

TR-070472

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 interconnection of the specified traffic signal with the railroad crossing signal system as set forth in the petition. Hearing in this proceeding is hereby waived.

Dated at PORTLAND, OREGON, ~~Washington~~, on the 1ST day of MAY, 2007, ~~2006~~

Respondent

UNION PACIFIC RAILROAD
Road authority or railroad

Responsible official:



5424 SE MCLOUGHLIN BLVD.
PORTLAND, OREGON 97202
(Address)

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07 MAY -2 PM 1:13
STATE OF WASH.
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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

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CITY OF CENTRALIA,
A MUNICIPAL CORPORATION
Petitioner,

vs.

PUGET SOUND AND PACIFIC RAILROAD
Respondent.

DOCKET NO. TR-

PETITION TO INSTALL INTER-TIE
WITH TRAFFIC SIGNAL

WUTC CROSSING No. 40D3.20

DOT CROSSING No. 808548L

Petitioner requests the Washington Utilities and Transportation Commission to enter an order authorizing the installation of an inter-tie between a highway signal and a crossing signal system as follows:

1. Identifying information for the crossing:

Existing highway, street or road: Harrison Avenue, a City of Centralia public street

Existing railway (company): Puget Sound and Pacific Railroad

2. Description of current signals and/or gates at the crossing:

The existing crossing consists of a single track spur line controlled by active signal control including two 28-foot crossing arms and overhead cantilever and shoulder mounted flashing warning beacons. The passive controls consist of cross bucks, "DO NOT STOP ON TRACKS" and crossing ahead signs. The pavement is marked with railroad crossing standard symbols. See Figure 1 and photos of existing crossing.

3. Type of current crossing circuitry:

The detection system uses simultaneous preemption with 30 seconds notice. The flashing sequence begins approximately 8 seconds before the train arrives.

4. Project description and justification:

(a) Description of proposed interconnection, including sequencing and advance preemption time, if any:

Project Description: The project involves reconstructing the intersection of Harrison Avenue, Galvin Road, and Reynolds Avenue. Part of the project will upgrade the existing pre-timed signal with a new traffic actuated signal. The railroad crossing is located on the north leg of Harrison Avenue. The proposed cross section at the crossing is three lanes with shoulders. See Figure 2 for proposed improvements.

Proposed inter-tie: The proposed interconnection will operate with simultaneous pre-empt. Traffic signal and railroad controllers will receive warning at the same time by using a 120V relay between the two controllers. When the train activates the warning circuitry, the interconnect relay will open and trigger the traffic signal controller to begin pre-emption. See Figure 2 for pre-empt sequence.

1. The controller will use railroad pre-empt program #2 for a model 170E controller.
2. The pre-empt program will terminate all traffic signal GREEN, and WALK and flashing DON'T WALK indications.
3. Following a YELLOW and all RED, right of way will transfer to southbound traffic.

- 4. Southbound left and through will turn GREEN.
- 5. Railroad warning sequence will begin flashing beacons.
- 6. Cross arms will come down.
- 7. Signal will remain on green for southbound left and through.
- 8. Signal will transfer right of way to east and westbound through.
- 9. Railroad controller will signal end of sequence and traffic signal controller will return signal to the next phase and resume operation.

(b) Justification, including pertinent traffic and train counts, times when traffic backs up over the crossing, and alternatives considered to an interconnected traffic signal:

The current fixed timed signal is not interconnected with the existing railroad warning system. Rail Master and Signal Master for Puget Sound and Pacific Railroad have requested interconnection as part of the traffic signal upgrade. Under existing conditions, the Rail Master has observed vehicle traffic stopped on the tracks during the crossing sequence. The signal phasing is not programmed to clear the tracks. Traffic remains stopped on the tracks until the signal turns green for southbound movements.

(c) Effects of proposed changes on warning devices and warning times for drivers:

The proposed changes will require re-positioning overhead warning beacons, but will not require modifying shoulder mounted cross arms and flashers. Under existing conditions the signal remains in normal operation and vehicle traffic continues to queue up at the intersection. The new signal system will control traffic during the pre-empt sequence and will reduce queuing at the intersection.

5. Drawings. Please attach sketches, drawn to scale, accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), the intersection to which the interconnection is proposed, and of the railway in the vicinity of the crossing.

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

Dated at CENTANIA, Washington this 28th day of FEBRUARY, 2008

Petitioner

J. D. Foubt, Sr.
Road authority of railroad

Responsible official:

J. D. Foubt, Sr. - City Manager
P.O. Box 609
CENTANIA, WA 98571
(Address)