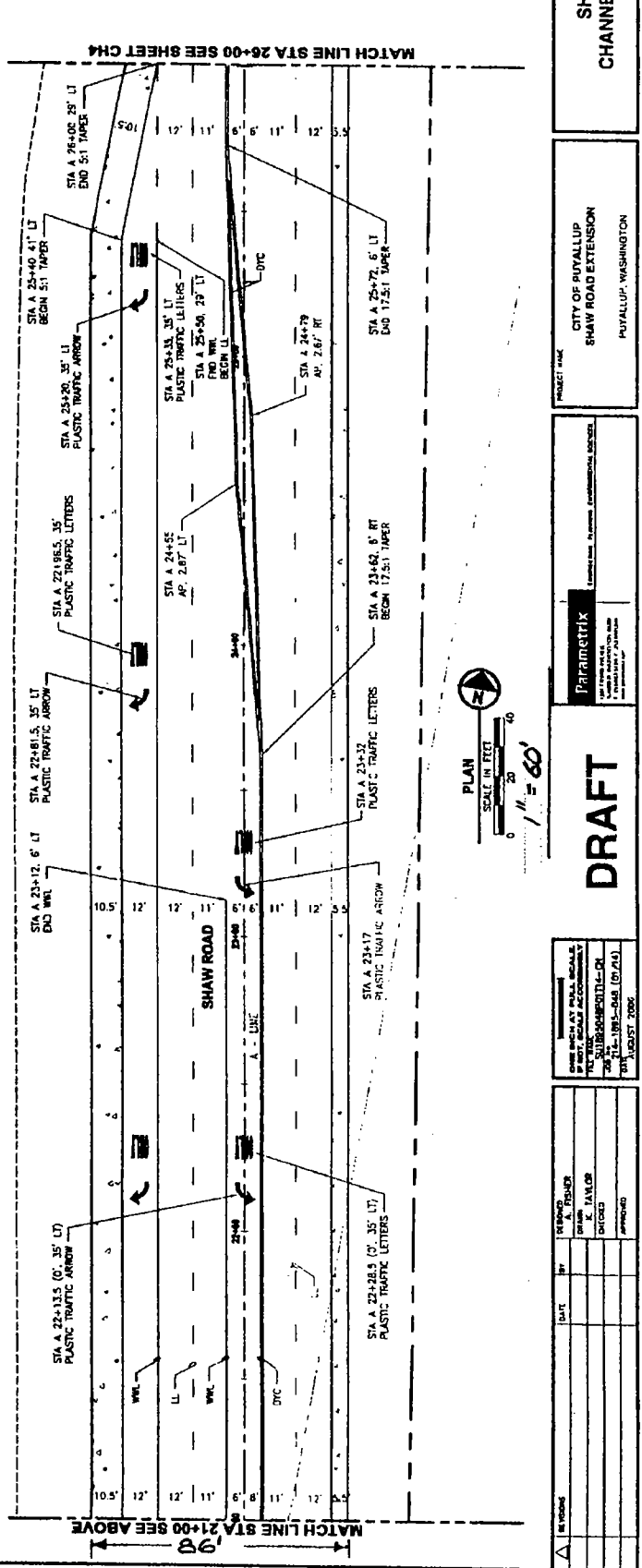
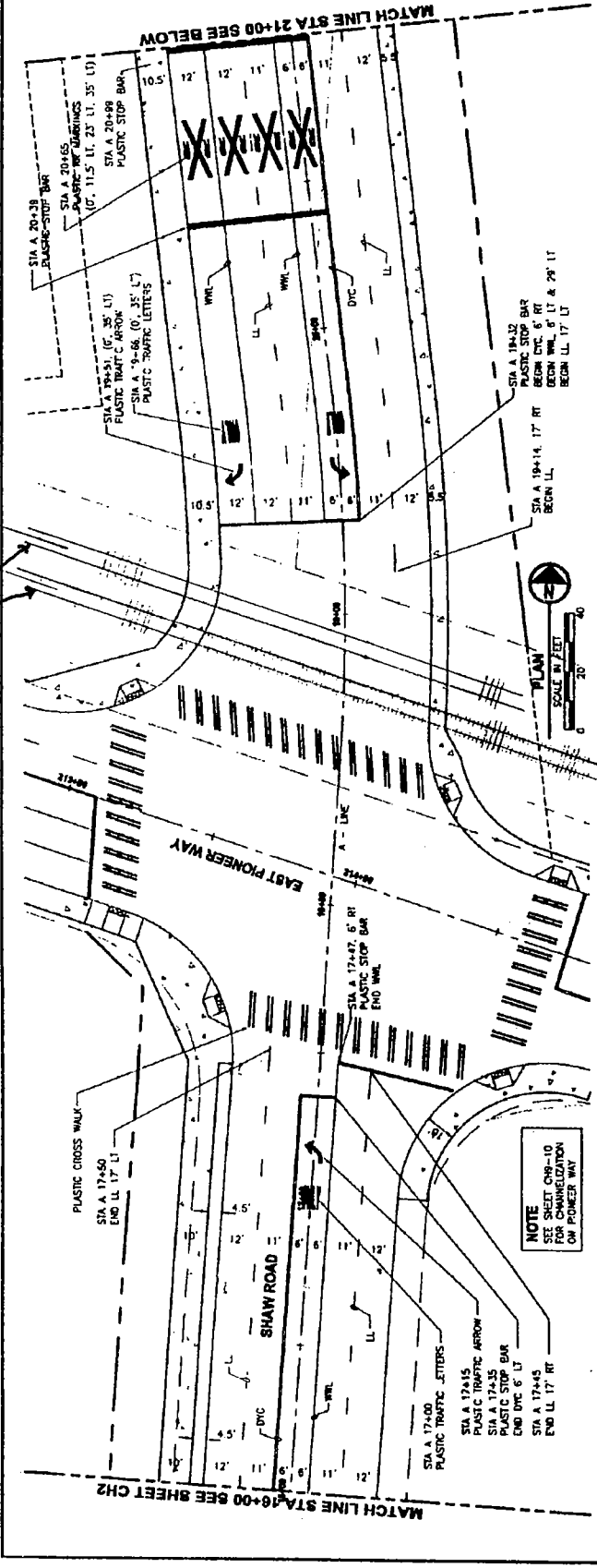
**90% REVIEW SUBMITTAL
 NOT FOR CONSTRUCTION**

SHAW ROAD ALIGNMENT
 AND RIGHT-OF-WAY PLAN
 STA P 16+50 TO STA P 29+00

DRAWING NO.
 13 OF 55
AL1

- AP - MISC POINT
- DTC - DOUBLE YELLOW CENTER
- WNL - PLASTIC WIDE LINE
- LL - LANE LINE
- WL - WHITE EDGE LINE
- YL - YELLOW EDGE LINE
- WLT - TWO WAY LEFT TURN
- EGP - EDGE OF PAVEMENT

MEEKER SOUTHERN RAILROAD TRACKS



NO.	DATE	BY	REVISION
		A. FISHER	
		M. J. MANOR	

DESIGNED BY	A. FISHER
CHECKED BY	M. J. MANOR
DATE	11-18-1995
PROJECT NO.	105-1048 (0774)

DRAFT

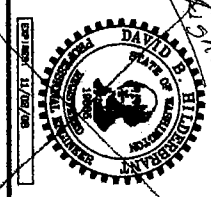
Parametrix
 CONSULTING ENGINEERS ARCHITECTS
 10100 130TH AVENUE
 SUITE 300
 PUYALLUP, WASHINGTON 98447
 (206) 835-4111
 FAX (206) 835-4112

CHANNELIZATION PLAN

CITY OF PUYALLUP
 SHAW ROAD EXTENSION
 PUYALLUP, WASHINGTON

REVISIONS	DATE	BY	DESIGNED
			B. FRANKLIN
			DRAWN
			V. RUBASHKA
			CHECKED
			APPROVED

ONE INCH AT FULL SCALE
IF NOT SCALE ACCORDINGLY
FILE NAME: 095048P01T14-E1
JOB NO: 214-1895-048 (01/14)
DATE: JANUARY 2007

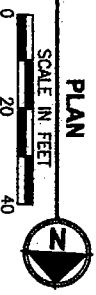
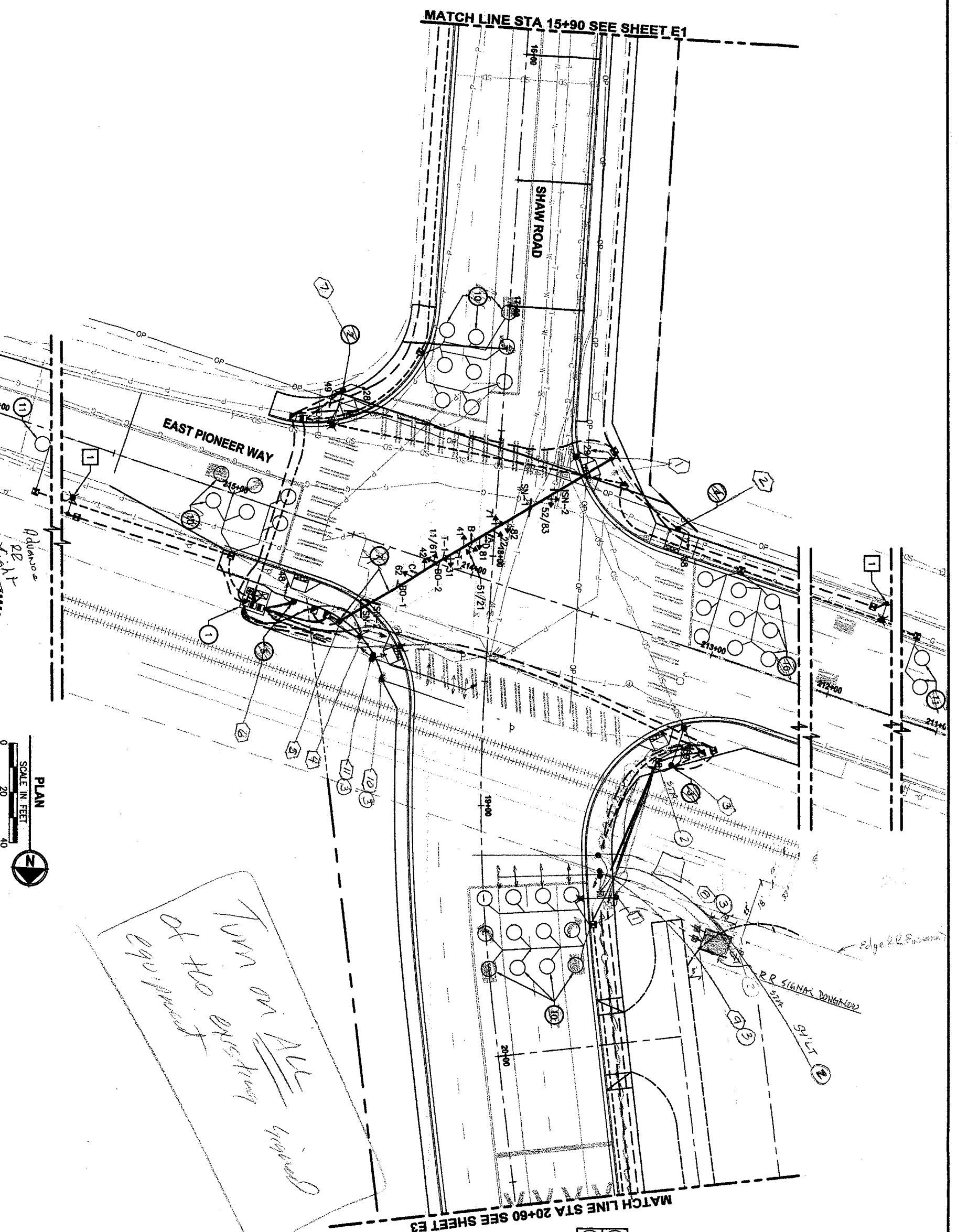


Parametrix
ENGINEERING PLANNING ENVIRONMENTAL SERVICES
2501 10th Avenue
Seattle, WA 98108
T: 206.461.1000
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WWW.PARAMETRIX.COM

PROJECT NAME
**CITY OF PUYALLUP
SHAW ROAD EXTENSION PS&E
PHASE 1
PUYALLUP, WASHINGTON**

**PIONEER AND SHAW ROAD
SIGNAL PLAN**

DRAWING NO.
OF 50
E2



MONOTUBE MOUNTED SIGNS

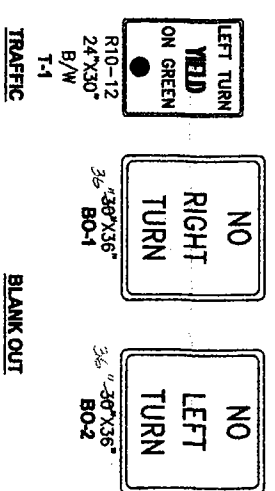
CITY LOGO
E PIONEER
SN-2

CITY LOGO
SHAW RD
SN-1

LED ILLUMINATED STREET NAME

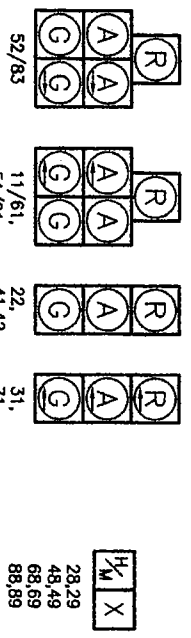
MONOTUBE MOUNTED SIGNS

90% REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

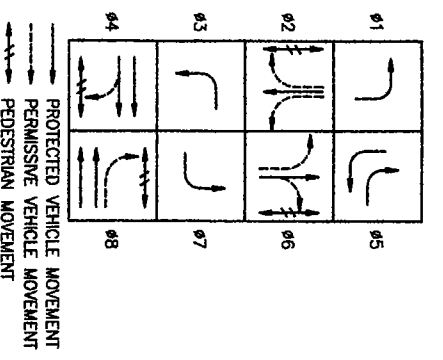


SIGNAL DISPLAYS

LED VEHICLE
LED COUNTDOWN
PEDESTRIAN



PHASE DIAGRAM



WCC

