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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

Tacoma Rail)	DOCKET NO. TR-041471
)	
Petitioner,)	PETITION FOR INSTALLATION OF
)	HIGHWAY-RAIL GRADE CROSSING
v.)	WARNING SIGNALS
)	
WSDOT)	WUTC Crossing No. 20G 44.10
)	USDOT Crossing No. 397175B
Respondent.)	
.....)	

Petition is hereby made to the Washington Utilities and Transportation Commission for an order authorizing the installation of highway-rail grade crossing warning signals at the crossing identified above and described in this petition:

1. Identifying information for the crossing

- a. Existing roadway: SR-7 (Elbe)
- b. Existing railway: Tacoma Rail – Mountain Division

2. Character of Crossing

- a. Is this a main line, branch line, siding or spur? Mainline
- b. Do passenger trains use the crossing? Yes
- c. Legal maximum speed for passenger and/or freight trains: 20 mph
- d. Actual or estimated train traffic in 24 hours:

 - Freight: 1 Passenger: 1
- e. Note any significant changes to the information in a. through f. expected within ten years:

Train traffic is expected to increase to four trains per day by 2006.

3. Character of Roadway

- a. Government agency responsible for maintaining the road: WSDOT
- b. Number of traffic lanes in each direction that will exist after the proposed warning system is installed: One travel lane with one turnout lane.
- c. Posted vehicle speed limit for cars and trucks: 30 mph
- d. Estimated vehicle traffic in 24 hours: 4,550
- e. Is the crossing part of a truck route? Yes
- f. Is the crossing part of a school bus route? Yes
- f. Note any significant changes to the information in a. through f. expected within ten years: In addition to its designation as a state highway, the roadway is part of the main route to the southern portion of Mount Rainier National Park. For this reason, the warmer months result in a significant increase in ADT through the crossing. In addition, it is expected that ADT will generally increase with the passage of time.

4. Sight Distance

- a. Are there any structures, roadway curves, or other visual obstacles that limit sight distance ahead to the crossing within 400 feet of the crossing? If yes, please specify and indicate the maximum distance on either side of the crossing from which an unobstructed view of the crossing is available.

A roadway curve exists on the eastbound approach to the crossing, however, sight distance ahead to the crossing for this approach is adequate relative to the legal speed limit (i.e. at least 100 feet of sight distance ahead to the crossing for both approaches).

- b. What is the available sight distance from the stop bar (or 15 feet from the tracks if no stop bar) on both approaches to the crossing.

Sight distance for both approaches is diminished by the severity of the crossing angle (>135-degrees). Because of this, sight distance to the NW and SE is limited to less than 50 feet without the need to look over one's shoulder.

5. Existing warning system

- a. Describe existing warning devices at the crossing:

Passive devices, including Crossbuck signs and Advance Warning signs

- b. Describe the type of existing crossing circuitry, if any: Not Applicable for passive warning devices

6. Proposed warning system

- a. State in detail, the number and type of automatic signals, gates or other warning devices proposed to be installed:

Install new walk-out type cantilever-mounted signals

- b. Describe the type of circuitry proposed to be installed:

SCX- 1 train detection circuitry

- c. Why does the public safety require the installation of the proposed automatic signals, gates or other warning devices?

Tacoma Rail strongly recommends upgrading this intersection along the Mountain Division line, in Pierce County. This intersection is dark and has equipment that is out of date, which slows freight traffic and puts the general public at risk. Upgrades to this intersection will both increase train speeds and public safety.

5. Funding: What is the funding source for the proposed installation?

Funding for the upgrades is pursuant to the Inter-modal Surface Transportation Efficiency Act, in cooperation with the Washington State Department of Transportation.

6. **Diagrams:** A diagram showing the crossing and the location of the components of the proposed system is attached.

The crossing signals will be installed in accordance with the MUTCD Chapter 8 regulations for clearance distances and other requirements for the crossing type.

The list of components to be installed is as follows:

RR Crossing SR 7 North Elbe:

Install furnished material:

Pre-wired bungalow complete with relays and foundations.

Furnish and install:

- 1 each – SCX – 1 Configuration A
- 1 each – ac surge protection
- 3 each – track diodes
- 2 each – 20 AEC battery chargers (Craig Railcharger)
- 1 each – power off strobe light (S&C Company PN: 120-10)
- 1 lot – arresters and equalizers
- 1 lot – misc. materials for case wiring
- 1 each – 24 ft walkout cantilever signal with RR crossing sign, anchor bolts, ladder and ladder guards, rodent guards, and all necessary mounting hardware
- 1 each – 26 ft walkout cantilever signal (same as above)
- 6 sets – two-way LED type lights with junction support arm with plastic hoods & backgrounds.
- 1 each – Electronic bell
- 2 each – poured concrete cantilever signal foundations
- 1 lot – 7c x #6 u/g signal cable
- 1 lot – 2c x #6 u/g twisted track cable
- 1 lot – under roadway conduit 4”
- 1 lot – ac power cable
- 1 each – meter loop arrangement
- 1 set – 7 cells 370 a/h mtce free battery
- 1 set – 6 cells 265 a/h mtce free battery
- 1 lot – caldweld bonds & track connectors
- 1 each – 24” x 20” plastic culvert tubing for drainage ditch
- 1 lot – misc. materials for installations
- 1 lot – crushed rock for topping
- 1 lot – fill material
- 1 lot – circuit plans

Tacoma Rail will furnish and install insulation needed for rail joints and non-insulated switch. Contractor shall arrange for and provide PUD power connection to contractor provided meter loop.

Further, a concrete crossing surface will be installed.

I certify under penalty of perjury that the foregoing is true and correct.

Dated at Tacoma, Washington this 4th day of October, 2004.

Petitioner

By

Chris N. Sevey

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2004.

Respondent

By

INSTRUCTIONS

General

Petition forms with the Interrogatories fully and correctly answered should be filed with the Washington Utilities and Transportation Commission, Chandler Plaza, 1300 S. Evergreen Park Drive SW, PO Box 47250, Olympia, Washington, 98504. Blank forms may be obtained from the same address. All pleadings herein shall conform with WAC 480-09-420 and 425 of the Commission's Rules and Practice and Procedure.

Number of Copies

File the original and one copy if the "Waiver of Hearing by Respondent" is filled out. If petitioner intends that the Commission serve the respondent, the original and two copies should be filed. If the petitioner serves the respondent, a certificate of service in conformity with the requirements of WAC 480-09-120 of the Commission's Rules of Practice and Procedure must be filed.

Parties Who May Petition or Respond

In general, the following persons may file or respond to a petition: highway authorities (city, county, or state), railroad companies, and state agencies with lawful authority to construct and maintain public highways (RCW 81.53.030 and 060). In situations where there may be more than one party of interest as either a petitioner or a respondent, all parties should be joined.

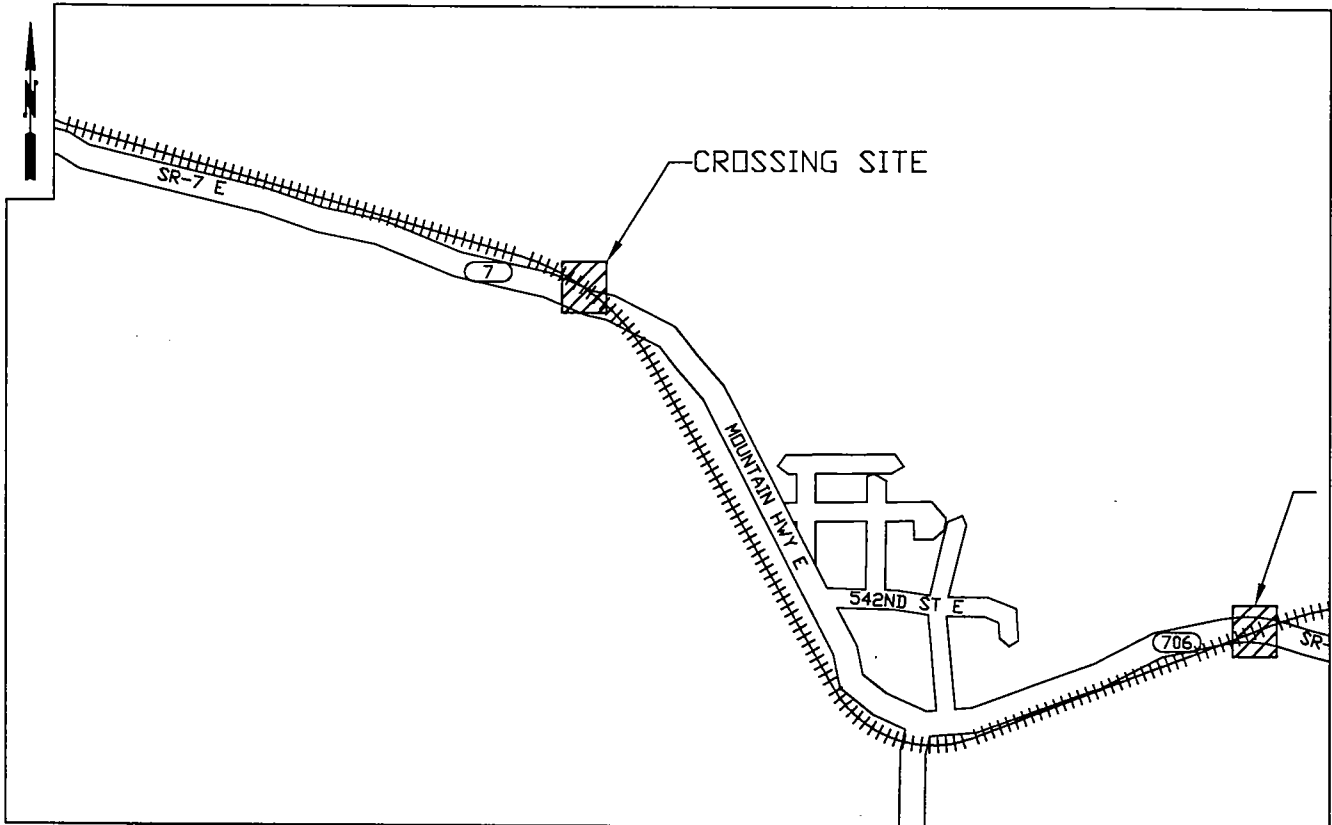
Waiver of Hearing by Respondent

The proceeding can usually be expedited by submitting the application to the respondent and securing the execution of the "Waiver of Hearing by Respondent." As an alternative, respondent may file a separate "Answer." If the pleadings show that the respondent has no objection, an order may be entered without hearing at the discretion of the Commission, unless the public interest appears to require hearing and unless hearing is required under the terms of RCW 81.53.030 or 060. In all other cases, the petition will be set for hearing.

Time for Replying to a Petition

A petition not answered within 20 days of the date of service, shall be deemed denied and may be set for hearing. If a qualified or conditional answer is filed by the respondent, the petitioner may file a "Reply" within 10 days of the date the "Answer" is served.

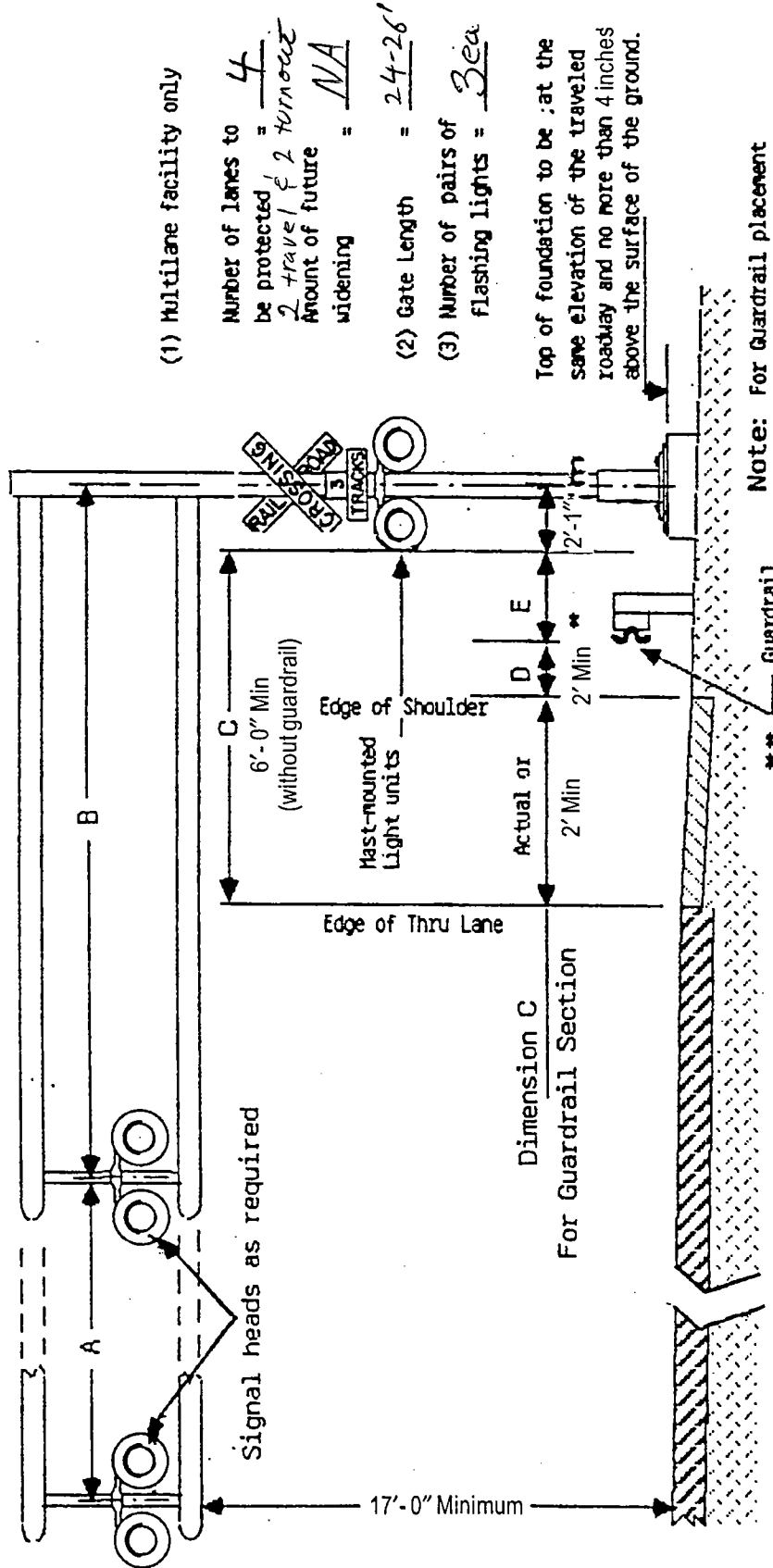
RR CROSSING
SR 7 - NORTH ELBE



SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL

DIMENSIONS
 A = 8'-10" (1)
 B = 16'
 C = 6'
 D = NA
 E = NA ****

AGENCY City of Tacoma
 PROJECT NO TRM-00021-04 ITEM NO 200 44.10
 LOCATION North Elbe - SR 7
 RAILROAD(S) TRMW



- * 2' shy to face of rail is required for shoulder width of 6' or less
- ** Not required for posted speeds of 35 mph or less
- *** 3'-0" Minimum

ELEVATION VIEW
No Scale

DATE 10-4-04 BY SALS