

TR-051191



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
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August 2, 2005

Mike Rowswell, Rail Safety Specialist
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Drive SW
Olympia, WA 98506

Subject: SR-432 grade crossing signal upgrade

Dear Mr. Rowswell;

I have enclosed the necessary petition for a proposal by the Washington State Department of Transportation to upgrade warning signals at the SR-432 (Industrial Way) grade crossing in Longview (USDOT 840534K). I have also provided the respondent (Columbia and Cowlitz Railroad) a copy for their review and signature.

Please feel free to contact me at (360) 705-7271 with any questions about this proposal. Ed Harper from WUTC is also knowledgeable about the project and can answer any technical questions that you may have.

Sincerely,

Ahmer Nizam
WSDOT - Railroad Liaison

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02 AUG -5 PM 2:19
OFFICE OF THE SECRETARY

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

| | | |
|---|---|------------------------------|
| The Washington State Department of Transportation |) | |
| |) | |
| |) | DOCKET NO. TR- 051191 |
| |) | |
| Petitioner, |) | PETITION FOR INSTALLATION OF |
| |) | HIGHWAY-RAIL GRADE CROSSING |
| vs. |) | WARNING SIGNALS |
| |) | |
| Columbia and Cowlitz Railroad |) | WUTC No. 11A .10 |
| |) | USDOT No. 840534K |
| Respondent. |) | |
| |) | |

Petitioner requests the Washington Utilities and Transportation Commission to enter an order consenting to the installation of highway-rail grade crossing warning signals as follows:

1. Identifying information for the crossing

- a. Existing roadway: SR-432 (Industrial Way)
- b. Existing railway: Cowlitz and Columbia Railroad
- c. WUTC Crossing Number: 11A .10
- d. DOT Number: 840534K

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 WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

2. Character of Crossing

- a. Is this a main line, branch line, siding or spur? Branch
- b. Do passenger trains use the crossing? No
- c. Legal maximum speed for passenger and/or freight trains: 20 mph, but actual speed is less than 10 mph due to nearby track diamond.
- d. Actual or estimated train traffic in 24 hours:

Freight: 8

3. Character of Roadway

- a. Government agency responsible for maintaining the road: WSDOT

- b. Number of traffic lanes in each direction that will exist after the proposed warning system is installed: One
- c. Posted vehicle speed limit for cars and trucks: 50 mph
- d. Estimated vehicle traffic in 24 hours: 10,000
- e. Is the crossing part of a truck route? Yes
- f. Is the crossing part of a school bus route? Yes

4. Sight Distance

- a. Are there any structures, roadway curves, or other visual obstacles that limit sight distance ahead to the crossing within 400 feet of the crossing? If yes, please specify and indicate the maximum distance on either side of the crossing from which an unobstructed view of the crossing is available. NO
- b. What is the available sight distance from the stop bar (or 15 feet from the tracks if no stop bar) on both approaches to the crossing? Sight distance is limited to the extent that the crossing is at an obtuse angle (approximately 130 degrees).

5. Existing warning system

- a. Describe existing warning devices at the crossing: "Rotatable" cantilever-mounted signals
- b. Describe the type of existing crossing circuitry, if any: Outmoded AC/DC

6. Proposed warning system

- a. State in detail, the number and type of automatic signals, gates or other warning devices proposed to be installed: New walk-out cantilever-mounted signals with gates.
- b. Describe the type of circuitry proposed to be installed: SCX-1 (AC/DC)
- c. Why does the public safety require the installation of the proposed automatic signals, gates or other warning devices? A diagnostic team review of the crossing in 2003 resulted in a recommendation to upgrade the warning devices as proposed.

5. Funding: What is the funding source for the proposed installation? Federal Grade Crossing Hazard Elimination Grant – Section 130

6. Diagrams: A diagram showing the crossing and the location of the components of the proposed system is attached.

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

Dated at Olympia, Washington this 2nd day of August, 2002.

Petitioner – Washington State Department
of Transportation

By:


Ahmer Nizam, Railroad Liaison

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 modification of the signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2004.

Respondent – Columbia and Cowlitz
Railroad

By: _____



**ALLPRESS
& MOORE**
R.R. SIGNAL CONTRACTORS, INC.



John D. Allpress

Dennis R. Moore (816) 781-5734
9015 N.E. 136th St., Liberty, MO 64068

INDUSTRIAL WAY ROAD - LONGVIEW, WA. DESIGN OFFICE
COST BREAK-DOWN

AUG 16 2004

RECEIVED

| | | |
|----------|--|-----------|
| 1 each = | 16 ft. walkout cantilever signal consisting of the following: Railroad Crossing sign, anchor bolts, ladder & guards, rodent guard and all necessary hardware. | \$8500.00 |
| 1 each = | 18 ft. walkout cantilever signal: (same as above) | \$8500.00 |
| 2 each = | two-way LED light units with jct. support arm | \$4320.00 |
| 4 each = | one-way LED light units with jct. support arm | \$4660.00 |
| 2 each = | gate arms with LED type lights | \$1350.00 |
| 2 each = | flasher-gate signal foundations (galv. metal) | \$750.00 |
| 2 each = | cantilever signal foundations (poured concrete) | \$2400.00 |
| 1 lot = | ug. 7c x #9 signal cable | \$1575.00 |
| 1 lot = | ug. 7c x #6 signal cable | \$2295.00 |
| 1 lot = | ug. ac power cable | \$450.00 |
| 1 lot = | ug. twisted track cable | \$360.00 |
| 1 lot = | 4" pvc conduit | \$600.00 |
| 1 each = | ac meter loop arrangement | \$1500.00 |
| 1 set = | 7 cells of 368 aph. mtc. free battery | \$2260.00 |
| 1 set = | 6 cells of 264 aph. mtc. free battery | \$1440.00 |
| 1 lot = | misc. materials for install. | \$250.00 |
| 1 lot = | cadweld bonds | \$245.00 |
| 1 lot = | fill materials | \$300.00 |
| 1 lot = | crushed rock for topping | \$500.00 |

Total Materials = \$42255.00

* Estimates to be updated, but
Scope will not change.

[Handwritten Signature]
(8/2/05)



ALLPRESS & MOORE

R.R. SIGNAL CONTRACTORS, INC.



John D. Allpress

Dennis R. Moore (816) 781-5734

9015 N.E. 136th St., Liberty, MO 64068

INSTRUMENT BUNGALOW FURNISHED BY STATE OF WASHINGTON

| | | |
|----------|------------------------|-----------|
| 1 each = | SCX-I Conf. A | \$5590.00 |
| 1 each = | ac surge protector | \$50.00 |
| 2 each = | Railchargers | \$1200.00 |
| 1 lot = | misc. materials | \$350.00 |
| 1 each = | relay wrench | \$35.00 |
| 1 lot = | padlocks | \$160.00 |
| 1 lot = | cable risers | \$50.00 |
| 1 lot = | battery boards | \$75.00 |
| 1 lot = | arrestors & equalizers | \$165.00 |
| 3 each = | track diodes | \$350.00 |
| | handling charge | \$700.00 |
| | case wiring & checkout | \$1500.00 |
| | engineering | \$1800.00 |

Total Materials = \$12025.00

Freight = \$3000.00

Install. Labor = \$15500.00

Total Amount of Project = \$72780.00

NOTE = Either the railroad or ourselves can furnish & install the insulated rail joints for the project. A total of 8 each insulated rail joints

If we furnish & install 8 each insulated rail joints add on the following amount. **\$3800.00**

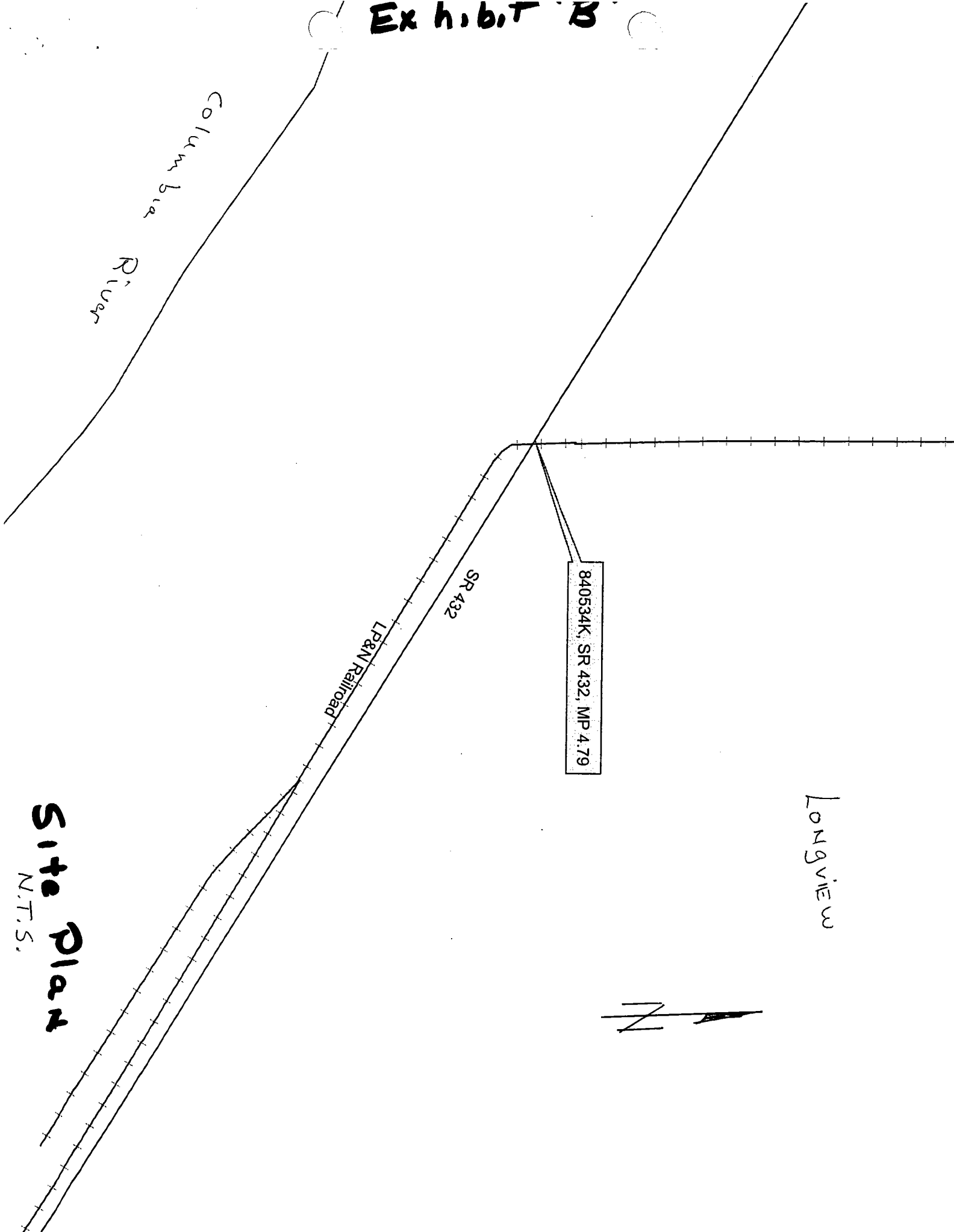
If State Sales Tax is to be charged add on the following to Total **\$4122.00**

Sincerely,

Dennis R. Moore
Dennis R. Moore

ALLPRESS & MOORE RR. SIGNAL CONTRS., INC.

Exhibit B



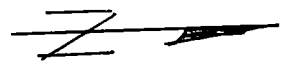
Columbia River

LP&N Railroad

SR 432

840534K, SR 432, MP 4.79

Longview

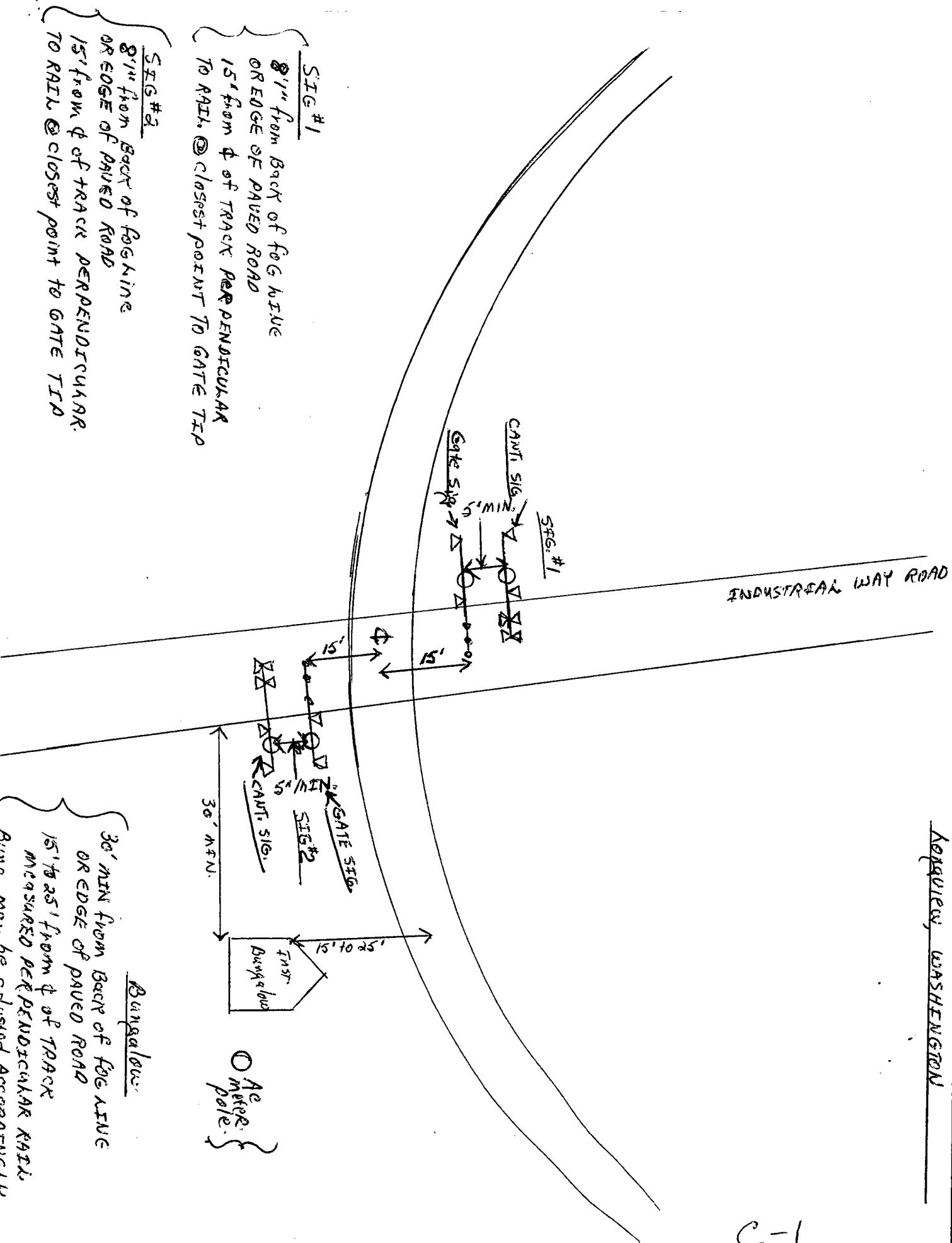


Site Plan
N.T.S.

Exhibit C

INDUSTRIAL WAY ROAD
LOQUEW, WASHINGTON

C-1

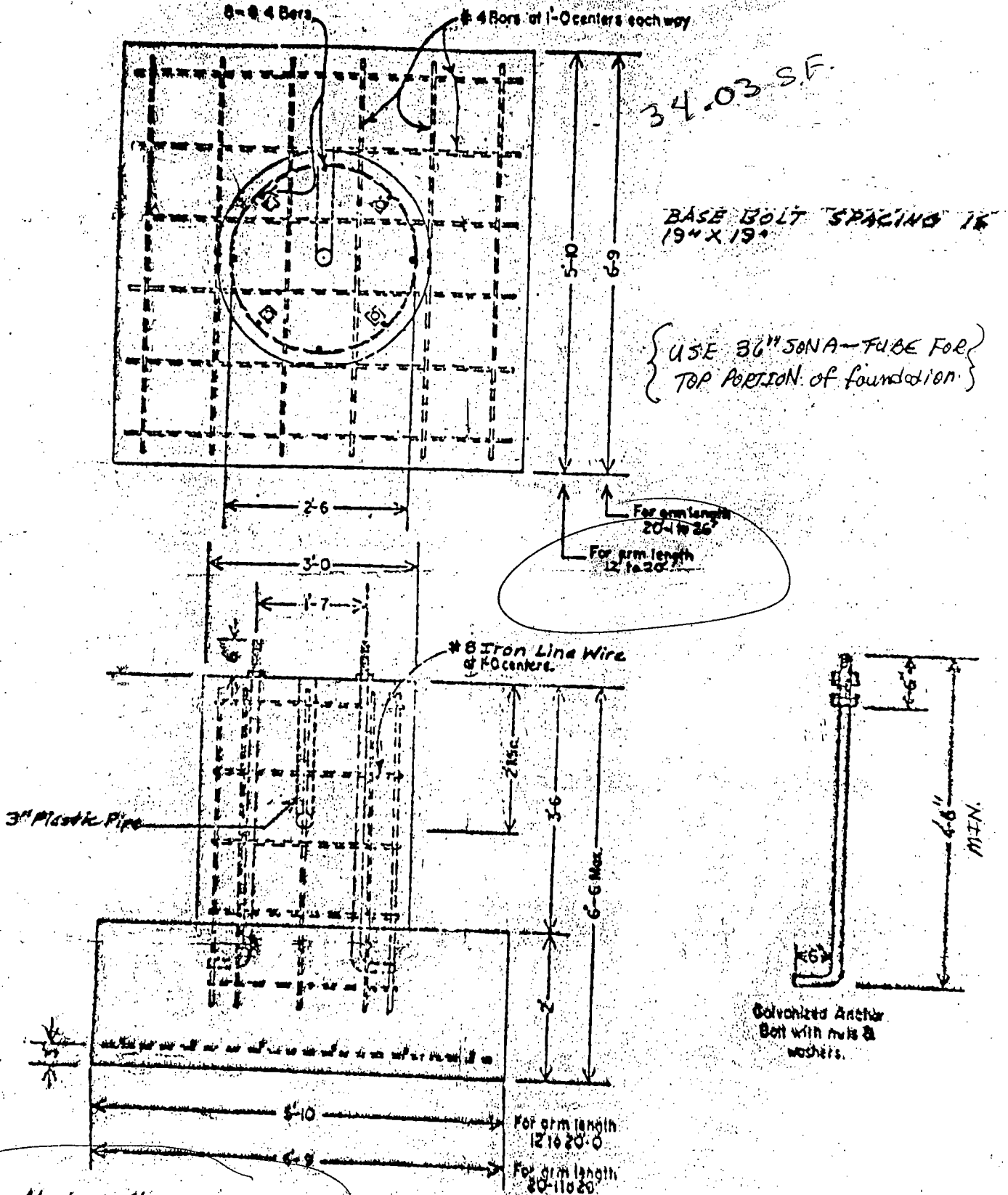


SIG #2
8' from BACK of fog line
OR EDGE of PAVED ROAD
15' from ϕ of TRACK PERPENDICULAR
TO RAIL @ closest point TO GATE TIP

SIG #1
8' from BACK of fog line
OR EDGE of PAVED ROAD
15' from ϕ of TRACK PERPENDICULAR
TO RAIL @ closest point TO GATE TIP

Bungalow
30' MIN FROM BACK of fog line
OR EDGE of PAVED ROAD
15' to 25' from ϕ of TRACK
MEASURED PERPENDICULAR RAIL
Rmn. m. to advised Accommodate

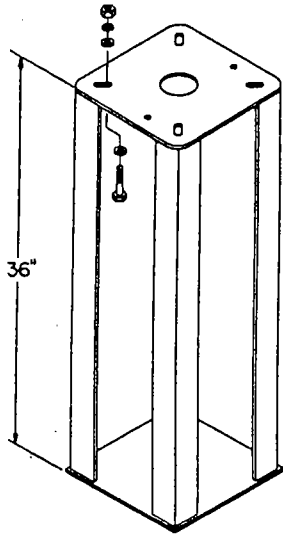
"POURED CONCRETE CANTILEVER SIGNAL FOUNDATIONS"



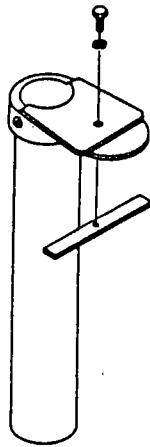
| | | |
|---------------------------|------|----------------------|
| 12ft. to 20ft. cantilever | 3.44 | cubic yards concrete |
| 21ft. to 26ft. " | 4.3 | " " " |
| 27ft. to 30ft. " | 6 | " " " |

SIGNAL FOUNDATIONS

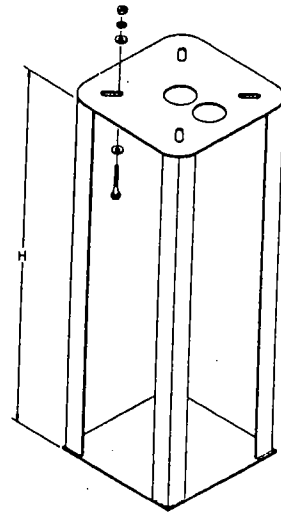
WAYSIDE, FLASHING LIGHT, CROSSING GATE



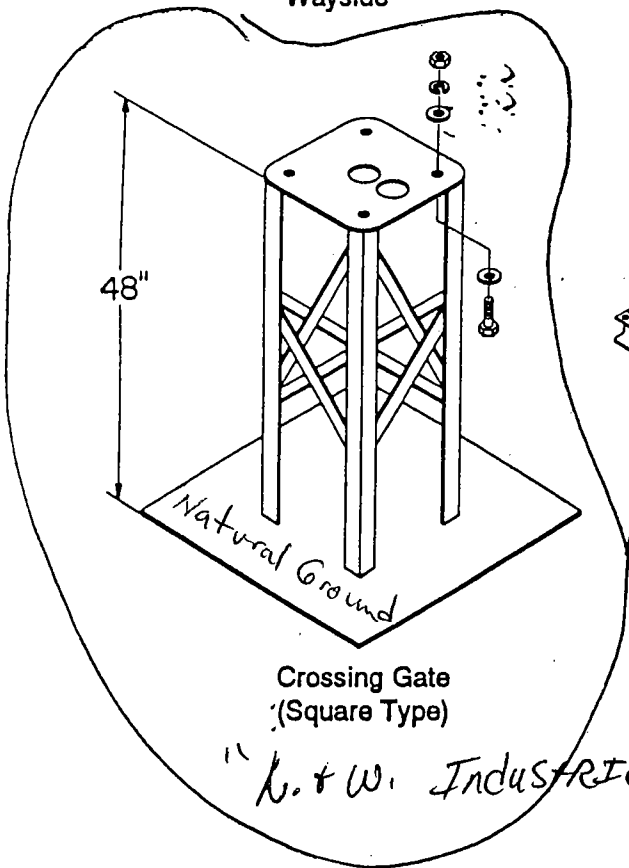
Wayside



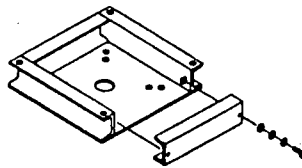
Cable Riser Assembly



Flashing Light

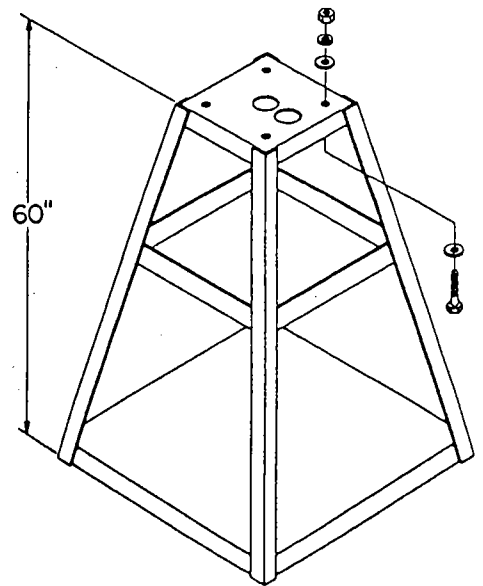


Crossing Gate
(Square Type)



Adapter Plate

"Flasher-GATE Foundations"

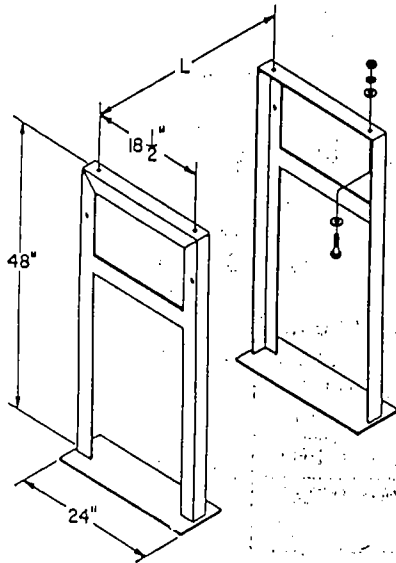


Crossing Gate
(Pyramid Type)

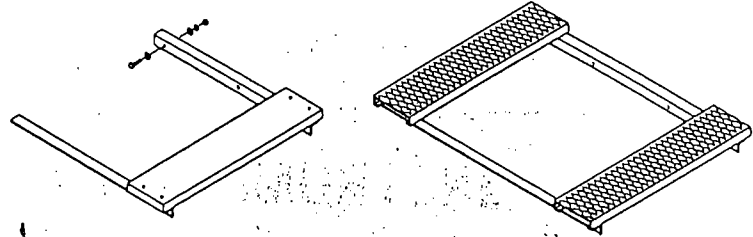
Safetran

STRUCTURE FOUNDATIONS

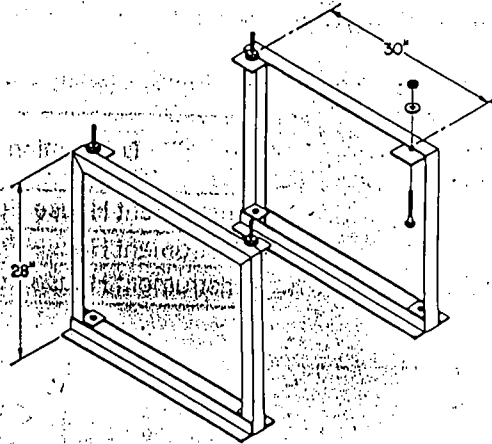
TELEPHONE BOOTH, INSTRUMENT HOUSE,
INSTRUMENT CASE



Piers



Platforms



Telephone Booth Piers

