# BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

The Washington State Department of	)			
Transportation	) DOCKET NO. TR- 05/19/			
Petitioner,	) PETITION FOR INSTALLATION OF HIGHWAY-RAIL GRADE CROSSING			
VS.	) WARNING SIGNALS			
Columbia and Cowlitz Railroad	) WUTC No. 11A .10 ) USDOT No. 840534K			
Respondent.	)			
	Utilities and Transportation Commission to enter an way-rail grade crossing warning signals as follows:			
1. Identifying information for the crossin	ıg			
a. Existing roadway: <u>SR-432 (Indu</u>	strial Way)			
b. Existing railway: Columbia and	Existing railway: Columbia and Cowlitz Railroad			
c. WUTC Crossing Number: 11A.				
d. DOT Number: <u>840534K</u>	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			
2. Character of Crossing				
a. Is this a main line, branch line, s	iding or spur? <u>Branch</u>			
b. Do passenger trains use the cross	sing? <u>No</u>			
c. Legal maximum speed for passer diamond	nger and/or freight trains: 5 MPH due to track			
d. Actual or estimated train traffic i	d. Actual or estimated train traffic in 24 hours:			
Freight: <u>8</u>				

# 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
- c. Posted vehicle speed limit for cars and trucks: 50 mph
- d. Estimated vehicle traffic in 24 hours: 10,000
- e. Is the crossing part of a truck route? Yes
- f. Is the crossing part of a school bus route? Yes

## 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. **NO**
- 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 is limited to the extent that the crossing is at an obtuse angle (approximately 130 degrees).

### 5. Existing warning system

- a. Describe existing warning devices at the crossing: <u>"Rotatable" cantilever-mounted signals</u>
- b. Describe the type of existing crossing circuitry, if any: Outmoded AC/DC

### 6. Proposed warning system

- a. State in detail, the number and type of automatic signals, gates or other warning devices proposed to be installed: New walk-out cantilever-mounted signals with gates.
- b. Describe the type of circuitry proposed to be installed: SCX-1 (AC/DC)
- c. Why does the public safety require the installation of the proposed automatic signals, gates or other warning devices? A diagnostic team review of the crossing in 2003 resulted in a recommendation to upgrade the warning devices as proposed.

<b>5. Funding</b> : What is the funding source for the Hazard Elimination Grant – Section 130	proposed installation? <u>Federal Grade Crossing</u>				
<b>6. Diagrams</b> : A diagram showing the crossing a proposed system is attached.	and the location of the components of the				
I certify under penalty of perjury that the foregoing is true and correct.					
Dated at Olympia, Washington this	day of,2005.				
	Petitioner – Washington State Department of Transportation				
Ву:	Ahmer Nizam, Railroad Liaison				

### 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	, 2005
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Respondent – Columbia and Cowlitz Railroad

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