



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

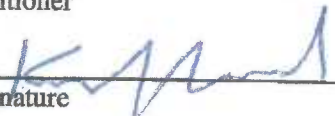
	)	DOCKET NO. TR- 141435-P
City of Snoqualmie	)	
_____	)	PETITION TO MODIFY WARNING
Petitioner,	)	DEVICES AND INSTALL
	)	SIDEWALKS AND AT A HIGHWAY
vs.	)	RAIL GRADE CROSSING
Northwest Railway Museum	)	
_____	)	
Respondent	)	USDOT CROSSING NO.: 92026E
.....	)	
_____	)	

2014 JUL 16 AM 9:07

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REGISTRATION MANAGEMENT

The Petitioner asks the Washington Utilities and Transportation Commission to approve installation of sidewalks and modify warning devices at a highway-rail grade crossing.

Section 1 - Petitioner's Information

City of Snoqualmie
Petitioner

Signature
38624 SE River St
Street Address
Snoqualmie, WA 98065
City, State and Zip Code
_____
Mailing Address, if different than the street address
Kamal Mahmood, P.E.
Contact Person Name
(425) 831-4919 x1152; KMahmoud@ci.snoqualmie.wa.us
Contact Phone Number and E-mail Address

*Section 2 – Respondent's Information*

Northwest Railway Museum Respondent
38625 SE King Street Street Address
Snoqualmie, WA 98065 City, State and Zip Code
PO Box 459, Snoqualmie, WA 98065 Mailing Address, if different than the street address
Richard R. Anderson Contact Person Name
(425) 888-3030 x7201; Richard@trainmuseum.org Contact Phone Number and E-mail Address

*Section 3 – Crossing Location*

1. Name of highway/roadway <u>SE River Street</u>
2. Name of railroad <u>Northwest Railway Museum</u>
3. USDOT Crossing No. <u>92026E</u>
4. Located in the <u>NE</u> 1/4 of the <u>NE</u> 1/4 of Sec. <u>31</u> , Twp. <u>24N</u> , Range <u>8E</u> W.M.
5. GPS location, if known _____
6. Railroad mile post (nearest tenth) <u>n/a</u>
7. City <u>Snoqualmie</u> County <u>King</u>

*Section 4 – Current Crossing Traffic*

1. Type of public road at the crossing     State     County     City  
 Port     State Park     Other \_\_\_\_\_

2. Average daily vehicle traffic over the tracks 2,990    Vehicle speed limit 25 mph

3. Number of lanes 3

4. Trucks (commercial vehicles) are what percent of average daily traffic unknown

5. Number of school buses over the crossing each day 21

6. Name of railroad(s) operating at crossing Northwest Railway Museum  
\_\_\_\_\_  
\_\_\_\_\_

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

8. Type of tracks at crossing     Main Line     Siding or Spur

9. Number of tracks at crossing 1

10. Average daily train traffic, freight 0  
Authorized freight train speed \_\_\_\_\_    Operated freight train speed \_\_\_\_\_

11. Average daily train traffic, passenger 4\*  
\* with seasonal variation (32 trains/week in peak season or 2 trains/week in winter season)  
Authorized passenger train speed 20 mph    Operated passenger train speed 5 to 15 mph

*Section 5 – Current Warning Devices*

1. Provide a complete description of the warning devices currently located at the crossing, including signs, gates, lights, train detection circuitry and any other warning devices.

Warning devices at the SE River Street railroad crossing include a post-mounted flashing-light signal with a crossbuck sign, a flashing-light signal mounted on an overhead structure, and an automatic gate assembly. SE River Street is a 2-lane roadway with a left-turn lane. On the eastbound lane, there is also a grade crossing pavement marking symbol with a W10-1 sign in advance of the railroad crossing. On the eastbound lane, there is also a stop line about 9' upstream of the gate. On the westbound lane, there is a stop line about 8' upstream of the gate. There are no additional pavement markings or signage in advance of the railroad crossing because of its proximity to SR202 (Railroad Ave SE). The gate is approximately 35' from the edge of traveled way along SR 202.

*Section 6 – Justification*

1. Provide the following information:

- a. Provide a description of the type of sidewalks proposed
- b. Provide a detailed description of the changes to the warning devices.
- c. Describe who will maintain the sidewalks.
- d. Attach a proposed diagram or design of the crossing including the sidewalks.

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a. New concrete sidewalks will be installed and abutted to match the elevation of the east side of the railroad crossing. Curb ramps with detectable warning surfaces will be installed in accordance with pedestrian railroad crossing guidelines per WSDOT Standard Plan F-45.10-01 (see attached).

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b. The gate serving the westbound lane will be relocated approximately 5.5' north of its current location to allow for the ADA accessible curb ramp and sidewalk connection across the railroad crossing. The stop bar will be replaced at its current location.

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c. The City of Snoqualmie will maintain the sidewalks.

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d. See attached drawing for the proposed sidewalks.

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Section 7 - Waiver of Hearing by Respondent

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to install sidewalks and modify the warning devices at the following crossing.

USDOT Crossing No. 92026E

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree installation of sidewalks and modification to warning devices should be made and consent to a decision by the commission without a hearing.

Dated at Snoqualmie, Washington, on the 15<sup>th</sup> day of

July, 20 74.

Richard R Anderson  
Printed name of Respondent

[Signature]  
Signature of Respondent's Representative

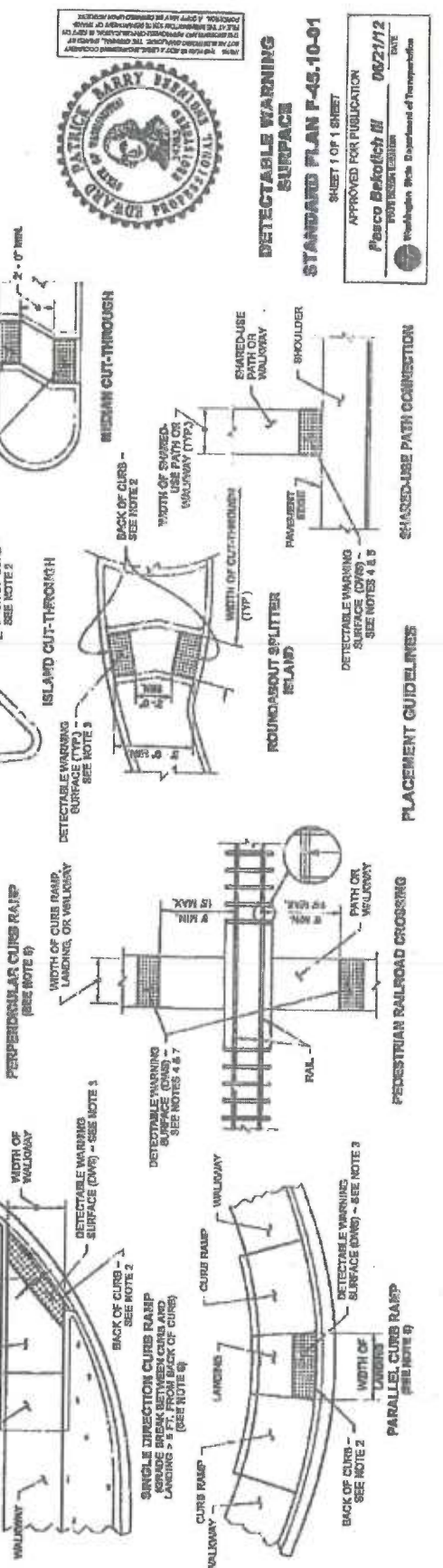
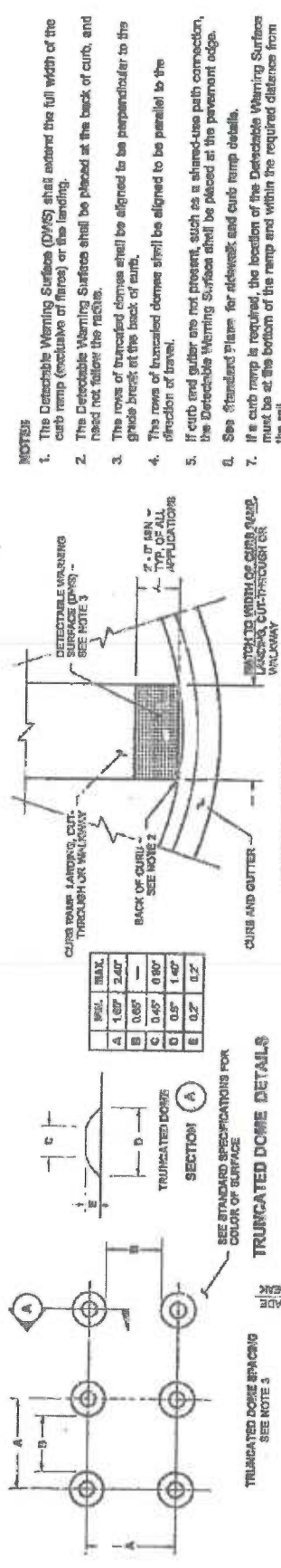
Executive Director  
Title

Northwest Railway Museum  
Company Name

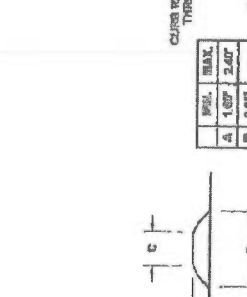
425 888 3030  
Phone number and e-mail address

richard@trainmuseum.org

Po Box 459 Snoqualmie  
Mailing address



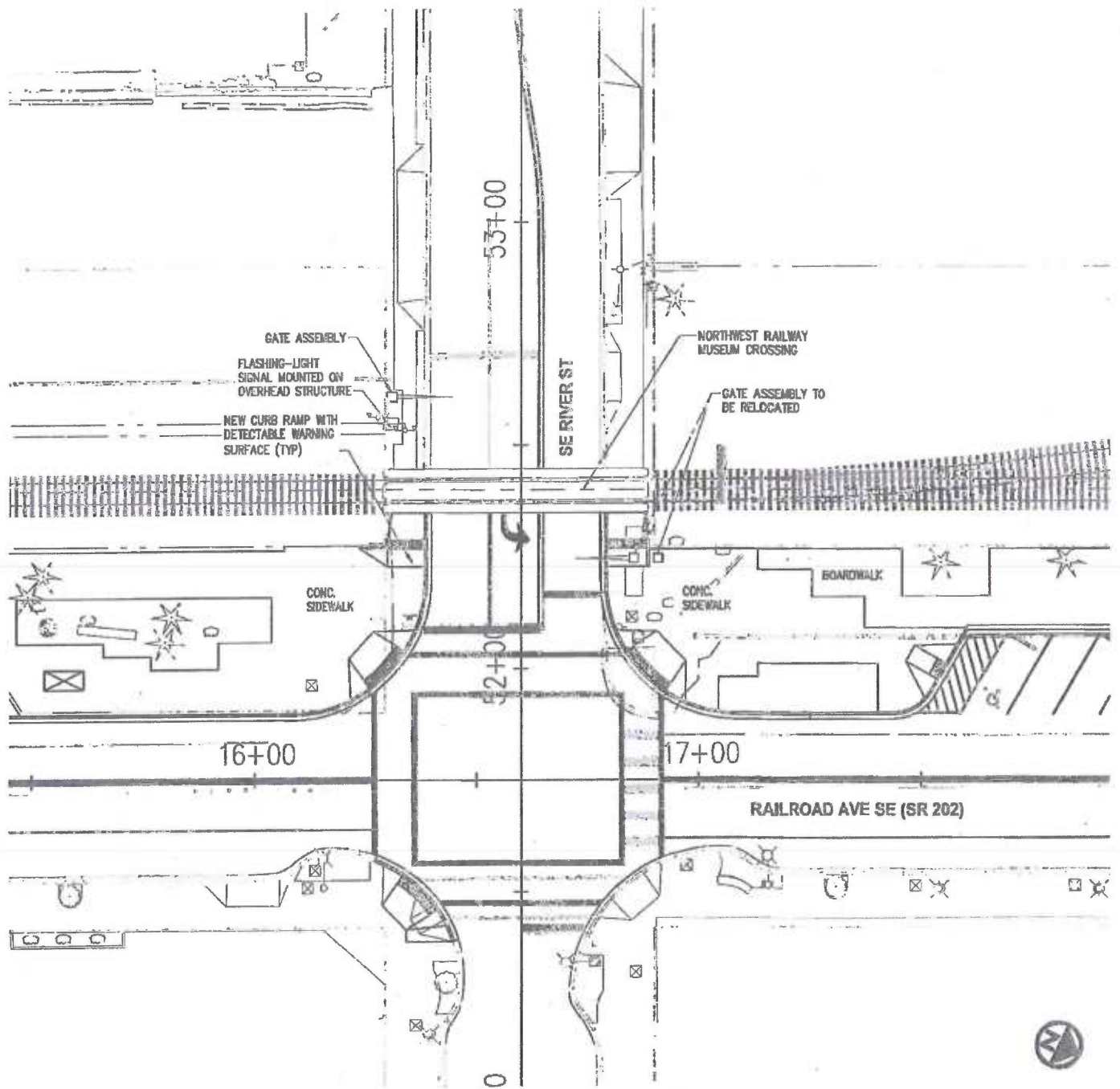
- NOTES**
- The Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp (exclusive of flares) or the landing.
  - The Detectable Warning Surfaces shall be placed at the back of curb, and need not follow the radius.
  - The rows of truncated domes shall be aligned to be perpendicular to the grade break at the back of curb.
  - The rows of truncated domes shall be aligned to be parallel to the direction of travel.
  - If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surfaces shall be placed at the pavement edge.
  - See Standard Plans for sidewalk and curb ramp details.
  - If a curb ramp is required, the location of the Detectable Warning Surfaces must be at the bottom of the ramp and within the required distance from the rail.
  - When the grade break between the curb ramp and the landing is less than or equal to 5 ft. from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp.



APPROVED FOR PUBLICATION  
 DATE  
 PROJECT NO. 0621712  
 Washington State Department of Transportation

**DETECTABLE WARNING SURFACE**  
**STANDARD PLAN F-45-10-01**  
 SHEET 1 OF 1 SHEET  
 Peasco Bekofich III  
 DATE

DRAWN BY: FRM LIDDELL



**PETITION TO MODIFY WARNING DEVICES AND INSTALL  
SIDEWALKS AT A HIGHWAY-RAIL GRADE CROSSING**

**USDOT CROSSING NO.: 92026E  
SE RIVER STREET, SNOQUALMIE, WA  
OCTOBER, 2013**