



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Petitioner,

DOCKET NO. TR-

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

Received  
Records Management  
Dec 7, 2023

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 track clearance requirements found in WAC 480-60-050

Railroad side 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:

### ***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**

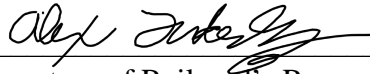
Note: If a railroad is requesting the exemption from clearance requirements for its own facility or location, it is not necessary to complete this section.

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





NO CLEARANCE







Track runs 518' from north to south along the west side of the building under the canopy.

