



UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

2008 JUL 29 11:13

MEEKER SOUTHERN RR  
Petitioner,

vs.

PIERCE COUNTY PUBLIC WORKS & UTILITIES  
Respondent

DOCKET NO. TR-081407-P

PETITION TO MODIFY AN EXISTING  
HIGHWAY-RAIL GRADE  
CROSSING

USDOT CROSSING # 085536 R

UTC CROSSING # 42A32.40

134<sup>TH</sup> AVE. E. @ 80<sup>TH</sup> ST. E.

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of a highway-rail grade crossing.

Section 1 - Petitioner's Information

<u>MEEKER SOUTHERN RR (MSN)</u>
Petitioner
<u>4725 BALLARD AVE NW</u>
Street Address
<u>SEATTLE, WA 98107</u>
City, State and Zip Code
<u>_____</u>
Mailing Address, if different than the street address
<u>BYRON COLE, GEN MGR</u>
Contact Person Name
<u>206-782-1447 byroncole@COMPST.NET</u>
Contact Phone Number and E-mail Address

*Section 2 - Respondent's Information*

<u>PIERCE COUNTY PUBLIC WORKS &amp; UTILITIES</u>
Respondent
Street Address
City, State and Zip Code
Mailing Address, if different than the street address
<u>JERRY BRYANT</u>
Contact Person Name
<u>253-798-3682</u>
Contact Phone Number and E-mail Address

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Section 3 - Current Crossing Information

1. Railroad company(ies) MEEKER SOUTHERN RR  
 • Tracks owned by: " " "  
 • Operating railroad: " " "

2. Type of railroad at crossing  Common Carrier  Logging  Industrial  
 Passenger  Excursion

3. Type of tracks at crossing  Main Line, number of tracks 1  
 Siding or Spur, number of tracks     

4. Average daily train traffic, freight 2  
 Authorized freight train speed 10 MPH Operated freight train speed 10 MPH

5. Average daily train traffic, passenger 0  
 Authorized passenger train speed      Operated passenger train speed     

6. Describe current crossing configuration including type of train detection, active warning devices, preemption, etc.:

PASSIVE : ADVANCE WARNING SIGNS & CROSS BUCKS.

**Section 4 - Expected Crossing Characteristics After Modification**

1. Type of railroad operations at crossing  Common Carrier     Logging     Industrial  
 Passenger     Excursion

2. Type of tracks at crossing  Main Line, number of tracks 1  
 Siding or Spur, number of tracks 1

3. Average daily train traffic, freight 4  
Authorized freight train speed 10    Operated freight train speed 10

4. Average daily train traffic, passenger 0  
Authorized passenger train speed -    Operated passenger train speed -

5. Will the modified crossing eliminate the need for one or more existing crossings?  
Yes        No

6. If so, state the distance and direction from the modified crossing.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Does the petitioner propose to close any existing crossings and if yes, which crossings?  
Yes        No   
\_\_\_\_\_

**Section 5 - Proposed Temporary Crossing**

1. Will a temporary crossing be installed? Yes \_\_\_ No X

2. If so, describe the purpose of the crossing and the estimated time it will be needed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes \_\_\_ No \_\_\_

Approximate date of removal \_\_\_\_\_

**Section 6 - Current Highway Traffic Information**

1. Name of roadway/highway 134TH AVE E.

2. Roadway classification 2 LANE, ASPHALT PAVED, NARROW SHOULDERS

3. Road authority PIERCE COUNTY

4. Average annual daily traffic (AADT) \_\_\_\_\_

5. Number of lanes 2

6. Roadway speed 30 MPH

7. Is the crossing part of an established truck route? Yes \_\_\_ No ✓

8. If so, trucks are what percent of total daily traffic? \_\_\_\_\_

9. Is the crossing part of an established school bus route? Yes ✓ No \_\_\_

10. If so, how many school buses travel over the crossing each day? \_\_\_\_\_

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

ASSUME ROADWAY USE WILL INCREASE AS POPULATION INCREASES.

Section 7 - Alternatives to the Proposed Modifications

1. Does a safer location for a crossing exist within a reasonable distance of the current or proposed location? Yes \_\_\_ No N/A

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 X No \_\_\_ NINE SMALL (6" DIA) ALDERS NEED LOWER BRANCHES REMOVED TO 10'. \*

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.

\* THE TREES ARE SOUTH, & WEST OF THE EXISTING CROSSING, & ARE IN THE STREET RIGHT-OF-WAY OF PIONEER WAY E. THEY SOMEWHAT OBSTRUCT NORTH BOUND MOTORIST'S VIEW OF EASTBOUND TRAINS.

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 ✓

6. If an over-crossing or under-crossing is not feasible, explain why.

THIS IS AN OLD, 2 LANE COUNTRY ROAD THAT DEAD ENDS 1/2 MILE NORTH OF THE CROSSING. WHERE WOULD FUNDING COME FROM FOR THE ABOVE ALTERNATES? RR IS ABOUT 3' ABOVE VALLEY FLOOR. HIGHWAY IS ABOUT 2' LOWER THAN TOP OF RAILS.



7. Does the railway line, at any point in the vicinity of the modified 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

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.

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9. Is there an existing public or private crossing in the vicinity of the proposed modified crossing?

Yes  No  NOT TODAY

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.

THE NEW SHAW ROAD EXTENSION CROSSING IS UNDER  
CONSTRUCTION ABOUT 1/4 MILE WEST, BUT WILL NOT  
BE OPEN TO TRAFFIC FOR ABOUT 2 MORE YEARS.

Section 6 - Sight Distance

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

a. Approaching the crossing from THE SOUTH, 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	300	300'
Right	200	} WHEN 9 TREES ARE TRIMMED
Right	100	
Right	50	
Right	25	
Left	300	
Left	200	
Left	100	
Left	50	
Left	25	

b. Approaching the crossing from THE NORTH, 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	300	300'	
Right	200	} WHEN 9 TREES ARE TRIMMED	
Right	100		
Right	50		
Right	25		
Left	300		100'
Left	200		200'
Left	100		300'
Left	50		300'
Left	25		300'

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

Yes X No X → IF RR JUST MATCHES PAVING @ 10' FROM TRACK. IF RR OR COUNTY INVESTED IN SOME GRADE MODS.

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. 5' OUTSIDE THE NEAREST RAIL, ON BOTH SIDES.

4. Will the modified crossing provide an approach grade of not more than five percent prior to the level grade? → TO THE SOUTH, OF THE TRACKS.

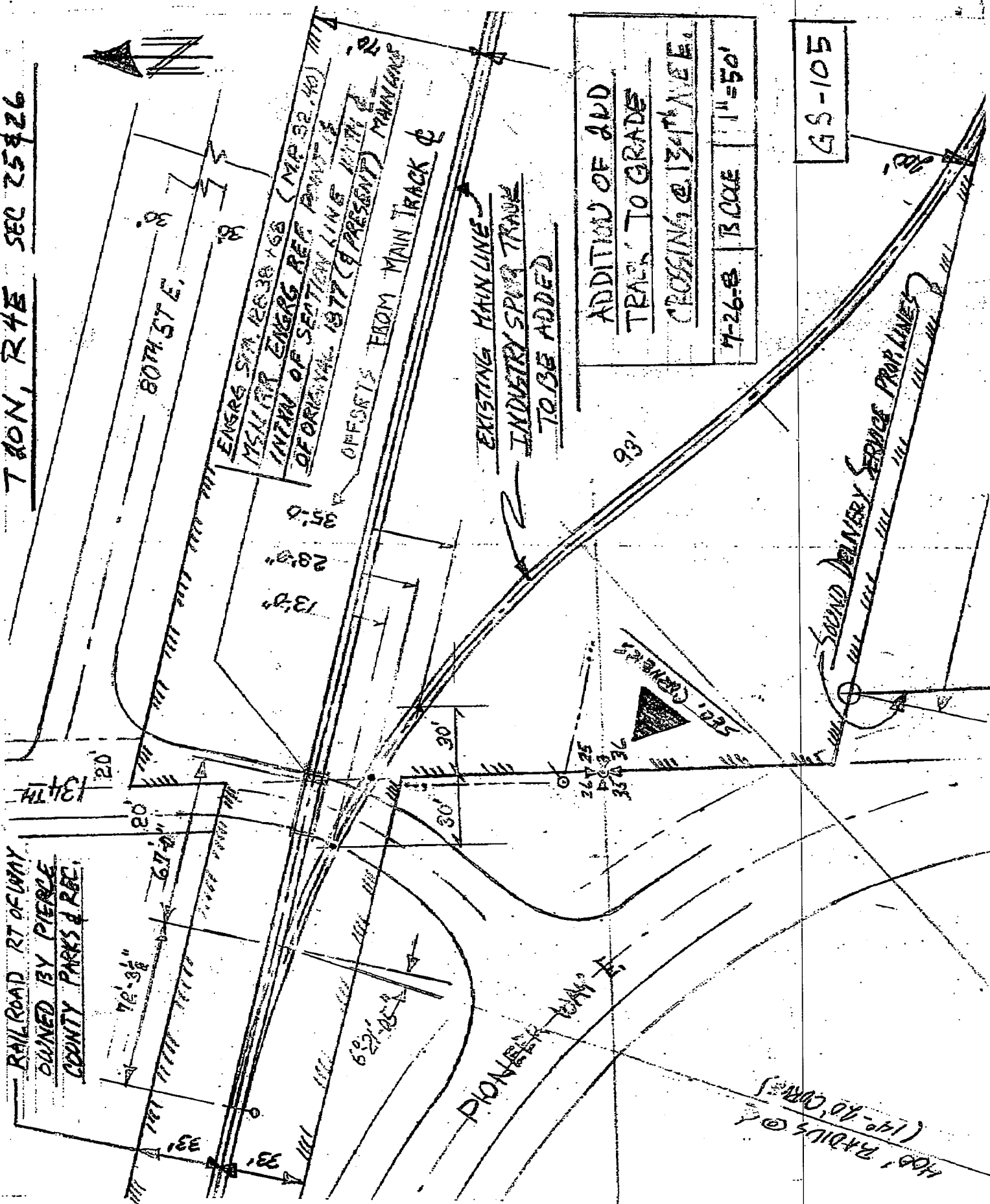
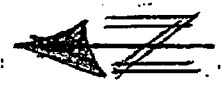
Yes X No X TO THE NORTH, OF THE TRACKS.

(S)





T 40N, R 4E SEC 25 & 26



ENGRS SPA 2638158 (MP 32.40)  
 MSL FOR ENGRS REF POINT IS  
 IN LHM OF SECTION LINE POINT IS  
 OF ORIGINAL 1877 (8 PRESENT) MAIN LINES  
 OFFSETS FROM MAIN TRACK C

ADDITION OF ADD  
 TRACK TO GRADE  
 CROSSING @ 134th AVE.  
 7-26-8 B COKE 11"=50'

GS-105

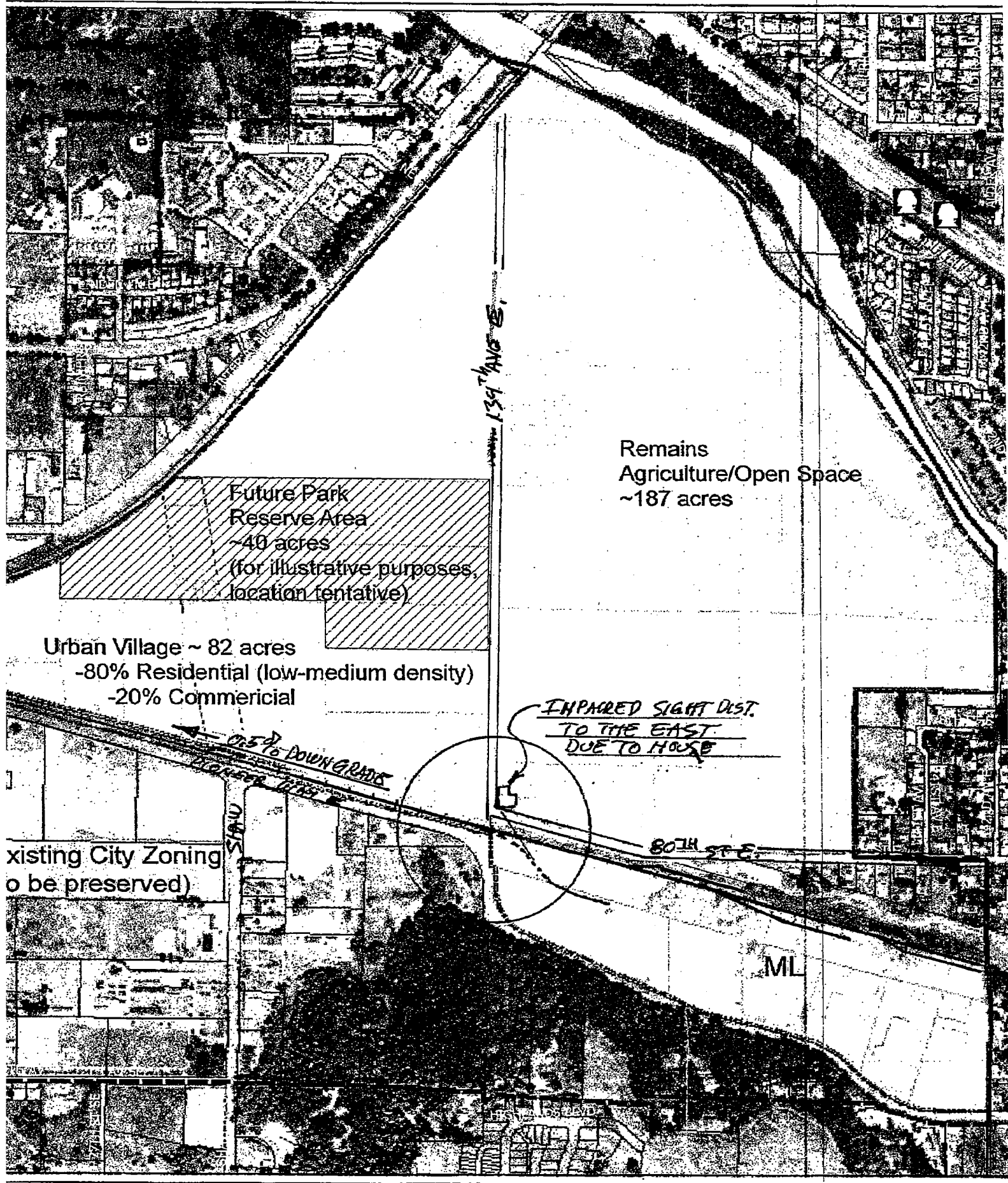
RAILROAD RT OF WAY  
 OWNED BY PIERRE  
 COUNTY PARKS & REC.

PIONEER WAY E.

SOUND DELIVERY SERVICE PROP LINES

9A

100' RADII @ 140-160 CORNS



Remains  
Agriculture/Open Space  
~187 acres

Future Park  
Reserve Area  
~40 acres  
(for illustrative purposes,  
location tentative)

Urban Village ~ 82 acres  
-80% Residential (low-medium density)  
-20% Commercial

IMPAIRED SIGHT DIST.  
TO THE EAST  
DUE TO HOSE

Existing City Zoning  
(to be preserved)

ML

**Section 10 – Proposed Warning Signals or Devices**

1. Explain in detail the number and type of proposed automatic signals or other warning devices planned at the crossing, including a cost estimate for each. If the proposed modifications include adding or modifying preemption, contact UTC for the additional worksheets.

NO AUTOMATIC SIGNALS OR WARNINGS ARE PLANNED FOR THIS CROSSING. THE ADVANCE WARNING SIGNS WILL REMAIN IN THEIR PRESENT LOCATIONS. THE SOUTH CROSS-BORER WILL BE RELOCATED TO THE SOUTH ABOUT 14'.

*Section 11 - Justification of Installation of Wayside Horn (if applicable)*

1. Describe in detail why this crossing should have a wayside horn installed. Also include a description of where the wayside horns and indicator lights will be installed at the crossing.

NO WAYSIDE HORN WOULD SEEM TO BE USEFUL HERE,

THE TRAIN CREWS BLOW THE TRAIN WHISTLE

CONSISTENTLY. MSN HAS NEVER HAD AN ACCIDENT OR

NEAR MISS AT THIS CROSSING. THE TRAIN CREWS DO NOT

CONSIDER IT A "PROBLEM CROSSING".

FOR THAT MATTER, NEITHER OF OUR TWO SHORTLINE

FREIGHT RAILROADS HAS EVER HAD AN ACCIDENT OR

AN INCIDENT OF ANY KIND, EVER, SINCE WE

FORMED THE COMPANY IN 1996.

WE ARE PROUD OF OUR UNBLEMISHED RECORD OF

BEING AWARDED THE JAKE AWARD, WITH

DISTINCTION, (FOR A ZERO ACCIDENT RATE), YEAR

AFTER YEAR, BY THE AMERICAN SHORTLINE

& REGIONAL RR ASSOCIATION, WHICH

REPRESENTS 550 SHORTLINES IN NORTH AMERICA.

*Section 12 - Additional Information*

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from modifying the crossing as proposed.

THE REASON FOR ADDING THE INDUSTRIAL SPUR TRACK TO THIS CROSSING IS THAT THIS IS THE BEST ALIGNMENT FOR THE SPUR TO REACH THE NEW SOUND DELIVERY SERVICE BARGE TRANSLOAD SITE BEING DEVELOPED AT 13505 PIONEER WAY EAST.

THE MOST IMMEDIATE PUBLIC BENEFIT IS THE 50 NEW INDUSTRIAL WAGE JOBS THAT THE COMPANY (SDS) WILL BRING TO THE EAST POYALLUP AREA, IN PIERCE COUNTY.

**Section 13 – Waiver of Hearing by Respondent**

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified and consent to a decision by the commission without a hearing.

Dated at \_\_\_\_\_, Washington, on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Printed name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone number and e-mail address

\_\_\_\_\_  
Mailing address

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