TR-041018 (P)

June 1, 2004

"Building A Stronger Community TOGETHER"

Mr. Ahmer Nizam
Washington Utilities and Transportation Commission
Chandler Plaza
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504

RE: Olympic Highway South Pedestrian SR 3/1st Street
Safety Improvement Project
Simpson Timber Company Railroad Crossing Improvements
WUTC Petition

Dear Mr. Nizam:

The City of Shelton is proposing to construct improvements to the Simpson Timber Company railroad crossing at 1st Street (SR 3). The improvements include pavement widening on both sides of the crossing to accommodate turn lanes from an adjacent street and lane widening on 1st Street (SR 3), 12 feet to the west and 4 feet to the east. Attached is the petition for the project as well as the waiver of hearing signed by the Simpson Timber Company. I have also included a vicinity map and a copy of the improvement plans prepared by Washington State Department of Transportation. The City is planning to start the improvements in July or August of this summer.

Please feel free to contact me if you have any questions.

Sincerely,

Theresa L. Parsons

Theresa L. Parsons, PE
City Engineer

Cc: JWM&A
Mike Golat, Director of Public Works

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BT/TLP/bt

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

Petitioner

Road Name 1st Street (SR 3)

vs.

W.U.T.C. Crossing No. 21 A 0.1

Respondent

D.O.T. Crossing No. 856745E

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

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

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

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

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

☐ 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 ☐ order without hearing

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

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

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

Theresa L. Parsons 6/1/04
Petitioner

Theresa Parsons, City Engineer
Print Name Title

525 Cota Street
Street Address

Shelton, WA 98584
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway *SR 3* mile post *2.44*

Existing or proposed railway Simpson Timber mile post *0.1*

Located in *SW* 1/4 of the *NW* 1/4 of Sec. *19* Twp. *20* Range *3W* W.M.

WUTC crossing number 21 A 0.1 DOT crossing number 856745E

Street *1st Street/Park Street* (if applicable) City *Shelton* (if applicable) County *Mason*

[2]

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

(a) Common Carrier ☐ Logging or Industrial ☐

(b) Main Line ☐ 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 *N/A* MPH Passenger *N/A* MPH
Freight *5 - 10* MPH Freight *10* MPH

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

Passenger Trains *0* Freight Trains *6 - 8*
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification *Urban Principal Arterial*

(b) County Highway - Classification *N/A*

(c) City Street - Classification *Principal Arterial*

(d) Number of traffic lanes existing in each direction: *1 Lane each Direction*
Number of additional traffic lanes proposed: *No lanes are proposed*

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

(f) Estimated vehicle traffic in 24 hours: Current total *24075* including *3177* trucks and *5* school bus trips. Projected traffic in *0* years: total *24075*, including *3177* trucks and *5* 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.

N/A

(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.

N/A

[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.

N/A

(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?

N/A

(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.

N/A

(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.

N/A

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

N/A

[8] *N/A*

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.

[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?
N/A

(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.
N/A

[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.
N/A

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.

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[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.)
N/A

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ _____
N/A

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . $_____
N/A

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

(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?
N/A
☐ Yes ☐ No

[13]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

The proposed project is a safety project to improve the corridor on 1st Street, between Park Street and Mill Street. The corridor is a major state route for traffic accessing the Olympic Peninsula. Currently, 1st Street runs north/south across the railway. Just north of 1st Street and the railway crossing is the 'T' intersection with Park Street. An historical bridge with arch supports impacts the sight distance for the traffic on Park Street looking north at the intersection with 1st Street. Do to this sight distance issue the left turn from Park Street onto northbound 1st Street. Park will be restricted. Park Street intersects with 1st Street on the west-side of 1st Street only. The intersection of Park Street and 1st Street (SR3) has logging truck traffic, which uses Park Street to by pass the down town business district to get to the Simpson Timber Company yard. Construction is planned for the summer of 2004.

The improvements of the railway crossing, involves increasing the right turning radius of the east bound leg of Park Street. The right-turn from Park Street onto 1st Street (SR3) immediately crosses the railway after completing the turn. A left turn pocket will also be constructed for the north-bound traffic on 1st Street turning left onto Park Street. The proposal will also restrict all left turns from Park Street onto north-bound 1st Street. To accomplish these improvements the railway crossing at 1st Street will be widen approximately four feet on the east side and approximately twelve feet on the west side.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of W.U.T.C

for Simpson Timber

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:]

[X] 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 $ _____)

[ ] 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.

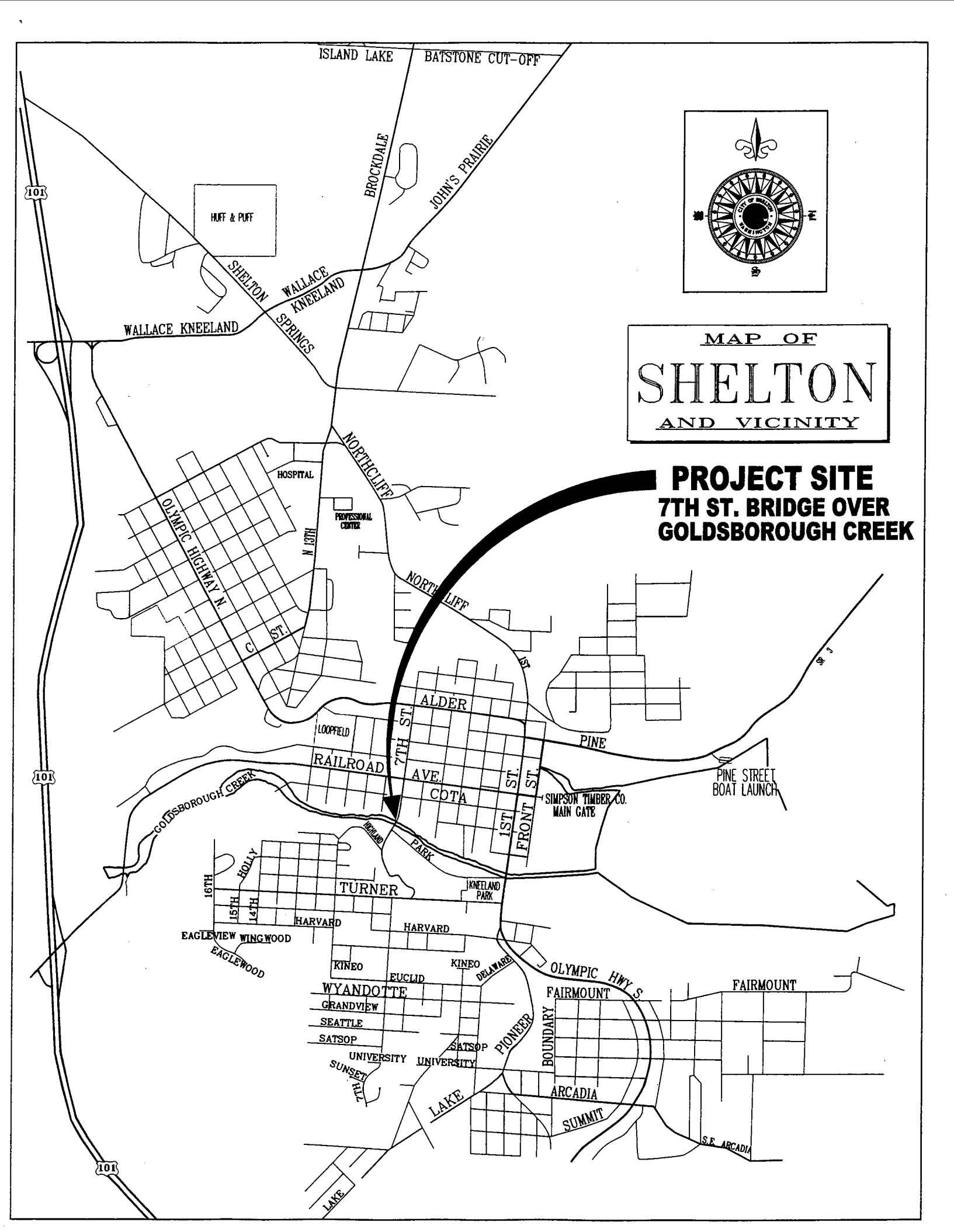
Date at Shelton ~~June~~ WA., Washington, on this 1 day of June, 20 04.

Respondent J Simpson

by _____

Print Name Jerry Gregerson

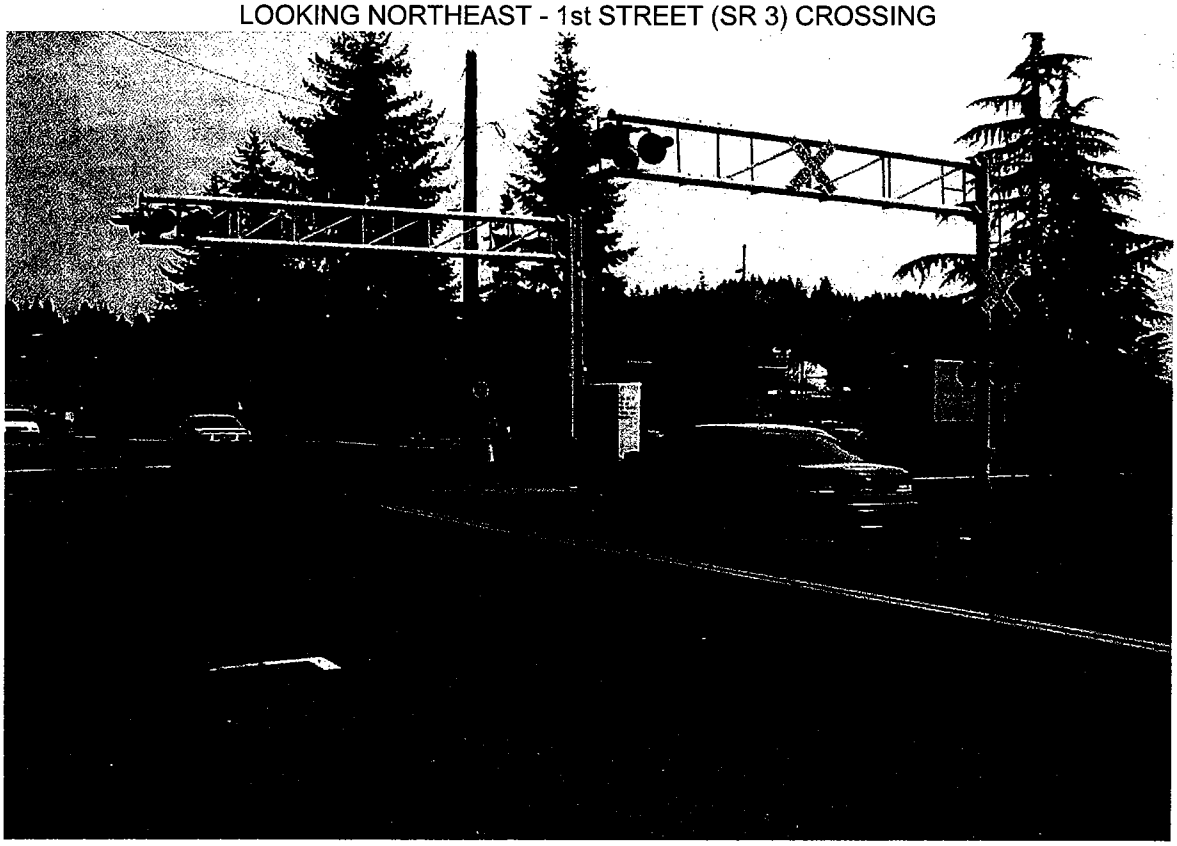
Title Rail Road Supt.


ISLAND LAKE
BATSTONE CUT-OFF
BROCKDALE
JOHN'S PRAIRIE
HUFF & PUFF
SHELTON
WALLACE KNEELAND
WALLACE KNEELAND
SPRINGS
101
MAP OF
SHELTON
AND VICINITY
PROJECT SITE
7TH ST. BRIDGE OVER
GOLDSBOROUGH CREEK
NORTHCLIFF
HOSPITAL
PROFESSIONAL CENTER
OLYMPIC HIGHWAY N.
N 13TH
C ST.
NORTHCLIFF
ALDER
LOOPFIELD
7TH ST.
PINE
RAILROAD AVE.
COTA
1ST ST.
FRONT ST.
SIMPSON TIMBER CO. MAIN GATE
PINE STREET BOAT LAUNCH
GOLDSBOROUGH CREEK
HIGHLAND PARK
HOLLY
16TH
15TH
14TH
TURNER
KNEELAND PARK
HARVARD
HARVARD
EAGLEVIEW
WINGWOOD
EAGLEWOOD
KINEO
KINEO
EUCLID
DELAWARE
OLYMPIC HWY S.
WYANDOTTE
GRANDVIEW
SEATTLE
SATSOP
SATSOP
PIONEER
UNIVERSITY
UNIVERSITY
SUNSET
7TH
FAIRMOUNT
FAIRMOUNT
BOUNDARY
LAKE
ARCADIA
SUMMIT
S.E. ARCADIA
LAKE

OLYMPIC HIGHWAY SOUTH PEDESTRIAN SR 3/1st STREET SAFETY IMPROVEMENT PROJECT

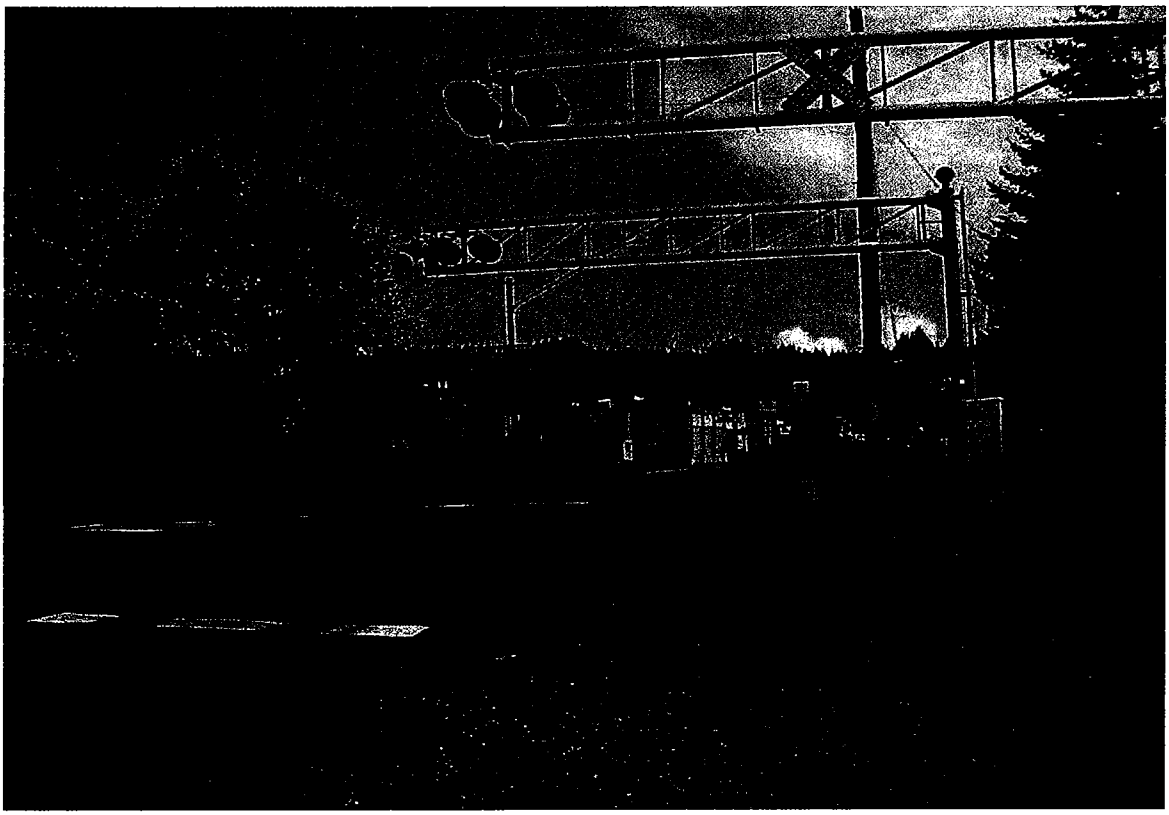
LOOKING EAST - 1st STREET (SR 3) CROSSING

LOOKING NORTHEAST - 1st STREET (SR 3) CROSSING

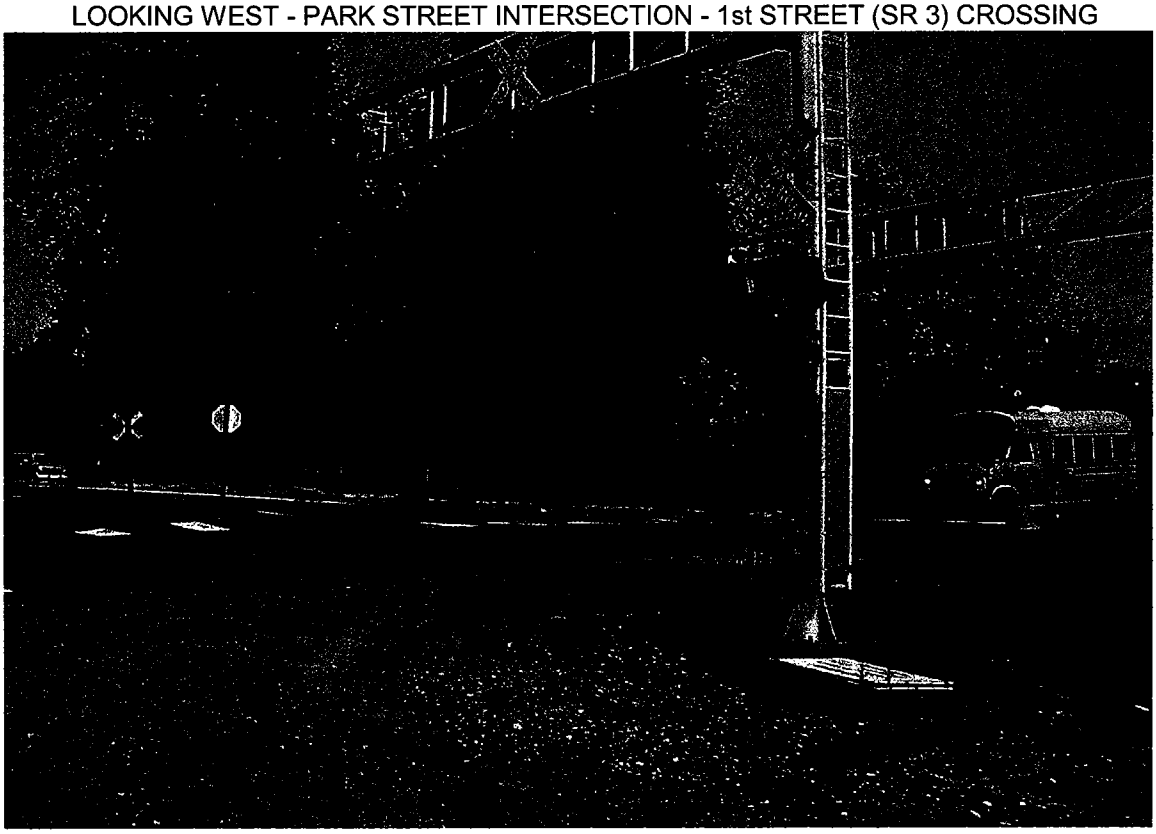


OLYMPIC HIGHWAY SOUTH PEDESTRIAN SR 3/1st STREET SAFETY IMPROVEMENT PROJECT

LOOKING NORTHWEST - 1st STREET (SR 3) CROSSING

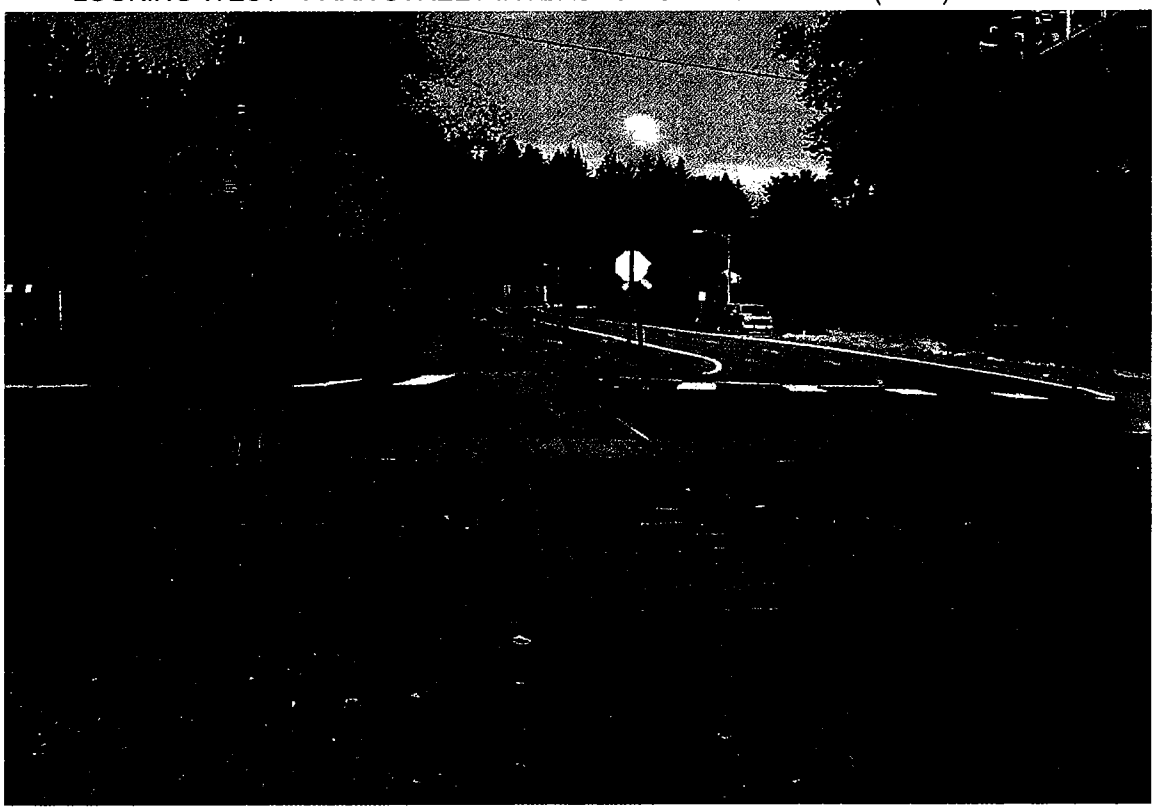


LOOKING WEST - PARK STREET INTERSECTION - 1st STREET (SR 3) CROSSING

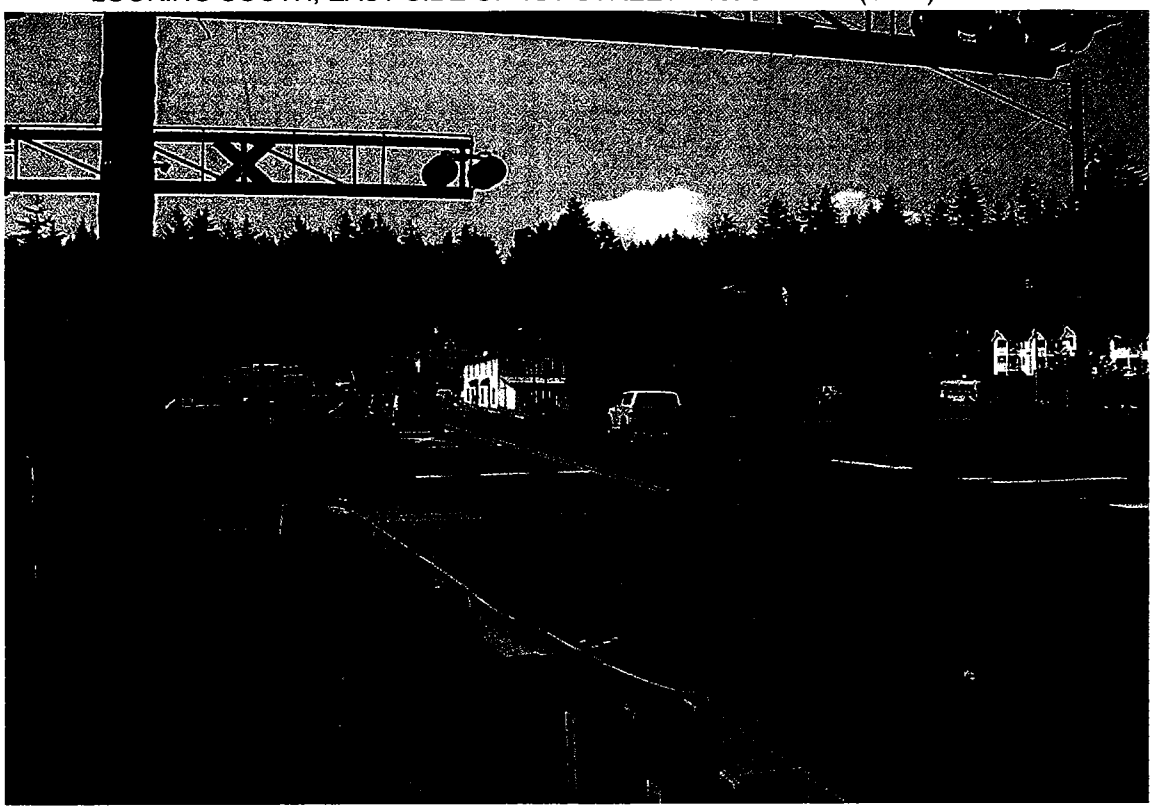


OLYMPIC HIGHWAY SOUTH PEDESTRIAN SR 3/1st STREET SAFETY IMPROVEMENT PROJECT

LOOKING WEST - PARK STREET INTERSECTION - 1st STREET (SR 3) CROSSING

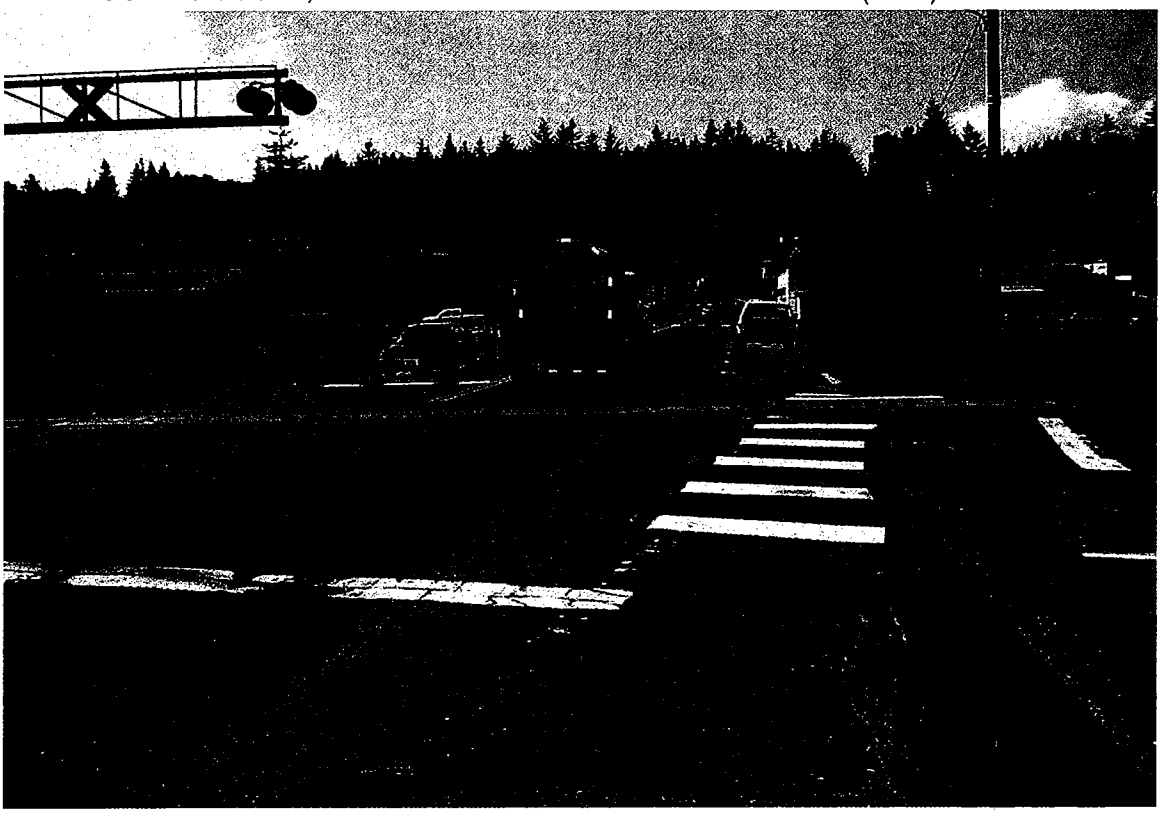


LOOKING SOUTH, EAST SIDE OF 1ST STREET - 1st STREET (SR 3) CROSSING



OLYMPIC HIGHWAY SOUTH PEDESTRIAN SR 3/1st STREET SAFETY IMPROVEMENT PROJECT

LOOKING SOUTH, WEST SIDE OF 1ST STREET - 1st STREET (SR 3) CROSSING



CROSSING PANELS LOOKING EAST - 1st STREET (SR 3) CROSSING

OLYMPIC HIGHWAY SOUTH PEDESTRIAN SR 3/1st STREET SAFETY IMPROVEMENT PROJECT

CROSSING PANELS LOOKING EAST - 1st STREET (SR 3) CROSSING

CROSSING PANELS - 1st STREET (SR 3) CROSSING