BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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PETITION

RECEIVED
TR-050974
JUN 28 2005
WASH. UT. & TP. COMM

Port of Centralia
Petitioner

vs.

Road Name
PSAP

W.U.T.C. Crossing No. _____

Puget Sound and Pacific RR
Respondent

D.O.T. Crossing No. _____

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

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

☐ allocating funds from the "grade crossing protective fund" for _____ _____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

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

x 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.

_____
Petitioner

Kyle W Heaton, Executive Director
Print Name Title

3508 Galvin Rd
Street Address

Centralia, WA 98531
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway ____Kuper Road___ mile post 4.1_____

Existing or proposed railway _____ mile post _____

Located in N 1/2 1/4 of the _SE_ 1/4 of Sec. 25__ Twp.15N Range _3W W.M.

WUTC crossing number _____ DOT crossing number _____

Street _Kuper Road____ City __Centralia_____ County ___Lewis_____
(if applicable) (if applicable)

[2]

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

(a) Common Carrier ξ Logging or Industrial □

(b) Main Line ξ 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 ___10_____ MPH Freight ___20_____ MPH

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

Passenger Trains _____ MPH Freight Trains ____8_____ MPH
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification _____

(b) County Highway - Classification _____

(c) City Street - Classification Industrial Collector

(d) Number of traffic lanes existing in each direction: 2
(e) Number of additional traffic lanes proposed: _____

(e) Posted vehicle speed limit: Automobiles __25___MPH Trucks __25____MPH

(f) Estimated vehicle traffic in 24 hours: Current total Foron Road 20___, including 15____ trucks

and _2_____ school bus trips. Projected traffic in ___2____ years: total _400__, including __370___ trucks and __2_____school bus trips.

[4]

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

NA

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

NA

[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.

NA

(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.

NA

[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.

Not feasible, to costly for amount of traffic.

(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.

None

[7]

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

West-0.1 miles private crossing, East 0.5 miles Foron Road to be closed on opening of Kuper Road.

(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?

No, new crossing will reroute traffic away from Foron Road, which then application will be made to close Foron Road.

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

NA

(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. Yes, Foron Road 0.5 miles east.

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

[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 _____100_____ feet
right when on highway 200 feet from crossing of _____140_____ feet
right when on highway 100 feet from crossing of _____140_____ feet
right when on highway 50 feet from crossing of _____250_____ feet
right when on highway 25 feet from crossing of _____800_____ feet
left when on highway 300 feet from crossing of _____150_____ feet
left when on highway 200 feet from crossing of _____250_____ feet
left when on highway 100 feet from crossing of _____400_____ feet
left when on highway 50 feet from crossing of _____800_____ feet
left when on highway 25 feet from crossing of _____1000_____ feet

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

right when on highway 300 feet from crossing of _____2000_____ feet
right when on highway 200 feet from crossing of _____2000_____ feet
right when on highway 100 feet from crossing of _____1000_____ feet
right when on highway 50 feet from crossing of _____800_____ feet
right when on highway 25 feet from crossing of _____800_____ feet
left when on highway 300 feet from crossing of _____200_____ feet
left when on highway 200 feet from crossing of _____400_____ feet
left when on highway 100 feet from crossing of _____2000_____ feet
left when on highway 50 feet from crossing of _____2000_____ feet
left when on highway 25 feet from crossing of _____2500_____ 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?

Yes

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

NA

(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.

NA

[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.

None

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.) Shoulder mount gates and lights with GCP train detection.

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ _121,953.59_____

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

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

(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

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

New crossing will service existing industries and single home plus new saw mill. Moving traffic to new Kuper Road will reduce train delays at Foron Road. Application to close Foron Road will follow once Kuper Road is open.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of Port of Centralia

for Kuper 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:]

[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.

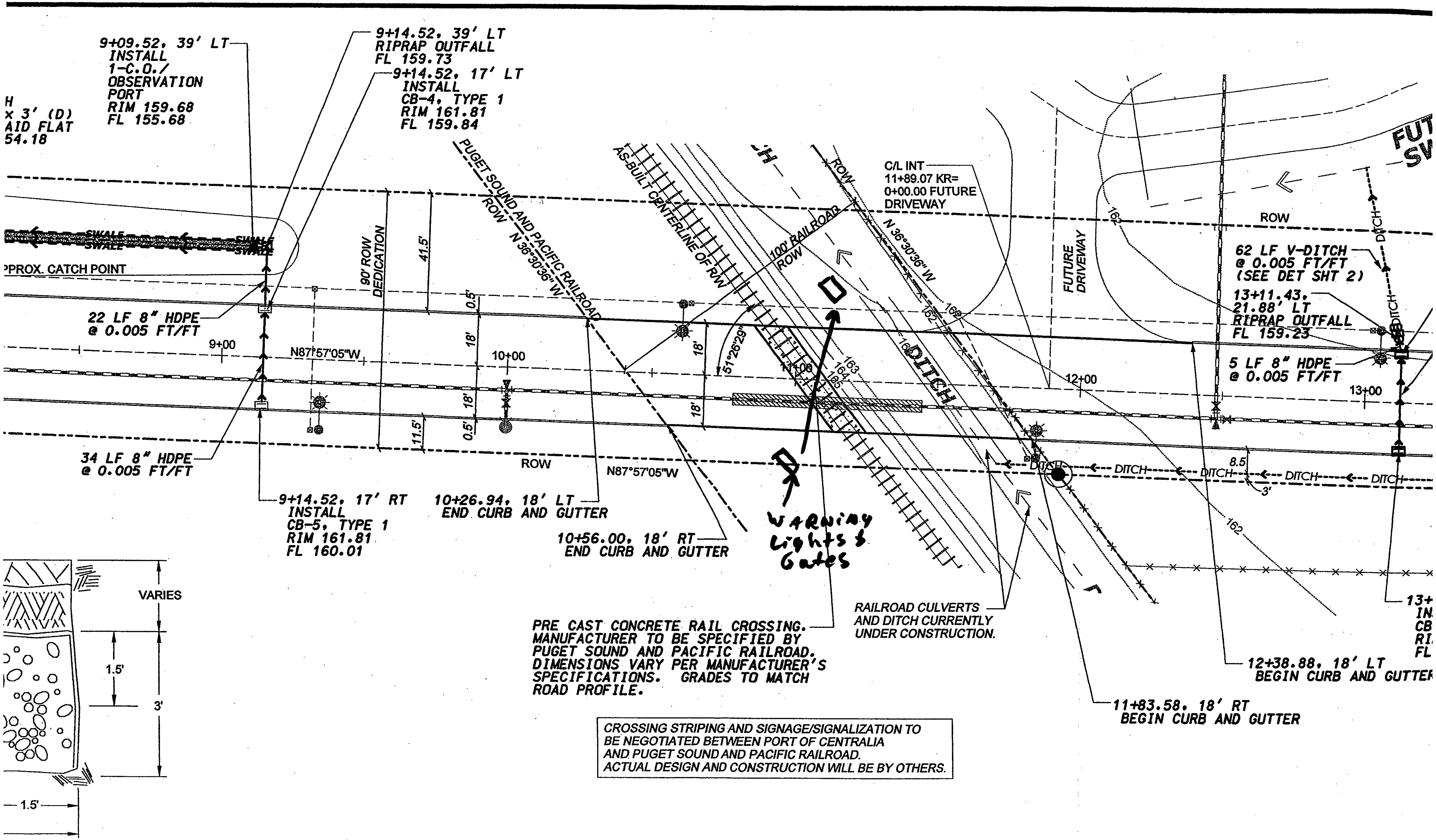
Date at ~~23 June~~ Ewa, WA, Washington, on this 23rd day of June, 20 05.

Respondent PSAP

by _____

Print Name Ed McCullough

Title Trainmaster



H
x 3' (D)
AID FLAT
54.18
9+09.52, 39' LT
INSTALL
1-C.O./
OBSERVATION
PORT
RIM 159.68
FL 155.68
9+14.52, 39' LT
RIPRAP OUTFALL
FL 159.73
9+14.52, 17' LT
INSTALL
CB-4, TYPE 1
RIM 161.81
FL 159.84
SWALE
PPROX. CATCH POINT
22 LF 8" HDPE
@ 0.005 FT/FT
34 LF 8" HDPE
@ 0.005 FT/FT
9+00
10+00
11+00
12+00
13+00
N87°57'05"W
90' ROW
DEDICATION
41.5'
11.5'
0.5'
18'
ROW
9+14.52, 17' RT
INSTALL
CB-5, TYPE 1
RIM 161.81
FL 160.01
10+26.94, 18' LT
END CURB AND GUTTER
10+56.00, 18' RT
END CURB AND GUTTER
PUGET SOUND AND PACIFIC RAILROAD
ROW N 36°30'36" W
AS-BUILT CENTERLINE OF RW
100' RAILROAD
ROW
51°26'29"
DITCH
163
164
165
162
C/L INT
11+89.07 KR=
0+00.00 FUTURE
DRIVEWAY
FUTURE
DRIVEWAY
62 LF V-DITCH
@ 0.005 FT/FT
(SEE DET SHT 2)
13+11.43,
21.88' LT
RIPRAP OUTFALL
FL 159.23
5 LF 8" HDPE
@ 0.005 FT/FT
8.5
3'
WARNING
Lights &
Gates
VARIES
1.5'
3'
PRE CAST CONCRETE RAIL CROSSING.
MANUFACTURER TO BE SPECIFIED BY
PUGET SOUND AND PACIFIC RAILROAD.
DIMENSIONS VARY PER MANUFACTURER'S
SPECIFICATIONS. GRADES TO MATCH
ROAD PROFILE.
RAILROAD CULVERTS
AND DITCH CURRENTLY
UNDER CONSTRUCTION.
12+38.88, 18' LT
BEGIN CURB AND GUTTER
11+83.58, 18' RT
BEGIN CURB AND GUTTER
CROSSING STRIPING AND SIGNAGE/SIGNALIZATION TO
BE NEGOTIATED BETWEEN PORT OF CENTRALIA
AND PUGET SOUND AND PACIFIC RAILROAD.
ACTUAL DESIGN AND CONSTRUCTION WILL BE BY OTHERS.