

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. TR-030650

PETITION

KITSAP COUNTY

Petitioner

Road Name Sherman Heights

vs.

W.U.T.C. Crossing No. 40B 1.80

PUGET SOUND & PACIFIC RAILROAD CO.

Respondent

D.O.T. Crossing No. 0966609E

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

directing the _____ of a grade crossing; (construction-reconstruction-relocation)

RECEIVED

MAY 06 2003

directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;

WASH. UT. & TR. COMM.

directing _____ of warning devices at an existing crossings; (replacement-change-upgrade)

X allocating funds from the "grade crossing protective fund" for installation of active warning devices; (installation and/or maintenance)

authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

hearing and order

X order without hearing

[X] [] Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project? Yes No

[] [X] If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied? Yes No

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Kitsap County
Petitioner
Gordon P. Roycroft, P.E. Senior Program Manager
Print Name Title
614 Division Street MS #26
Street Address
Port Orchard, WA 98366
City-State-Zip Code

STATE OF WASH. UTIL. AND TRANSP. COMMISSION
RECEIVED
RECORDS MANAGEMENT
03 MAY - 7 AM 11:16

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway Sherman Heights mile post 0.063

Existing or proposed railway PS&P mile post 1.9 Z

Located in NE 1/4 of the NE 1/4 of Sec. 32 Twp. 24N Range 1E W.M.

WUTC crossing number 40B 1.80 DOT crossing number 0966609E

Street _____ City _____ County Kitsap
(if applicable) (if applicable)

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier _____ Logging or Industrial **X**

(b) Main Line **X** Branch Line _____ Siding or Spur _____

(c) Total number of tracks at crossing 1
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: _____ Legal maximum train speed: _____
Passenger _____ MPH Passenger _____ MPH
Freight 25 MPH Freight 25 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains _____ Freight Trains 2
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification _____

(b) County Highway - Classification 19 Urban Local Access

(c) City Street - Classification _____

(d) Number of traffic lanes existing in each direction: 1
Number of additional traffic lanes proposed: None

(e) Posted vehicle speed limit: Automobiles 25 MPH Trucks 25 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 2,512, including 377 trucks and 6 school bus trips. Projected traffic in _____ years: total _____, including _____ trucks and _____ school bus trips.

[4]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No alternate location exists.

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

Not practical to relocate crossing.

[6]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

It is not feasible to construct an over or under crossing due to highway grade constraints and adjacent land uses.

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

N/A

[7]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

To the east, no public or private crossing exists before railroad terminates at Puget Sound Navel Shipyard. There is a crossing on a no-outlet, private road approximately ½ mile to the west.

(b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

N/A

(c) If so, state approximate cost of highway relocation to effect such changes.

N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

No

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

No

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from.....(direction) an unobstructed view to

- right when on highway 300 feet from crossing of _____ feet
- right when on highway 200 feet from crossing of _____ feet
- right when on highway 100 feet from crossing of _____ feet
- right when on highway 50 feet from crossing of _____ feet
- right when on highway 25 feet from crossing of _____ feet
- left when on highway 300 feet from crossing of _____ feet
- left when on highway 200 feet from crossing of _____ feet
- left when on highway 100 feet from crossing of _____ feet
- left when on highway 50 feet from crossing of _____ feet
- left when on highway 25 feet from crossing of _____ feet

Approaching crossing from..... (opposite direction) an obstructed view to

- right when on highway 300 feet from crossing of _____ feet
- right when on highway 200 feet from crossing of _____ feet
- right when on highway 100 feet from crossing of _____ feet
- right when on highway 50 feet from crossing of _____ feet
- right when on highway 25 feet from crossing of _____ feet
- left when on highway 300 feet from crossing of _____ feet
- left when on highway 200 feet from crossing of _____ feet
- left when on highway 100 feet from crossing of _____ feet
- left when on highway 50 feet from crossing of _____ feet
- left when on highway 25 feet from crossing of _____ feet

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

See attached vicinity map and elevation view of proposed active warning devices.

[10]

- (a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

This project involves the installation of active warning devices only.

- (b) If not, state in feet the length of level grade it is feasible to obtain.

N/A

- (c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

No

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

[12]

- (a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)

The active warning devices proposed are post-mounted flashing lights with automatic gates. They will be installed to the right of both approaching lanes of traffic.

- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ 100,000
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ 2,200

- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?

Existing warning devices are crossbucks and pavement makings.

- (e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

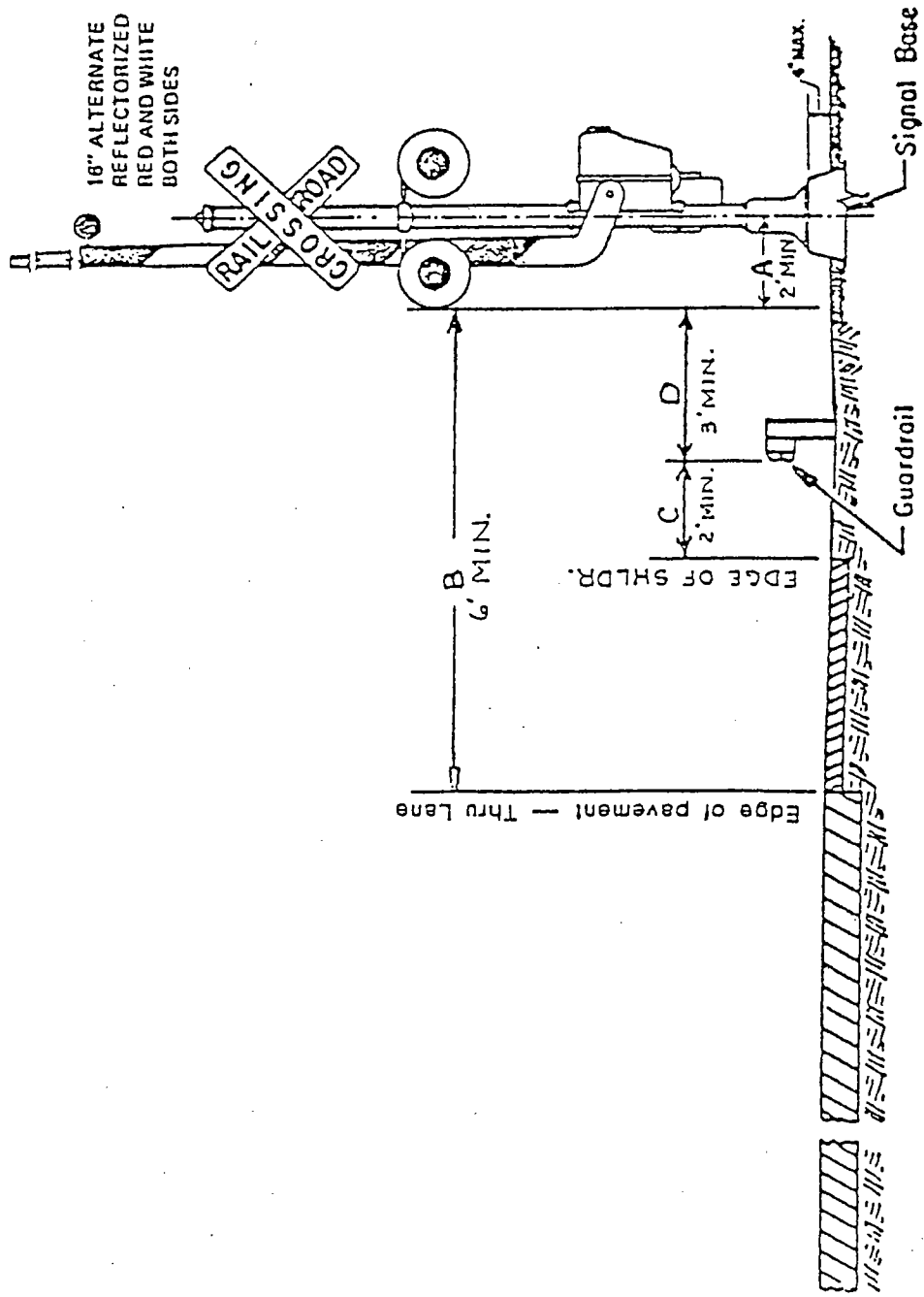
Yes No

[13]

Furnish a brief statement of why the public safety requires the installation of the automatic signals or the devices as proposed.

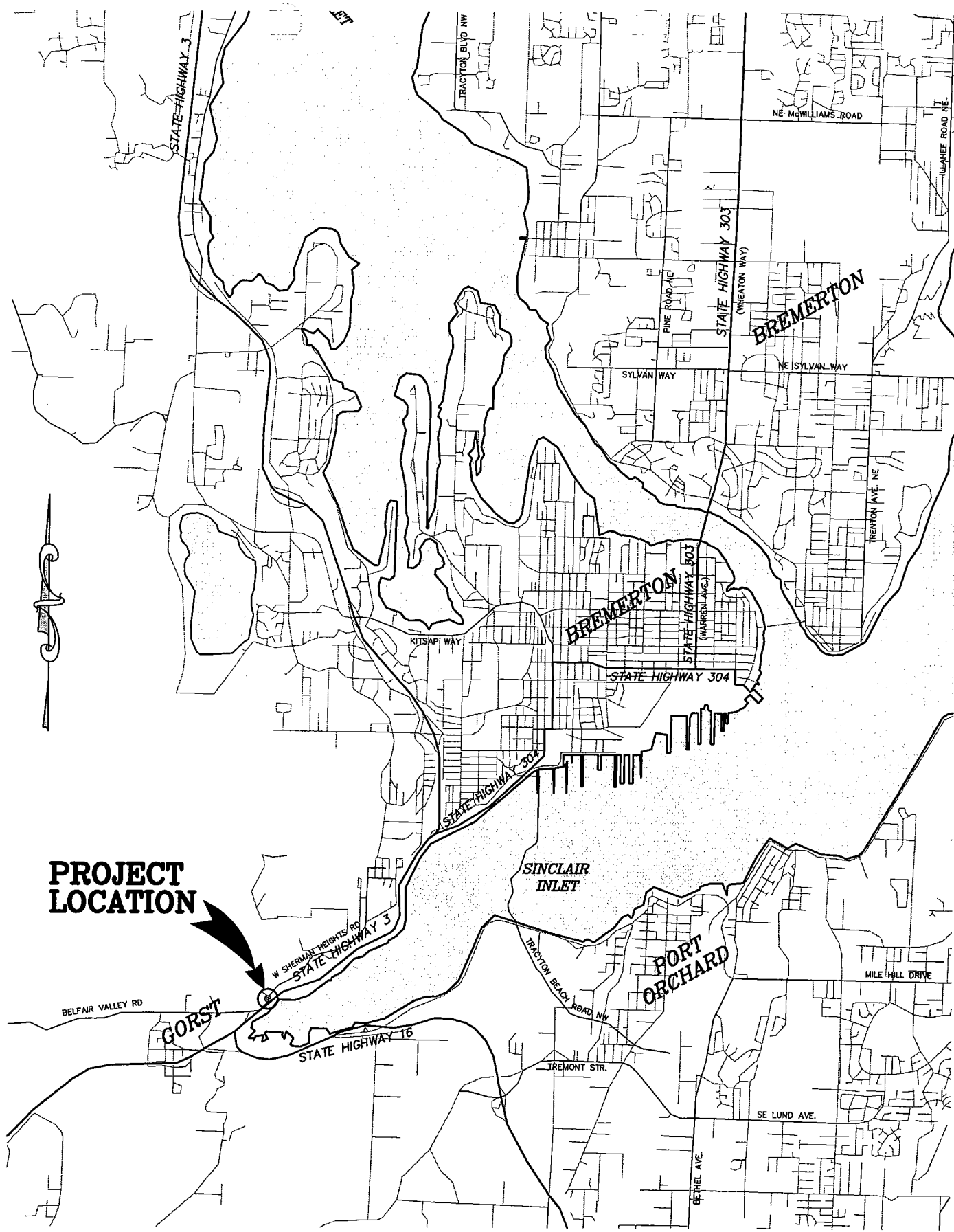
The current traffic control devices in use at this crossing consists only of shoulder crossbucks. For improved public safety , this location warrants the installation of active railroad devices. The roadway carries a high volume of traffic to include heavy truck traffic. Planned improvements which will provide additional safety for motorists are the installation of automatic signal and gate arms.

SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL



ELEVATION VIEW

No Scale



**PROJECT
LOCATION**



C:\ACAD\PROJECTS\VICINITY\Signal-GORST.DWG_05/01/2003 12:08:26 PM_AHEEK



KITSAP COUNTY
DEPT. OF PUBLIC WORKS
 614 DIVISION STREET MS-26
 PORT ORCHARD, WA 98366
 TEL: (360) 337-5777 FAX: (360) 337-4867

W SHERMAN HEIGHTS ROAD
RAILROAD SIGNAL CROSSING UPGRADES
 SEC. 32, T24N, R1E, W.M.
 KITSAP COUNTY, WASHINGTON
VICINITY MAP

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of Kitsap County

for Installation of active warning devices at railroad crossing on Sherman Heights Road.

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

The cost of installation (estimated at \$ 100,000)

subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

as apportioned between the parties.

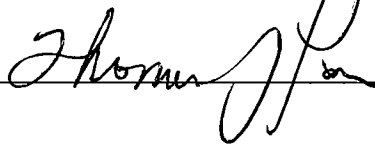
to be paid by petitioner.

Other conditions to waiver of hearing:

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at ELMA, Washington, on this 1st day of MAY, 2003.

Respondent Puget Sound & Pacific Railroad Co.

by 

Print Name Thomas J. Paul

Title General Manager