

Section 2 – Respondent's Information

Grays Harbor County
Respondent 100 West Broadway, Suite 31
Street Address Motesano, WA 98563
City, State and Zip Code
Mailing Address, if different than the street address
Mr. Russell Esses, P.E., County Engineer
Contact Person Name
360-429-4222
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Elma-Gate Road</u>
2. Existing railroad <u>Puget Sound and Pacific Railroad</u>
3. Location of the crossing planned for reconstruction: Located in the ___ 1/4 of the ___ 1/4 of Sec. ___, Twp. ___, Range _____ W.M.
4. GPS location, if known <u>46° 53' 56", -123° 17' 20"</u>
5. Railroad mile post (nearest tenth) <u>MP 38.5</u>
6. City <u>Porter</u> County <u>Grays Harbor County</u>

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes No

2. If so, describe the purpose of the crossing and the estimated time it will be needed

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes No

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Elma-Gate Road

2. Roadway classification Local Street

3. Road authority Grays Harbor County

4. Average annual daily traffic (AADT) 60-80 vehicles/day
PM Peak hour was 1450 hrs to 1550 hrs; 6 vehicles during that time. Counted on 6/28/2011.

5. Number of lanes 2

6. Roadway speed 30 mph (County requirement for roads in rolling terrain with <400ADT)

7. Is the crossing part of an established truck route? Yes No

8. If so, trucks are what percent of total daily traffic? _____

9. Is the crossing part of an established school bus route? Yes No
School buses approach the crossing from the north, but do not cross. Instead they head back to Highway 12.

10. If so, how many school buses travel over the crossing each day? _____

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
None. However, the location of the crossing would change: the proposed reconstruction includes relocating the crossing approximately 300' northward, making the crossing closer to a 90-degree angle, and adding a track.

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for reconstruction? Yes No

2. If a safer location exists, explain why the crossing should not be relocated to that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes (trees) No

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

Trees could be trimmed. Trees are on County or WSDOT property.

5. Is it feasible to construct an over-crossing or under-crossing as an alternative to an at-grade crossing?

Yes No

6. If an over-crossing or under-crossing is not feasible, explain why.

The proximity of Highway 12 to the crossing (both longitudinally and laterally) does not allow adequate room for approach grades or embankments.

7. Does the railway line, at any point in the vicinity of the crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes No

8. If such a location exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the crossing planned for reconstruction?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ Whether it is feasible to divert traffic from the crossing planned for reconstruction to the crossing located in the vicinity.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?

Note, the following distances are defined with respect to railroad directions at the proposed crossing. That is, “railroad west”, as indicated below, would actually be “compass north” in the field. Also note that the roadway essentially parallels the railroad on either side of the crossing itself, meaning site distances are quite long, if motorists look “to the side” as they approach the crossing.

NW quadrant: 300
NE quadrant: 500
SW quadrant: 300
SE quadrant: 500

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. Approach grades expected to be less than 3% (design not yet complete)

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the crossing planned for reconstruction.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of existing and proposed signage.

******* A concept plan will be available for the field diagnostic meeting. Additional design details will be developed after field diagnostic meeting. *******

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the reconstructed crossing, including a cost estimate for each.

Puget Sound and Pacific proposes to employ passive warning devices at the relocated crossing.

2. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes _____ No _____

Section 11 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from reconstructing the crossing as proposed.

The purpose of the project is to provide a siding long enough to meet trains without blocking a crossing. The public benefit will accrue to the customers of the Puget Sound and Pacific Railroad within Grays Harbor County, including the Port of Grays Harbor.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to reconstruct a highway-railroad grade crossing.

USDOT Crossing No.: _____

We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of _____, 20____.

Printed name of Respondent

Signature of Respondent's Representative

Title

Phone number and e-mail address

Mailing address

July 12, 2011

Ms. Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr., SW
Olympia, WA 98504-7250

**Puget Sound and Pacific Railway
Elma-Gate Road Modification, USDOT Crossing # 092595K, in Grays Harbor County**

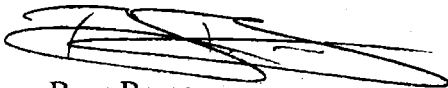
Dear Ms. Hunter:

The Puget Sound and Pacific Railway (PSAP) proposes to modify the configuration and location of the at-grade crossing at Elma-Gate Road in Grays Harbor County, USDOT number 092595K. The proposed modifications include adding a second track at the crossing, as well as relocating the crossing northward by approximately 300 feet. A concept plan is currently being developed; it will be available for discussion at the field diagnostic meeting.

Puget Sound and Pacific Railroad has asked HDR Engineering to submit the attached crossing modification application and schedule a field diagnostic meeting on PSAP's behalf. A hard copy of the application will follow by U.S. Mail. Though I will be coordinating the field diagnostic meeting and follow-up design activities for PSAP, please address formal correspondence to Mr. Steve Hefley at PSAP.

I will follow-up via phone or e-mail to arrange the field diagnostic meeting. Based on our phone conversation last week, I am working through dates during which both representatives from the County and the Railroad can attend.

Sincerely,



Buzz Berger
HDR Engineering, Inc.

Attachments

cc: Steve Hefley, Larry Romaine, Marc Bader, via electronic mail

RECEIVED
RECORDS MANAGEMENT
2011 JUL 12 PM 3:31
STATE OF WASH
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COMMISSION