

# PORT OF CENTRALIA

3508 Galvin Road - Centralia, WA 98531-9002  
Established 1986

360-736-3527 phone  
360-330-5666 fax  
www.portofcentralia.com

Gene Groshong - President  
Art Lehman - Vice President  
Don Meek - Secretary  
Kyle W. Heaton - Executive Dir.

July 26, 2006

Ms. Cathy Hunter  
WUTC Rail Safety  
P.O. Box 47250  
Olympia, WA 98504-7250

Re: Petition

Dear Ms. Hunter:

Per the instructions of Bob Leslie of Puget Sound and Pacific Railroad we are forwarding the executed copies of the enclosed Petitions. Please let us know if you have questions or need additional information. Thank you for your help.

Sincerely,

PORT OF CENTRALIA

Kim M. Amrine  
Administrative Assistant

Enclosures

RECEIVED  
RECORDS UNIT  
06 JUL 27 AM 8:58  
PORT OF CENTRALIA  
1000 1ST AVE  
CENTRALIA WA 98531

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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

PETITION

Port of Centralia Petitioner

Road Name Hoss Road

vs.

Puget Sound & Pacific  
Railroad Respondent

W.U.T.C. Crossing No. 40F 4.48

D.O.T. Crossing No. 922981 P

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;

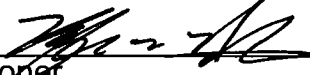
at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
- 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?

[ ] [ ] 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 Heaton, Executive Director  
 \_\_\_\_\_  
 Print Name Title  
3508 Galvin Road  
 \_\_\_\_\_  
 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 Hoss Road mile post 0.1

Existing or proposed railway PSAP Railroad mile post 4.8

Located in NW 1/4 of the NE 1/4 of Sec. 25 Twp. 15N Range 3W W.M.

WUTC crossing number 40F 4.48 DOT crossing number 922981P

Street Hoss Road City Centralia County Lewis  
(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 ONE  
(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 20 MPH Freight \_\_\_\_\_ MPH

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

Passenger Trains \_\_\_\_\_ Freight Trains 8 per day  
(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  
Number of additional traffic lanes proposed: 2

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

(f) Estimated vehicle traffic in 24 hours: Current total 20, including 0 trucks and 0 school bus trips. Projected traffic in 2008 years: total 990, including 300 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.

Existing Private Crossing

- (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.

NO

[ 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.

NO is Not NEEDED  
Cost Exceeds the NEED

- (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. An existing private crossing at the site. Others are 3/10 mile to the south and 1/2 mile+ to the north.
- (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? The existing private crossing (located immediately north of of the proposed site) will be removed/closed. Otherwise NO
- (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.  
see (b) above
- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?  
see (b) above

[ 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	<u>300</u>	feet
right when on highway 200 feet from crossing of	<u>300</u>	feet
right when on highway 100 feet from crossing of	<u>300</u>	feet
right when on highway 50 feet from crossing of	<u>300</u>	feet
right when on highway 25 feet from crossing of	<u>300</u>	feet
left when on highway 300 feet from crossing of	<u>100</u>	feet
left when on highway 200 feet from crossing of	<u>100</u>	feet
left when on highway 100 feet from crossing of	<u>100</u>	feet
left when on highway 50 feet from crossing of	<u>100</u>	feet
left when on highway 25 feet from crossing of	<u>100</u>	feet

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

right when on highway 300 feet from crossing of	<u>800</u>	feet
right when on highway 200 feet from crossing of	<u>800</u>	feet
right when on highway 100 feet from crossing of	<u>800</u>	feet
right when on highway 50 feet from crossing of	<u>800</u>	feet
right when on highway 25 feet from crossing of	<u>800</u>	feet
left when on highway 300 feet from crossing of	<u>1000</u>	feet
left when on highway 200 feet from crossing of	<u>1000</u>	feet
left when on highway 100 feet from crossing of	<u>1000</u>	feet
left when on highway 50 feet from crossing of	<u>1000</u>	feet
left when on highway 25 feet from crossing of	<u>1000</u>	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? No due to the site's topography with the rail elevation 5' above the existing ground elevation and 300' to an intersection to the west.
- (b) If not, state in feet the length of level grade it is feasible to obtain.  
see (a) above.
- (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, a 1.66% to the west and 3.16% to the east.

[ 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.

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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.) GCP train detection with Cantilevers shoulder mount gates & lights with Instrument Bungalow.
- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ 265,960.70  
Included concrete crossing.
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ 1800.00
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices? Crossing only had Crossbucks.
- (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 ]

Provide any additional information supporting the proposal (i.e. what public benefits

would be derived from its implementation?)

**RESPONDENT'S WAIVER OF HEARING**

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

Petition of Port of Centralia

for Hoss Road Crossing

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 \$ 265,960.70 )

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 Edna, WA, Washington, on this 25<sup>th</sup> day of July, 20 06.

Respondent Luget Sound & Pacific NW

by Thomas R. Foster

Print Name Thomas R. Foster

Title Interim Gen'l Mgr.