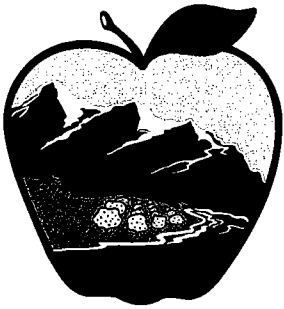


TR-041066 (P)



# CHELAN COUNTY

DEPARTMENT OF PUBLIC WORKS  
COURTHOUSE, 350 ORONDO AVENUE  
WENATCHEE, WASHINGTON 98801  
TELEPHONE 509/667-6415

GREGORY J. PEZOLDT, P.E.  
DIRECTOR / COUNTY ENGINEER

June 7, 2004

RECEIVED  
RECORDS SECTION UNIT  
04 JUN 10 PM 3:10  
State of WA  
UTIL. AND TRANSPORT  
COMMISSION

RECEIVED

JUN 10 2004

WASH. UT. & TP. COMM.

Ahmer Nizam  
Washington Utilities and Transportation Commission  
PO Box 47250  
Olympia, WA 98504

RE: Chestnut St. Signalization in Chelan Falls, Chelan County, Washington

Dear Mr.Nizam:

Chelan County is filing the enclosed petition for an order directing the upgrade of warning devices at the existing railroad crossing at Chestnut Street in Chelan Falls, Chelan County, Washington. The crossing is with the Cascade and Columbia Railroad.

If you have any questions or need further information, please contact me at 509.667.6415.

Sincerely,

Gary Owen, P.E.  
Assistant County Engineer

GO/SF:sf

Enclosures: Original Petition  
Two copies of petition

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. \_\_\_\_\_

PETITION

Chelan County

Petitioner

Road Name CHESTNUT STREET

vs.

W.U.T.C. Crossing No. 096224 N

Cascade and Columbia  
Railroad

Respondent

D.O.T. Crossing No. 35A 37.88

RECEIVED  
RECORDS & ADMINISTRATION  
STATE OF WASHINGTON  
UTILITIES AND TRANSPORTATION  
COMMISSION  
94 JUN 10 PM 3:10

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)
- directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;
- directing upgrade \_\_\_\_\_ of warning devices at an existing crossings;  
(replacement-change-upgrade)
- allocating funds from the "grade crossing protective fund" for installation and maintenance 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
- 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?

[ ] [ x ] 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.

Keith W. Goehner  
 Petitioner Board of County Commissioners  
 Keith W. Goehner, Chairman 6/1/04  
 Print Name Title

350 Orondo St.  
Street Address

Wenatchee, WA 98801  
City-State-Zip Code

**INTERROGATORIES**  
Use additional paper as needed

[ 1 ]

State name of highway and railway at crossing intersection:

Existing or proposed highway CHESTNUT ST. mile post 0.49

Existing or proposed railway Cascade & Columbia mile post 37.88

Located in SW 1/4 of the SW 1/4 of Sec. 29 Twp. 27 N. Range 23 E. W.M.

WUTC crossing number 35A 37.88 DOT crossing number #96- 224N

Street Chestnut City Chelan Falls County Chelan  
(if applicable) (if applicable)

[ 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 2  
(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 25 MPH Freight 25 MPH

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

Passenger Trains 0 Freight Trains 2  
(Note: Round trip counted as two trains. Include switch movements.)

[ 3 ]

Character of Roadway:

(a) State Highway - Classification N/A

(b) County Highway - Classification LOCAL ACCESS

(c) City Street - Classification N/A

(d) Number of traffic lanes existing in each direction: 1  
Number of additional traffic lanes proposed: 0

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

(f) Estimated vehicle traffic in 24 hours: Current total 200, including 20 trucks and 0 school bus trips. Projected traffic in 10 years: total 300, including 25 trucks and 0 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.

700' to the south, a public crossing at A Street; 3960' north to a private crossing.

- (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 ]

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....WEST....(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...EAST... (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

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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.)  
  
SHOULDER MOUNTED GATE AND MOTION SENSOR EQUIPMENT FOR EACH LINE 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 . . . \$ 1,500
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?  
  
SAWBUCKS
- (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? X Yes

[ 13 ]

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

THE EXISTING CROSSING HAS ONLY SAW BUCKS.

THERE ARE EXISTING BUILDINGS AT THE INTERSECTION OBSCURING THE VIEW OF THE RAILROAD TRACKS. CARS COMING FROM THE PARK (EAST) HAVE TO BE VERY CLOSE TO THE RAILROAD TRACKS TO BE ABLE TO SEE THE TRAIN.

**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of \_\_CHELAN COUNTY V. CASCADE AND COLUMBIA RAILROAD  
for INSTALLATION & MAINTENANCE OF WARNING DEVICES AT CHESTNUT ST.

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 \$ \_\_\_\_\_)
  - 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:

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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 \_\_\_\_\_, Washington, on this \_\_\_\_\_ day  
of \_\_\_\_\_, 20 \_\_\_\_\_.

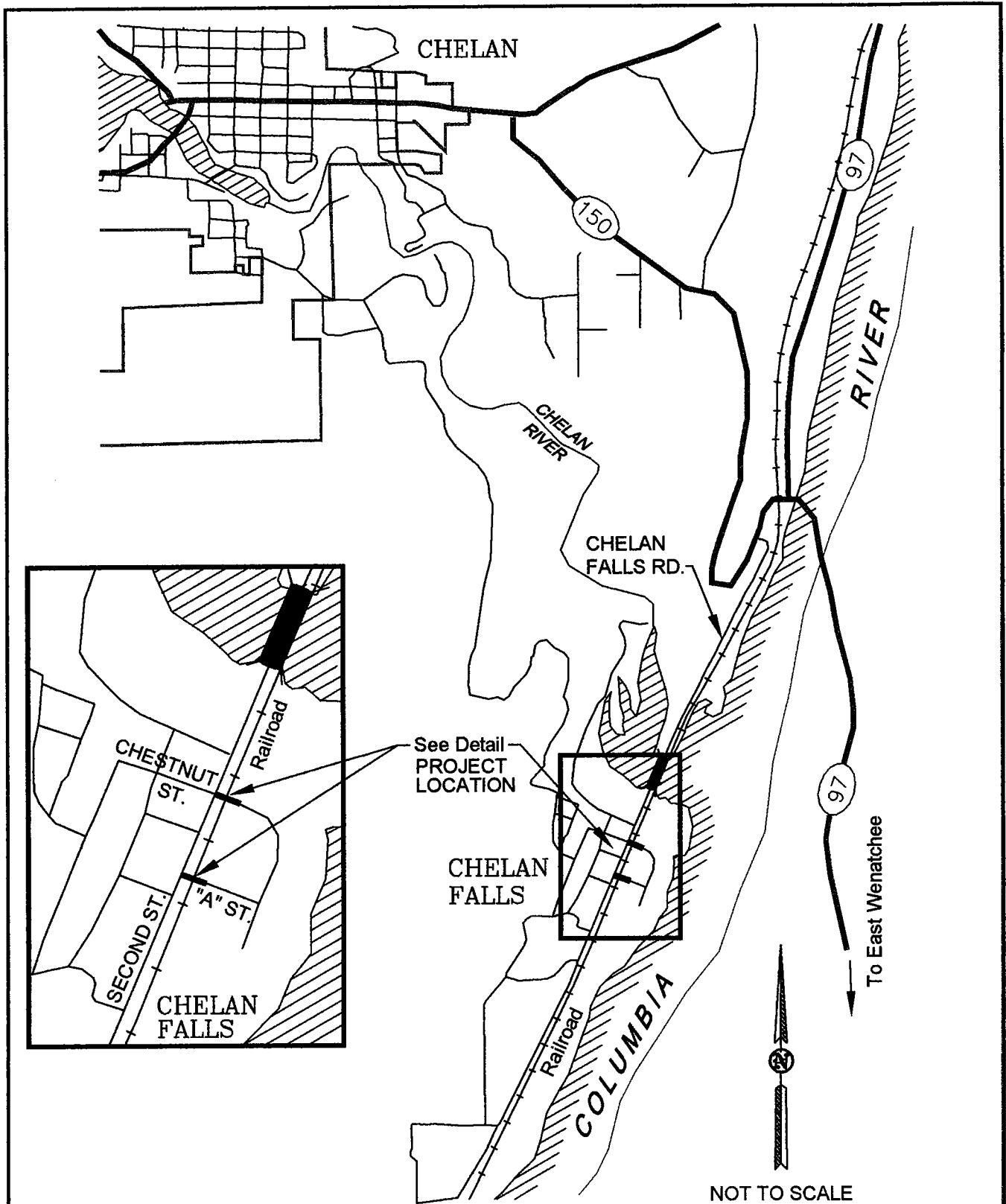
Respondent \_\_\_\_\_

by \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_





Sec. 29 & 30, TWP. 27 N., RGE. 23 E. W.M.

**VICINITY MAP**

**Chelan County**  
**Public Works Department**  
 350 Orondo Avenue  
 Wenatchee, Washington, 98801  
 Phone: (509) 667-6415  
 Home Page: [www.co.chelan.wa.us](http://www.co.chelan.wa.us)



**CHESTNUT STREET  
 RAILROAD CROSSING**

Date: 09-17-03

CRP 513

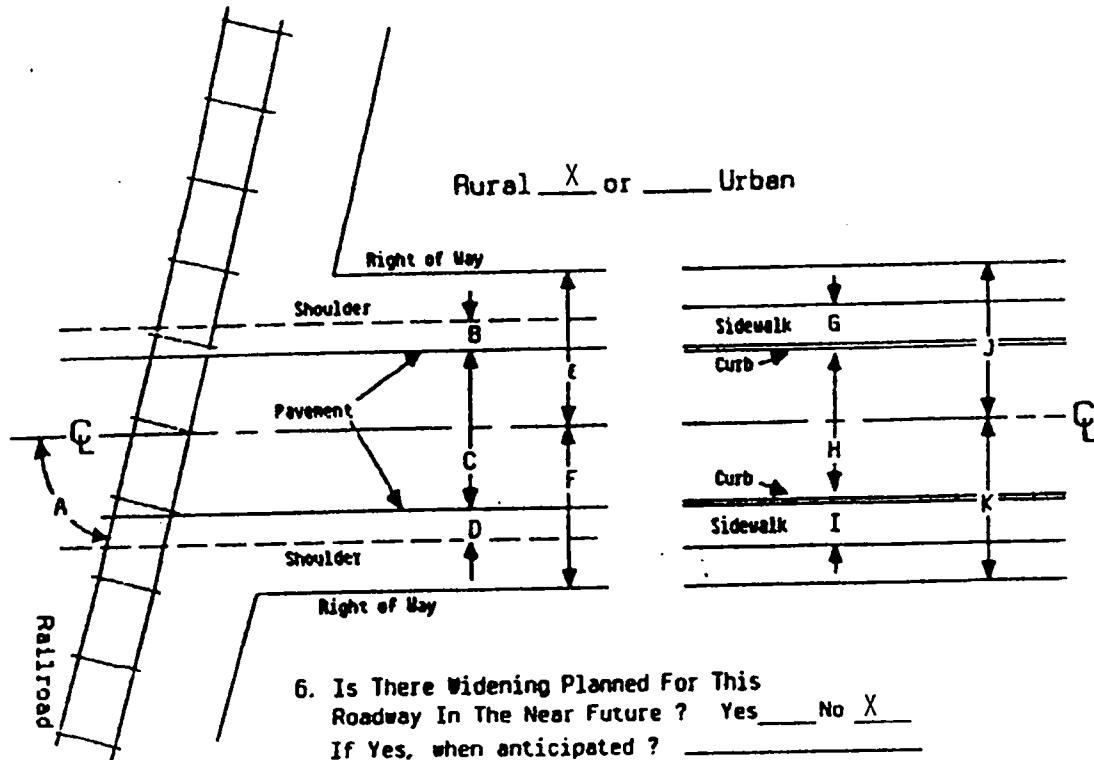
Sheet 1 of 1

**RAILROAD PROJECT DATA**

Furnish Appropriate Information to Railroad With Each Project

1. Agency Name Chelan County Public Works
2. Location of Crossing Chestnut Street in Chelan Falls
3. Number of Traffic Lanes 2 Railroad Tracks 2
4. Crossing Number Available from Railroad BN 096224 N
5. Statistics:
 

D	<u>2'</u>	H	<u>N/A</u>
A	<u>90°</u>	E	<u>40'</u>
B	<u>2'</u>	F	<u>40'</u>
C	<u>29'</u>	G	<u>N/A</u>
		I	<u>N/A</u>
		J	<u>N/A</u>
		K	<u>N/A</u>



6. Is There Widening Planned For This Roadway In The Near Future ? Yes \_\_\_ No X  
 If Yes, when anticipated ? \_\_\_\_\_  
 If within 3 years, provide a profile of the proposed approach roadway and show proposed ultimate dimensions on above plan.



**CHESTNUT STREET RAILROAD CROSSING**  
Looking Easterly



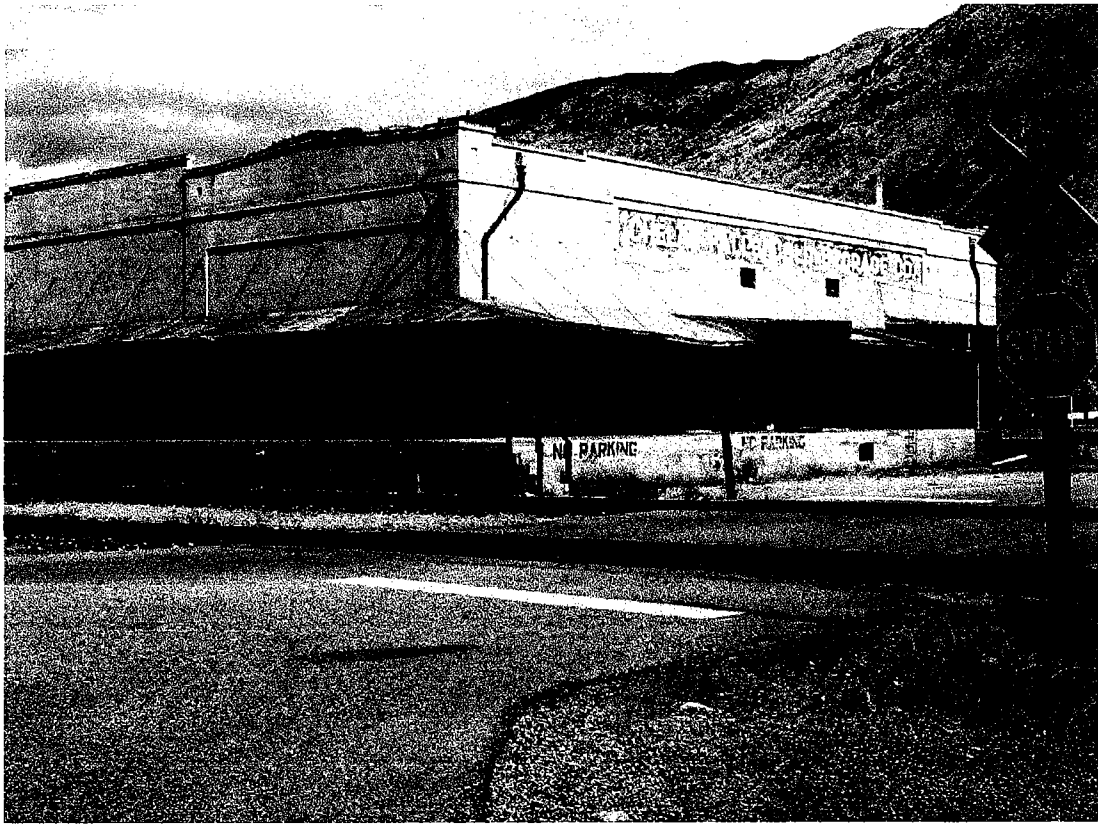
**CHESTNUT STREET RAILROAD CROSSING**  
Looking Westerly



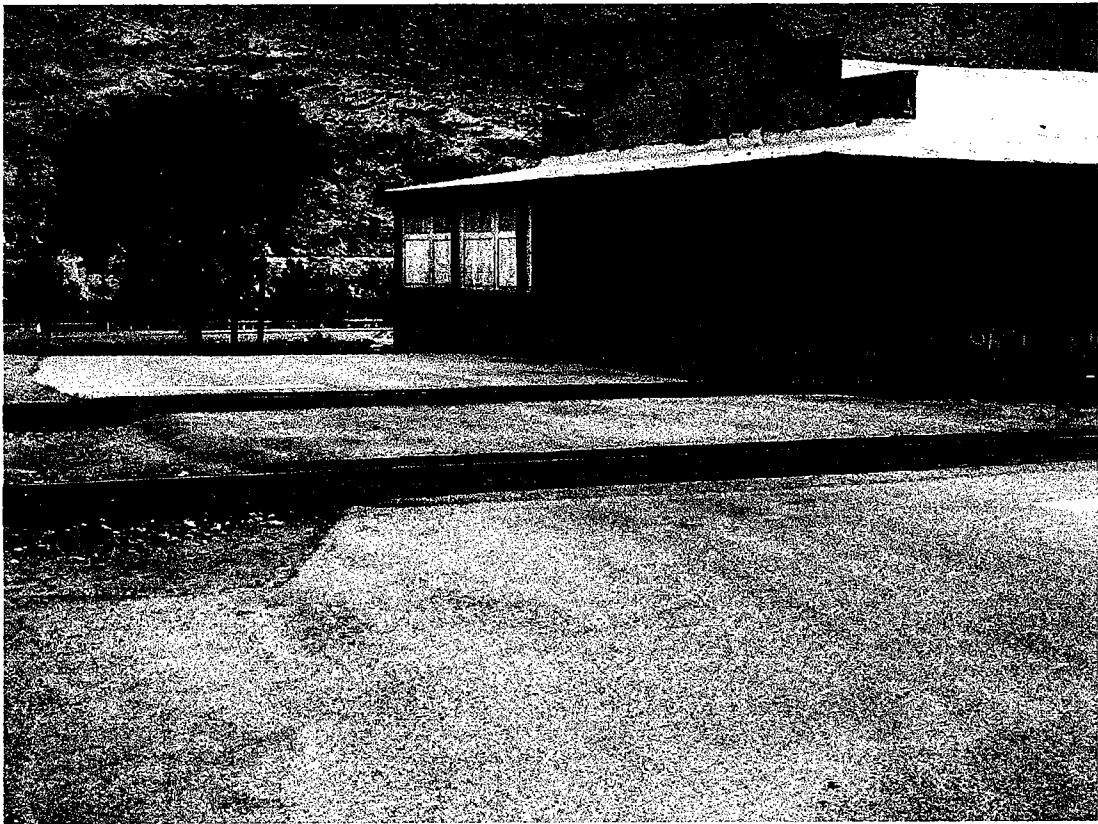
CHESTNUT STREET RAILROAD CROSSING  
Looking Northerly



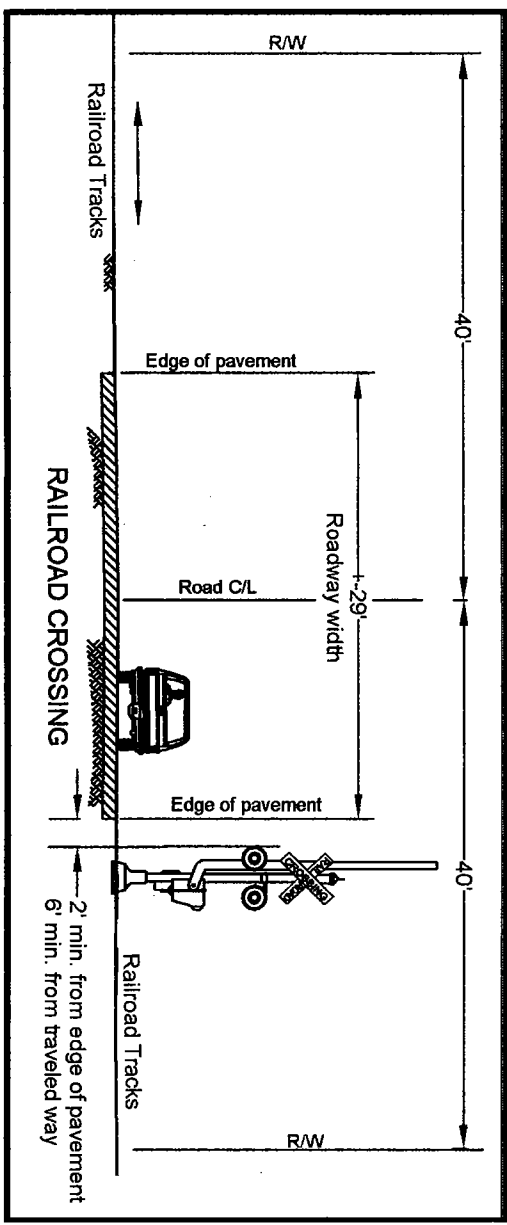
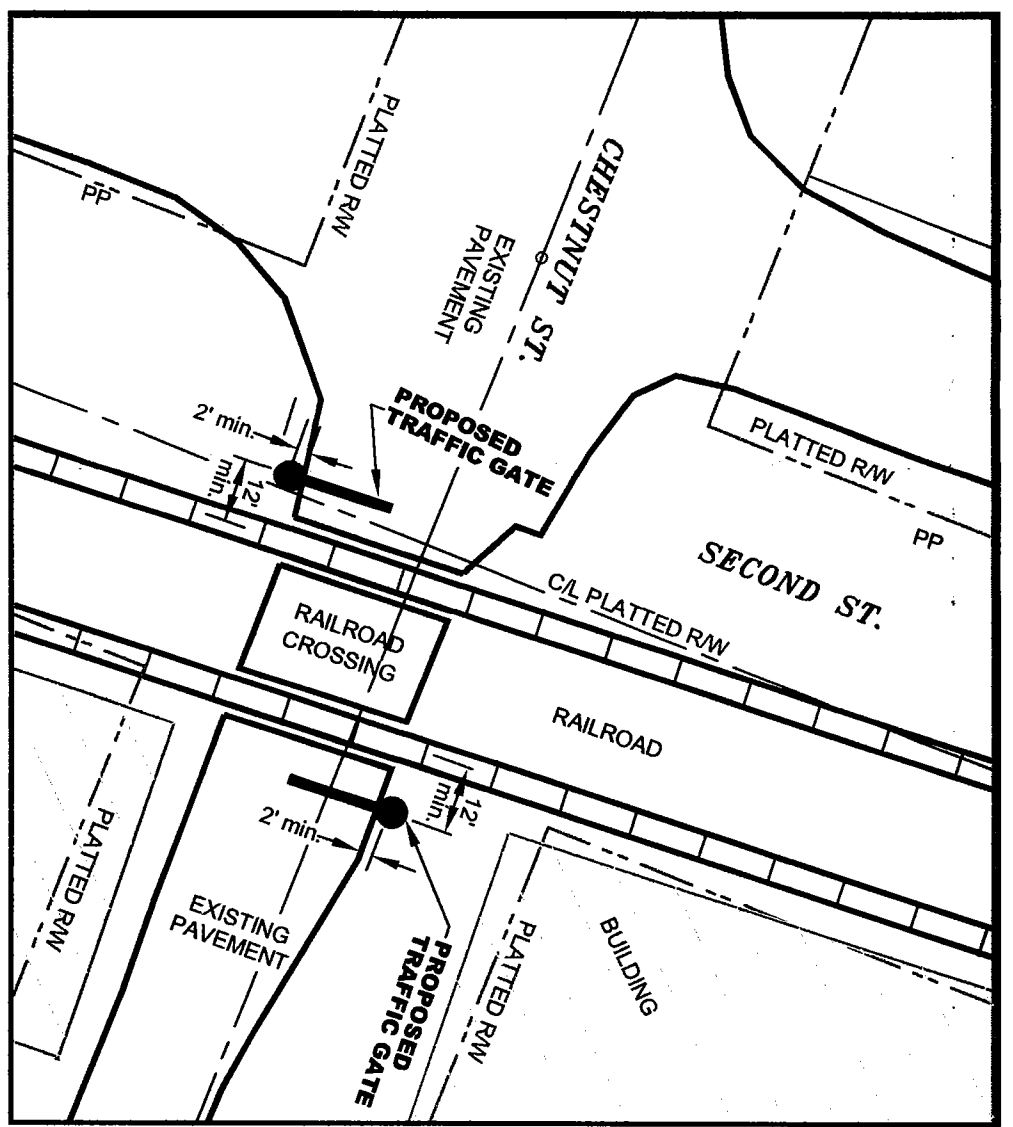
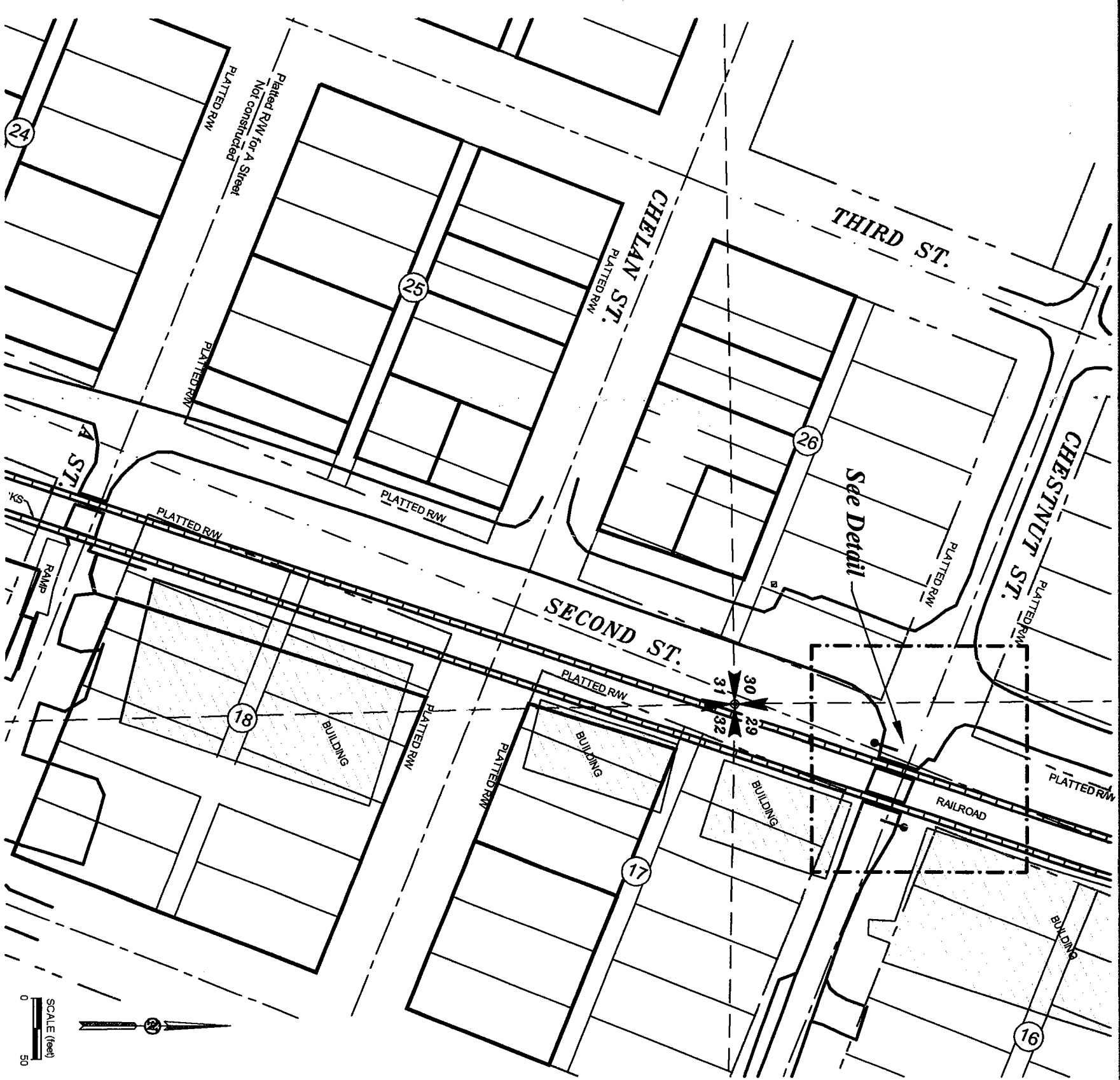
CHESTNUT STREET RAILROAD CROSSING  
Looking Southerly



**CHESTNUT STREET RAILROAD CROSSING**  
Looking Northeast



**CHESTNUT STREET RAILROAD CROSSING**  
Looking Southeast



**Typical Section**  
NOT TO SCALE

**Detail**  
NOT TO SCALE

<b>Design Team:</b> G. O. Peck, M. S. Peck, P. C. Peck L. L. Peck, S. Peck, K. Peck	<b>Date:</b>
<b>Drawn By:</b> I. O. Peck	<b>Description:</b>
<b>Project Inspector:</b> G. Peck	<b>Made By:</b>
<b>Survey Crew:</b> 2008	
<b>Client:</b> M. Peck	
<b>Drawn Date:</b> 05-10-08	<b>As-Built Date:</b>

**REVISIONS**

No.	Description	Made By	Date

**Sections 29, 30 & 31**  
**TWP. 27 N., RGE. 23 E. W.M.**

Gregory J. Peck, PE  
Director/County Engineer

**Chelan County**  
**Public Works Department**  
350 Orondo Avenue  
Wenatchee, Washington, 98801  
Phone: (509) 667-6415  
Home Page: www.co.chelan.wa.us

**Plan View**  
**Typical Section**  
**Detail**

**CHESTNUT STREET**  
**Railroad Crossing**  
CRP 513  
Sheet 1