



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Petitioner,

DOCKET NO. TR-

PETITION FOR EXEMPTION FROM COMMISSION RULES RELATED TO RAILROAD COMPANIES – CLEARANCES (WAC 480-60)

The Petitioner asks the Washington Utilities and Transportation Commission to grant exemption from rules related to (check one or more):

Railroad overhead clearance requirements found in WAC 480-60-040

Railroad side clearance requirements found in WAC 480-60-050

Railroad track clearance requirements found in WAC 480-60-060

References/Attachments:

- WAC 480-60-020 Exemptions
WAC 480-60-030 Definitions
WAC 480-60-040 Overhead clearances
WAC 480-60-050 Side clearances
WAC 480-60-060 Track clearances
WAC 480-60-990 Illustration – Typical clearance of structures from railroad tracks
WAC 480-60-99001 Illustration – Typical track spacing

Section 1 – Petitioner’s Information

Note: If the restricted clearance is located at a customer facility, the customer is the petitioner. If the restricted clearance is located at a railroad-owned facility, the railroad is the petitioner.

Petitioner:

Business Address:

City, State, and Zip Code:

Mailing Address, if Different:

Representative Name and Title:

Representative Phone Number and Email Address:

Representative Signature: Kyle Kellern

Section 2 – Railroad’s Information

Note: When a railroad customer is the petitioner in a request for clearance exemption, the railroad must sign the Railroad Support Statement in Section 8. When a railroad requests a clearance exemption for its own facility or location, it is not necessary to complete Sections 2 or 8.

Railroad:

Business Address:

City, State, and Zip:

Mailing Address, if Different:

Contact Name and Title:

Contact Phone Number:

Email Address:

Section 3 – Restricted Clearance Location

Name of Facility or Location:

Physical Address:

City and County:

Railroad Subdivision and Milepost:

GPS Location:

Section 4 – Restricted Clearance Description

Describe in detail each structure or track which is, or will be, located at less than the required standard clearance from an adjacent track. Where more than one track is involved, identify the track by number or name. The description should include the length of the structure along the track, its distance from the center line of track, and its maximum elevation. For overhead clearance impairments, the description should include the minimum elevation of the structure as measured from the top of the rail. (Attach additional pages if necessary.)

Describe why is it necessary to operate with restricted clearances.

Explain why the facility should not be constructed or altered to conform to required clearances.

Describe what modifications would be necessary to meet required clearances.

Section 5 – Drawings

Attach drawings to show the following:

- The area within a 100-foot radius of each restricted clearance.
- The track layout of the industry or railroad facility involved, including any connecting tracks and switches (provide identifying name or number for each impaired track and each major structure adjacent thereto).
- A profile view of each impairing structure and its relationship with the adjacent trackage, including measurements from the centerline of track (between rails) to all adjacent impairments. Each drawing should be made to scale, and each impairment should be color coded and identified by letter (see sample illustrations).

Section 6 – Trackage

Describe the trackage involved, including the overall length of each track and the length of track prior to and beyond each impairing structure.

Who owns the trackage involved?

Who operates on this trackage?

From which direction(s) can train movements be originated on each impaired track?

What is the average number of train movements per day?

What is the speed of train movements?

What time of day do train movements occur?

Describe typical railroad activities in the area involved in this request:

Section 7 – Warning Devices

Note: Retroreflective warning signs should be placed not more than 50 feet in advance of the nearest restricted clearance when entering the impaired track. If operations occur during hours of darkness, warning signs should be illuminated. If such placement and illumination is not feasible, please explain why and specify where each placement will be made.)

What form of warning is proposed for railroad employees at each restricted clearance and where will it be installed? Class 1 railroads have specific standards for signage. Please provide examples of proposed signage, lighting, etc. for this facility.

Section 8 – Railroad Support Statement

Note: If a railroad is requesting the exemption from clearance requirements for its own facility or location, it is not necessary to complete this section.

The undersigned represents the railroad operating at the facility or location with the areas of restricted clearance.

We have investigated the conditions at the location of the restricted clearance. We are satisfied that the conditions are the same as described by the Petitioner. We do not object to the petitioner's request for exemption from Commission clearance rules. We support the proposed warning devices for the areas of restricted clearance. We agree to notify our operating employees of the areas of restricted clearance at this facility upon approval of the request for exemption, as directed by the Commission.

Dated at _____, Washington, on the _____ day of _____

Printed Name

Signature of Railroad's Representative

Title

Phone Number

Email

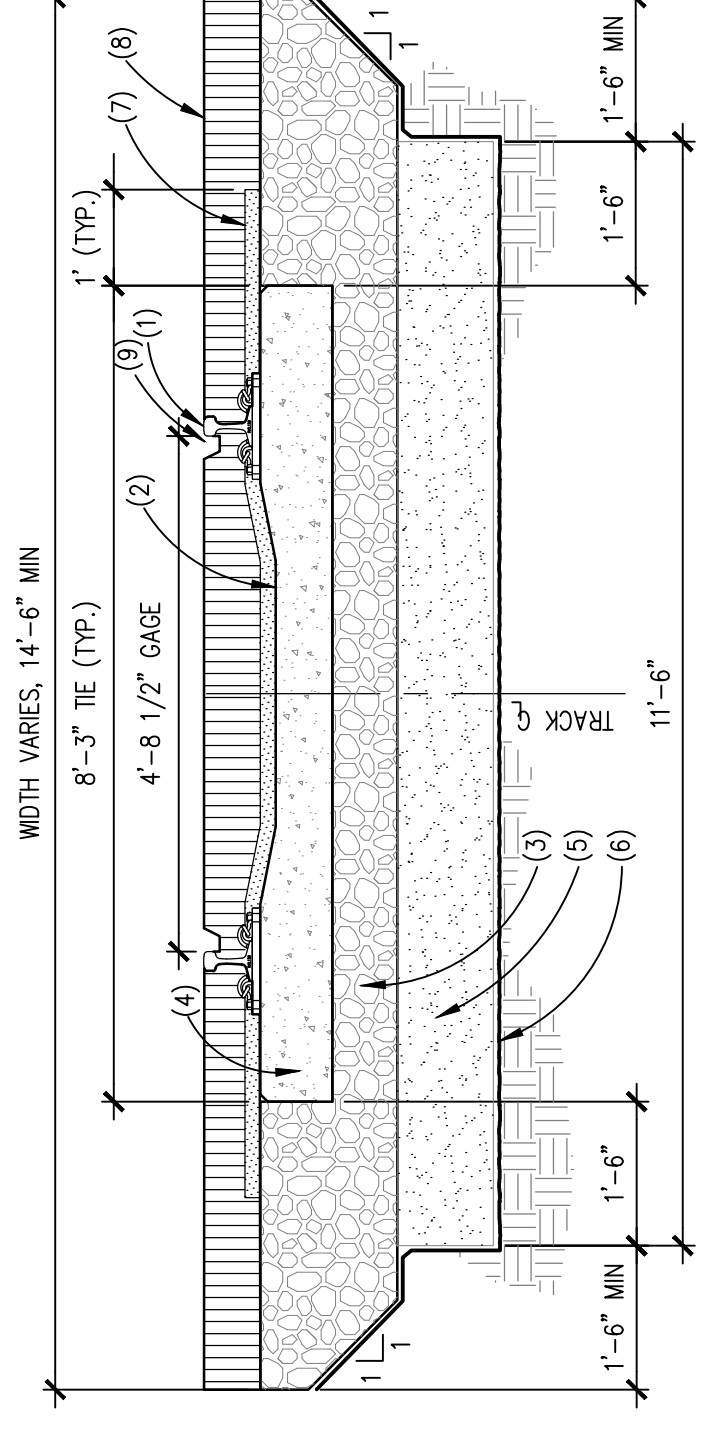
Mailing Address

RAILROAD CONSTRUCTION NOTES

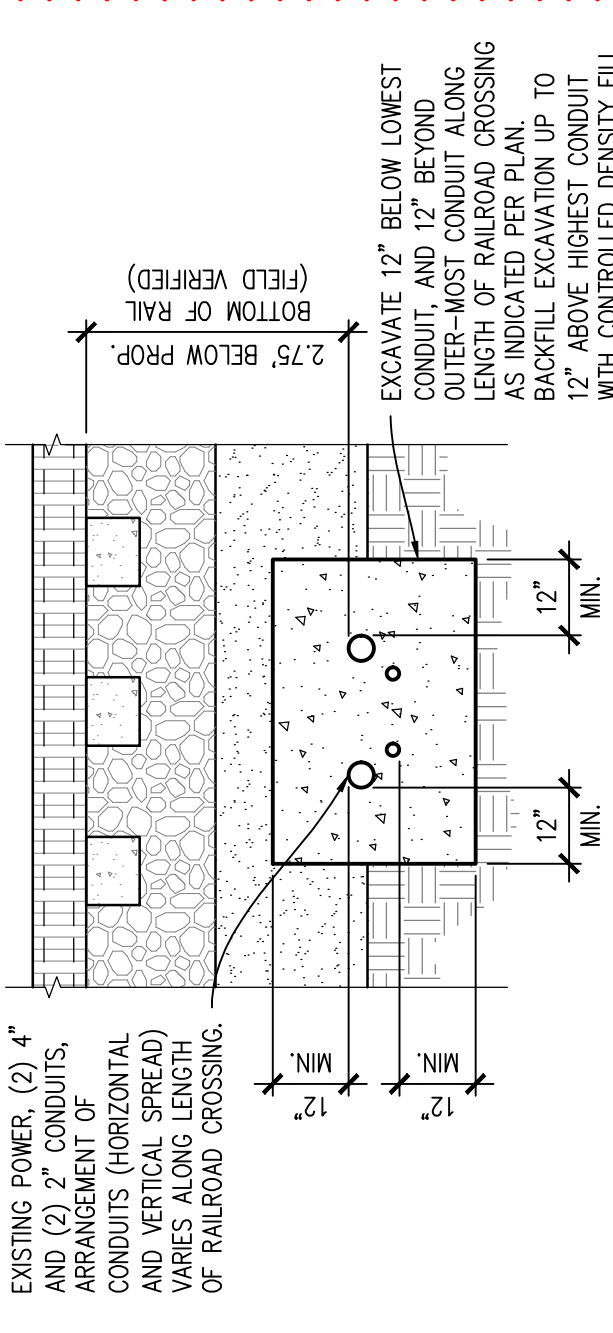
- VERIFY EXISTING UTILITIES ARE PROVIDED 4'-6" COVER BELOW BOTTOM OF RAIL OR ARE PROTECTED BY CEMENT CASING. THE COVER SHALL BE NO LESS THAN 6" UNLESS OTHERWISE NOTED. THE LARGEST DIAMETER OF CASING SHALL BE NO LESS THAN 6" UNLESS OTHERWISE NOTED. THE PIPE SHALL BE PER TABLE BELOW. LENGTH OF CASING SHALL EXTEND ON BOTH SIDES OF THE TRACK CROSSING TO A POINT ON THE CROSSING UTILITY AT A 45° ANGLE FROM THE ENDS OF THE TIES.
- | MIN. PIPE THICKNESS | DIAMETER OF CASING PIPE |
|---------------------|-------------------------|
| 1/4" | 12" OR LESS |
| 5/16" | 12"-18" |
| 3/8" | 18"-22" |
| 7/16" | 22"-28" |
| 1/2" | 28"-34" |
| 9/16" | 34"-42" |
| 5/8" | 42"-48" |
- ALL OPEN TRACK TIES SHALL BE LB. FOSTER CXT CONCRETE TIES (MODEL NO. 429-20) SPACED AT 24" ON CENTER.
 - GAGE SHALL BE 56.50" ON TANGENT TRACK AND 56.75" ON CURVED TRACK.
 - RAIL SHALL BE NEW 80' MILL LENGTH 115-LB HEAD HARDENED RAIL. CONTRACTOR SHALL PROVIDE TOELESS JOINT AND COMPROMISE BARS AS NECESSARY TO JOIN RAIL PER AREMA SPECIFICATIONS.
 - 10' LONG TIMBER TIES ARE REQUIRED AT ALL PAVED AT-GRADE RAILROAD CROSSINGS. LONG TIES SHALL BE USED THROUGH THE CROSSING ITSELF, AND 10' FROM THE PROPOSED EDGE OF PAVEMENT ON EITHER SIDE OF THE PAVEMENT CROSSING.

NOTES:

- 115 LB. RAIL
- CXT 429-20 CONCRETE TIE
- GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
- GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE
- SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
- GEOTEXTILE SEPARATION FABRIC AS REQUIRED BY GEOTECHNICAL ENGINEER UPON EXCAVATION AND COMPACTION OF SUBGRADE
- 1" MIN. COMPACTED DEPTH CRUSHED SURFACING TOP COURSE PER WSDOT 9-03.9(3), BETWEEN RAILROAD TIE AND OVERLAPPING HMA PAVEMENT.
- PROPOSED HMA SECTION. SEE SITE DEVELOPMENT PLANS BY AHEL FOR ASPHALT RESTORATION.
- FORMED ASPHALT FLANGEWAY, SEE DETAIL 04/RR1.1 FOR DIMENSIONS.



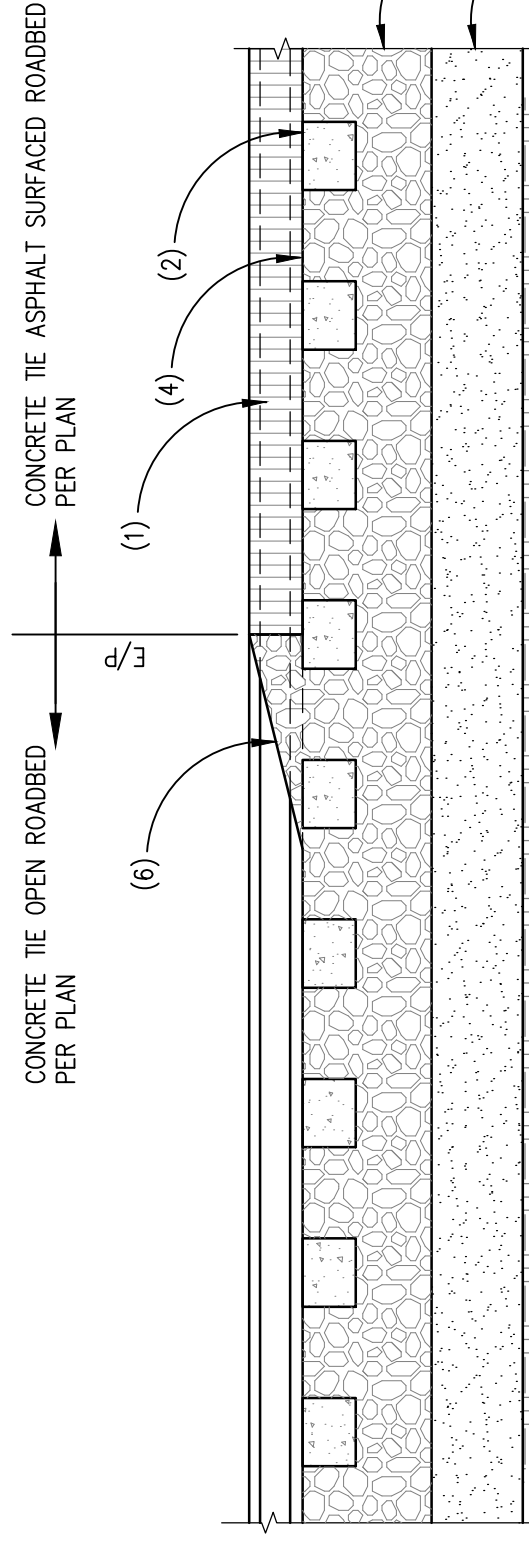
02 ROADBED SECTION 2 - FLUSH ASPHALT SURFACE
SCALE: N.T.S.



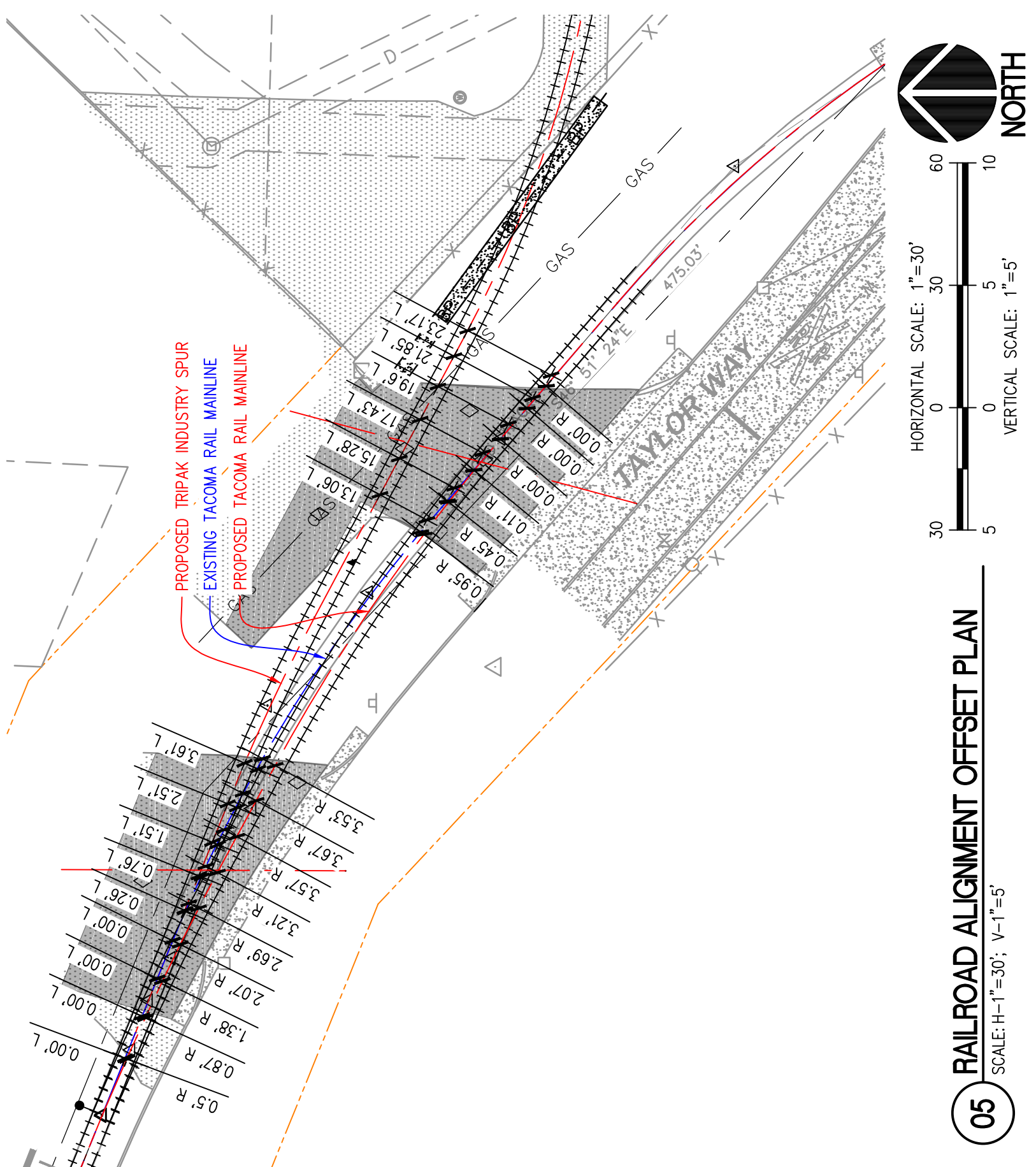
05 POWER CONDUIT ENCASUREMENT AT RAILROAD CROSSING
SCALE: N.T.S.

04 ASPHALT RAIL FLANGEWAY DETAIL
SCALE: N.T.S.

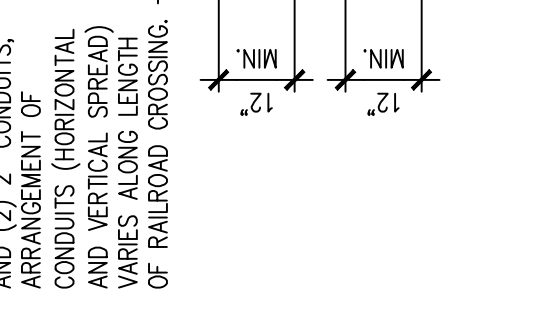
- ### NOTES:
- PROPOSED HD ASPHALT SECTION
 - CXT 429-20 CONCRETE TIE
 - GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
 - GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE
 - SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
 - PROVIDE SLOPED BALLAST TO ASPHALT FINISH GRADE AT 4H:1V.



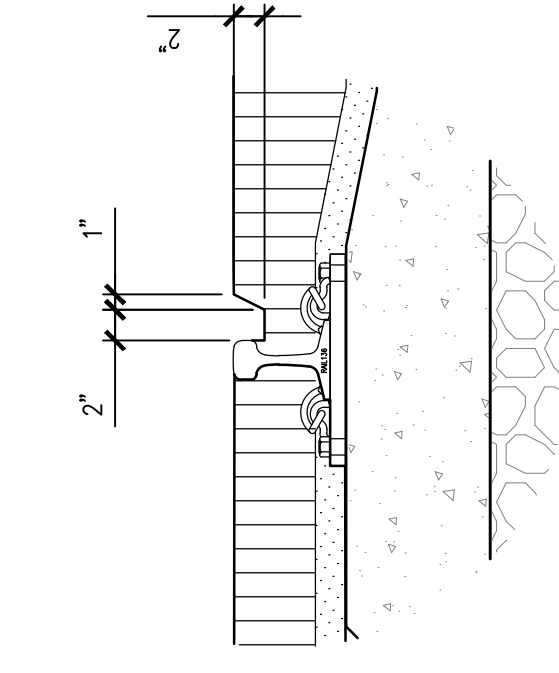
03 BALLAST/ASPALT TRANSITION
SCALE: N.T.S.



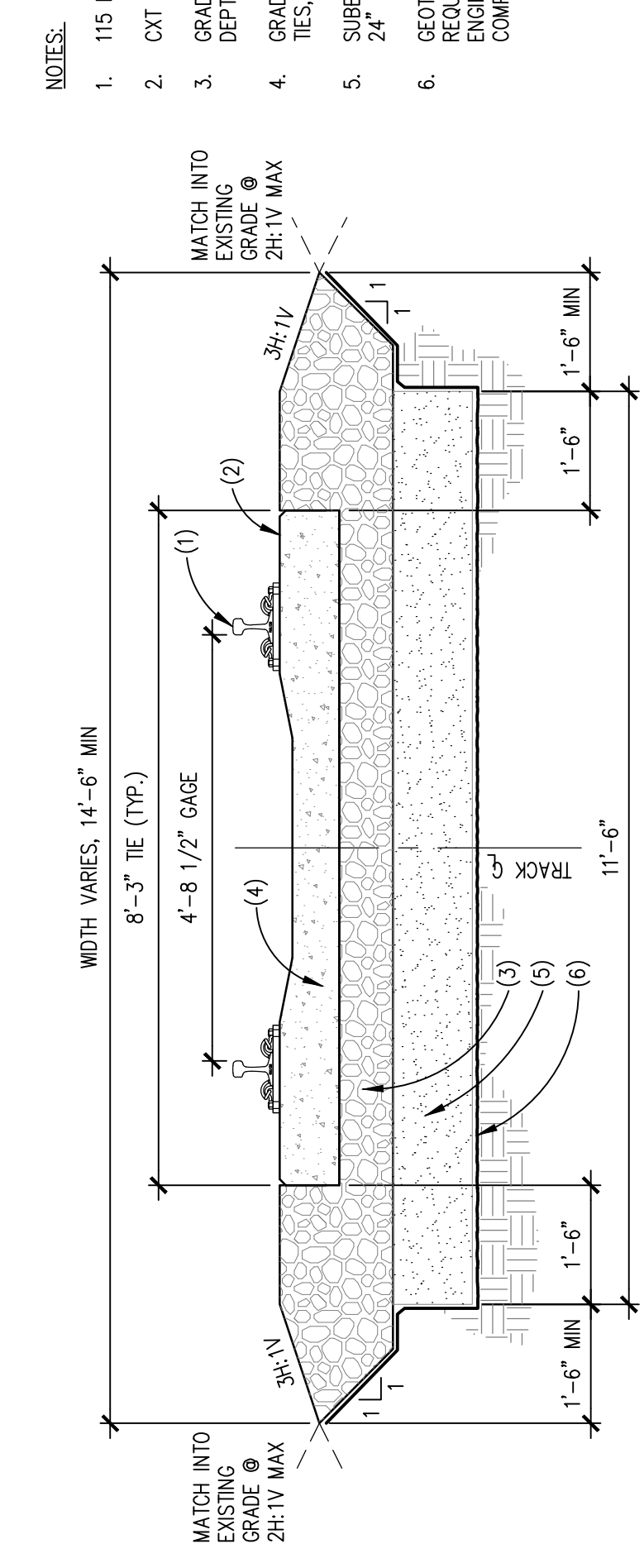
05 RAILROAD ALIGNMENT OFFSET PLAN
SCALE: H=1"=30'; V=1"=5'



01 ROADBED SECTION 1 - OPEN TRACK
SCALE: N.T.S.

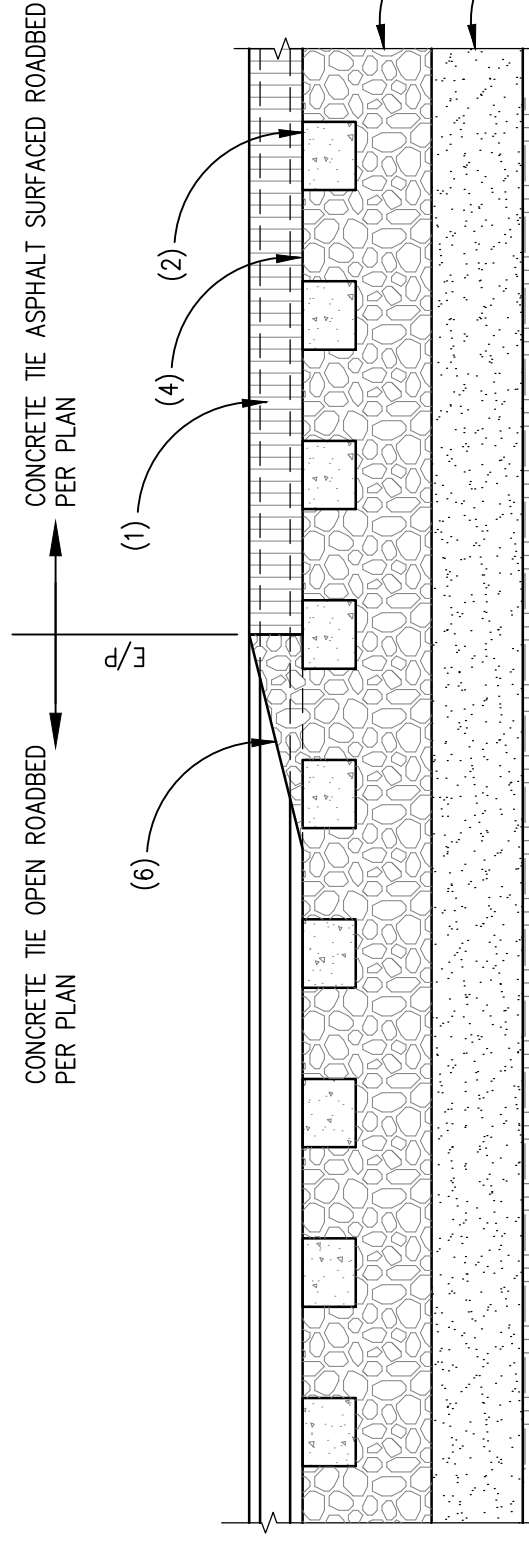


04 ASPHALT RAIL FLANGEWAY DETAIL
SCALE: N.T.S.



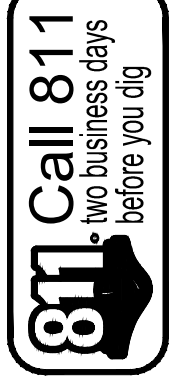
01 ROADBED SECTION 1 - OPEN TRACK
SCALE: N.T.S.

- ### NOTES:
- 115 LB. RAIL
 - CXT 429-20 CONCRETE TIE
 - GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
 - GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE
 - SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
 - GEOTEXTILE SEPARATION FABRIC AS REQUIRED BY GEOTECHNICAL ENGINEER UPON EXCAVATION AND COMPACTION OF SUBGRADE



01 ROADBED SECTION 1 - OPEN TRACK
SCALE: N.T.S.

- ### RAILROAD TURNOUT NOTES
- PROVIDE COMPLETE NEW, RIGHT HAND, 115RE, INSULATED #9 TURNOUT.
 - ALL RAIL SWITCH POINTS (EXCLUDING TIP), FROGS, AND GUARD RAILS SHALL BE DOMESTIC, ALL OTHER OTM MAY BE FOREIGN OR DOMESTIC.
 - SWITCH SHALL BE IN ACCORDANCE WITH 2008 AREMA PORTFOLIO OF TRACK WORK PLANS, PLAN NO. 112-08 FOR 16'-6" SWITCH AND #9 AREMA TURNOUT. SWITCH SHALL HAVE MANGANESE TIPS PER AREA 220 AND HEAD HARDENED 16'-6" DOUBLE REINFORCED KNIFE POINT SWITCH POINTS (AREA DETAIL 6100) WITH TRANSIT STYLE CLIPS AND FIXED HEEL BLOCKS (PLAN NO. 221-03). SWITCH SHALL INCLUDE ALL TURNOUT RAILS, STOCK RAILS, AND CLOSURE RAILS UTILIZING AREMA 115RE HEAD HARDENED RAIL AND INCLUDE ALL ASSOCIATED SCREW SPIKE PLATES, SCREW SPIKES AND ELASTIC FASTENERS (PANDROL STYLE) AND A&K/PROGRESS RAIL U69 BOLTLESS ADJUSTABLE SWITCH POINT GUARD OR APPROVED EQUIVALENT. JOINT BARS (6 HOLE) AND BOLTS SHALL BE INCLUDED.
 - ALL MIXED HARDWOOD SWITCH TIES, IN ACCORDANCE WITH AREMA GUIDELINES, SHALL BE INCLUDED. INSULATED TURNOUTS SHALL INCLUDE ALL NECESSARY INSULATED 6 HOLE JOINT BARS.
 - FROGS (NON-EDH) SHALL BE IN ACCORDANCE WITH 2008 AREMA PORTFOLIO PLAN NO. 623-03; NO. 9 RAIL BOUND MANGANESE STEEL FROG (16 FOOT) FOR 115RE HH RAIL WITH SCREW SPIKE PLATES, SCREW SPIKES, AND ELASTIC FASTENERS. FROGS SHALL BE DRILLED FOR THREE (3) BOLTS TO MATCH THE SPECIFIED RAIL IF THE FROG IS LOCATED IN A CROSSING. TOE AND HEEL RAILS MUST BE WELDED. BLANK RAIL ENDS ARE REQUIRED ON ALL WELDED RAILS.
 - GUARD RAILS SHALL BE IN ACCORDANCE WITH 2014 AREMA PORTFOLIO PLAN NO. 504-03 (13 FEET; WITH HH RAIL) AND FASTENED WITH SCREW SPIKE PLATES AND ELASTIC FASTENERS.
 - MANGANESE INSERTS ON FROGS AND SWITCH POINTS ARE EXCLUDED FROM THE DOMESTIC ONLY REQUIREMENT.
 - SWITCH STAND SHALL BE A NEW RACOR MODEL 22-E WITH LOW BANNER WITH 45° TRI-HANDLE 'BACKSAVER' AND ADJUSTABLE CONNECTING ROD (42-INCHES) AND BOLTS WITH LOCK WASHERS AND COTTER PINS. THE BOLT HOLE IN THE SWITCH STANDS, CONNECTING RODS AND SWITCH RODS SHALL BE DRILLED WITH 1/8" DIA. HOLES. THE BOLT HOLE IN THE SWITCH STANDS SHALL BE DRILLED WITH 1/8" DIA. HOLES. ALL BOLT HOLES WILL BE CAUSE FOR REJECTION. ALL SWITCH BOLTS SHALL BE DESIGNED FOR COTTER PINS.
 - BILL OF MATERIALS MUST BE INCLUDED IN WITH THE QUOTE.



BURIED POWER CROSSING PROVISIONS
MARCH 1, 2024

CITY OF TACOMA	WOXX-XXXX
DEPARTMENT OF PUBLIC WORKS	WORK ORDER
TAYLOR WAY AND LINCOLN AVE	S&H 19,824
TRIPAK RAIL SPUR	SHEET NO. RR1.1
RAILROAD NOTES AND DETAILS	SHEET 2 OF 2



DATE	SCALE
09.13.22	1"=30'
DESIGNED	CHECKED
DCD	DCD
DRAWN	FILE NAME
KLK	

FINAL CONSTRUCTION CHECKED	BY	DATE
FIELD BOOKS	DATE	APPD

NO	REVISION	DATE

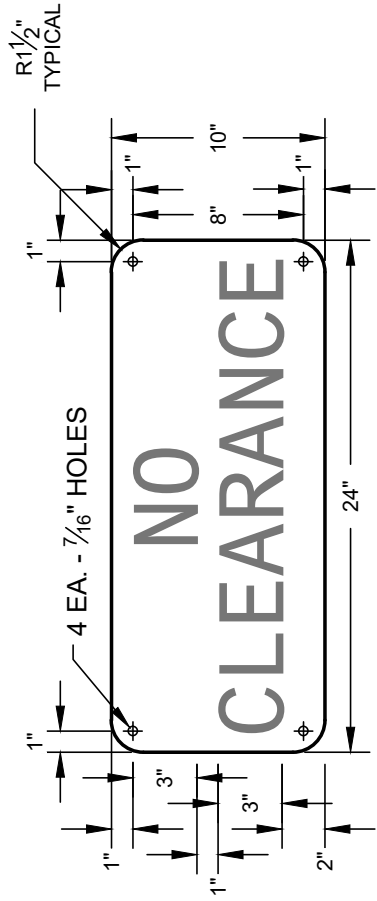


BUFFELEN PARTNERS, LLC
17837 1ST AVE SOUTH, #711
NORMANDY PARK, WA 98148

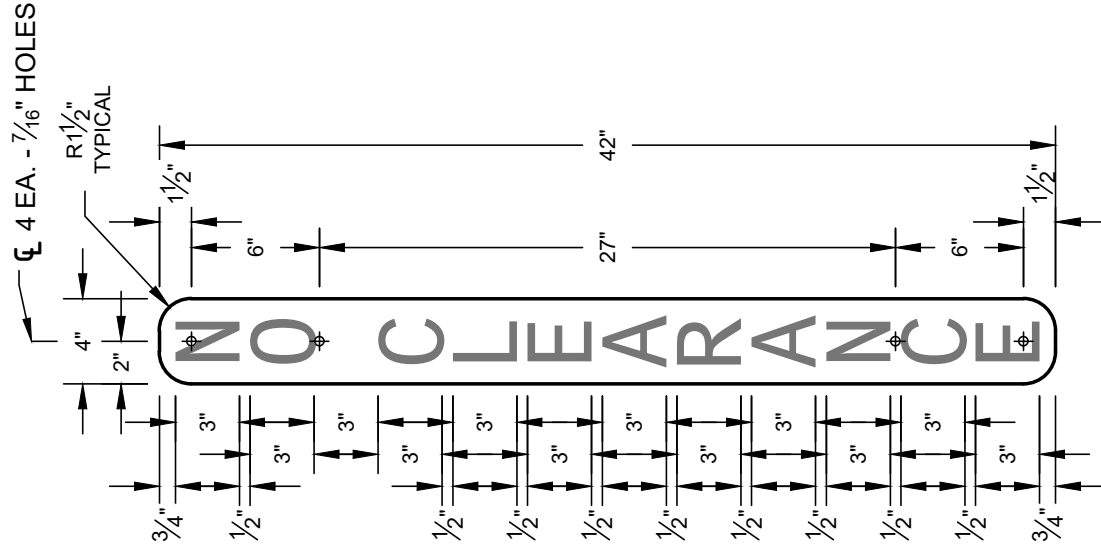
PREPARED BY

CIVIL | STRUCTURAL | SURVEY
4815 CENTER STREET | TACOMA, WA 98409
PHONE (252) 474-9449 | FAX (252) 474-0163
http://www.shsitthill.com

EXAMPLE 1
NO. 001



EXAMPLE 2
NO. 002



SIGNS:

NO. 001 - "NO CLEARANCE"

Place NO CLEARANCE sign on building structure over C/L track where vertical clearance is less than required. Lettered and mounted as shown in example 1.

NO. 002 - "NO CLEARANCE"

Place NO CLEARANCE sign on building structure or post where horizontal clearance is less than required. Lettered and mounted as shown in example 2.

NOTE:

- The signs listed in this plan are 10" x 24" and 4" x 42" sized with HIP white background and black letters, one side only. As shown in Examples 1 and 2.

REVIEWED BY

DocuSigned by:

Kyle Kelleam

830D4CCDC701419... TACOMA RAIL

APPROVED FOR PUBLICATION

DocuSigned by:

Chris Storey
REGISTERED PROFESSIONAL ENGINEER

01/20/2023

DATE

TACOMA RAIL

NO CLEARANCE
SIGNS

STANDARD PLAN NO.

RAIL-01



**Clearance
Exemption
Location**



98421