

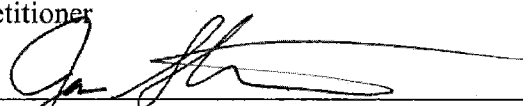
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- 121621-7
	)	
<u>The City of Centralia, Washington</u>	)	PETITION TO MODIFY HIGHWAY-
Petitioner,	)	RAIL GRADE CROSSING ACTIVE
	)	WARNING DEVICES
vs.	)	
	)	
<u>The Puget Sound and Pacific Railroad</u>	)	USDOT # 092554F
Respondent	)	Reynolds Avenue – Centralia, WA
.....	)	

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of highway-rail grade crossing warning signals.

*Section 1 – Petitioner’s Information*

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 STATE OF WASHINGTON  
 UTILITIES AND TRANSPORTATION COMMISSION

<u>City of Centralia, Washington</u>
Petitioner

Signature
<u>1100 N. Tower Avenue,</u>
Street Address
<u>Centralia, WA 98531</u>
City, State and Zip Code
Mailing Address, if different than the street address
<u>Jan Stemkoski, P.E.</u>
Contact Person Name
<u>(360) 330-7512      jstemkoski@cityofcentralia.com</u>
Contact Phone Number and E-mail Address

**Section 2 – Respondent's Information**

<u>Puget Sound and Pacific Railroad Company</u> Respondent
<u>1710 Midway Ct</u> Street Address
<u>Centralia, WA 98531</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>Jim Soulia</u> Contact Person Name
<u>(360) 807-4325, ext 3 jim.soulia@railamerica.com</u> Contact Phone Number and E-mail Address

**Section 3 – Crossing Location**

1. Existing highway/roadway <u>Reynolds Road</u>
2. Existing railroad <u>Puget Sound and Pacific Railroad</u>
3. USDOT Crossing No. <u>092554F</u>
4. Located in the <u>SW</u> 1/4 of the <u>SW</u> 1/4 of Sec. <u>31</u> , Twp. <u>14</u> , Range <u>2W</u> W.M.
5. GPS location, if known _____
6. Railroad mile post (nearest tenth) <u>2.14</u>
7. City <u>Centralia</u> County <u>Lewis</u>

*Section 4 – Current Highway Traffic Information*

1. Name of highway Reynolds Avenue
2. Road authority City of Centralia
3. Average annual daily traffic (AADT) 7477
4. Number of lanes 2
5. Roadway speed 35 MPH
6. Is the crossing part of an established truck route? Yes
7. If so, trucks are what percent of total daily traffic? 12%
8. Is the crossing part of an established school bus route? Yes
9. If so, how many school buses travel over the crossing each day? 31
10. Describe any changes to the information in 1 through 7, above, expected within ten years:

In the ten year period there will likely be an increase in traffic volume; however, the increase would not be significant unless the planned industrial area at the nearby steam plant is opened within ten years.

*Section 5 – Current Crossing Information*

1. Railroad company Puget Sound and Pacific Railroad
2. Type of railroad at crossing Common Carrier
3. Type of tracks at crossing Main Line
4. Number of tracks at crossing 1
5. Average daily train traffic, freight 4
- Authorized freight train speed 20 MPH Operated freight train speed 10-20 MPH
6. Average daily train traffic, passenger NA
- Authorized passenger train speed NA Operated passenger train speed NA
7. Describe any changes to the information in 1 through 4, above, expected within ten years:
- None
8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?
- Eastbound: Looking North – SD=840' until obstructed by brush; Looking South – SD=185' until obstructed by RR control structure
- Westbound: Looking North – SD=540' until obstructed by rail car loading structure; Looking South – SD=90' until obstructed by bridge column
9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.
- See #8 above

***Section 5 – Current Warning Devices***

1. Provide a complete description of the warning devices currently located at the crossing, including signs, gates, lights, train detection circuitry and any other warning devices.

Crossing is currently equipped with cantilever-mounted flashing lights with gates activated by AC/DC type circuitry.

***Section 6 – Description of Proposed Changes***

1. Describe in detail the proposed changes to the crossing. Include the funding source for the proposed installation, if applicable.

The Washington State Department of Transportation is reconstructing the I-5 bridges over Blakeslee Junction at this location. Due to the proximity of the signals to the bridges, the signals will have to temporarily be placed on movable foundations so that they may be removed and placed back into position as needed during bridge construction and demolition work in order to protect them. It is estimated that bridge construction, including demolition of the existing bridges, could begin as early as Spring 2013 and be completed as late as Fall 2014, at which time the signals will be installed in their permanent location per MUTCD requirements.

This petition also seeks to eliminate the cantilever-mounted portion of the signal equipment, and utilize the existing shoulder-mounted signal/gate combination masts retrofitted with 12" LED flashers, and to remove an existing set of separately-mounted supplemental flashers located on the north side of the crossing. This change is proposed for both temporary and permanent locations as described above.

All work will be funded under WSDOT's I-5 bridge replacement project.

***Section 7 – Illustration of Proposed Warning Devices***

Attach a detailed diagram, drawing, map or other illustration showing the proposed warning devices.

*Section 8 – Waiver of Hearing by Respondent*

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to modify a highway-rail grade crossing warning signals at the following crossing.

USDOT Crossing No. 092554F

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

Dated at \_\_\_\_\_, Washington, on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_.

Puget Sound and Pacific Railroad - Marc Bader

\_\_\_\_\_  
Printed name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone number and e-mail address

\_\_\_\_\_  
Mailing address

Section 8 – Waiver of Hearing by Respondent

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to modify a highway-rail grade crossing warning signals at the following crossing.

USDOT Crossing No. 092554F

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

Dated at 9-28, Washington, on the 28 day of September, 20 12.

Puget Sound and Pacific Railroad - Jim Soulia

Printed name of Respondent

Jim Soulia  
Signature of Respondent's Representative

Jim Soulia  
Title

ACM  
Phone number and e-mail address

904-304-2104

Mailing address

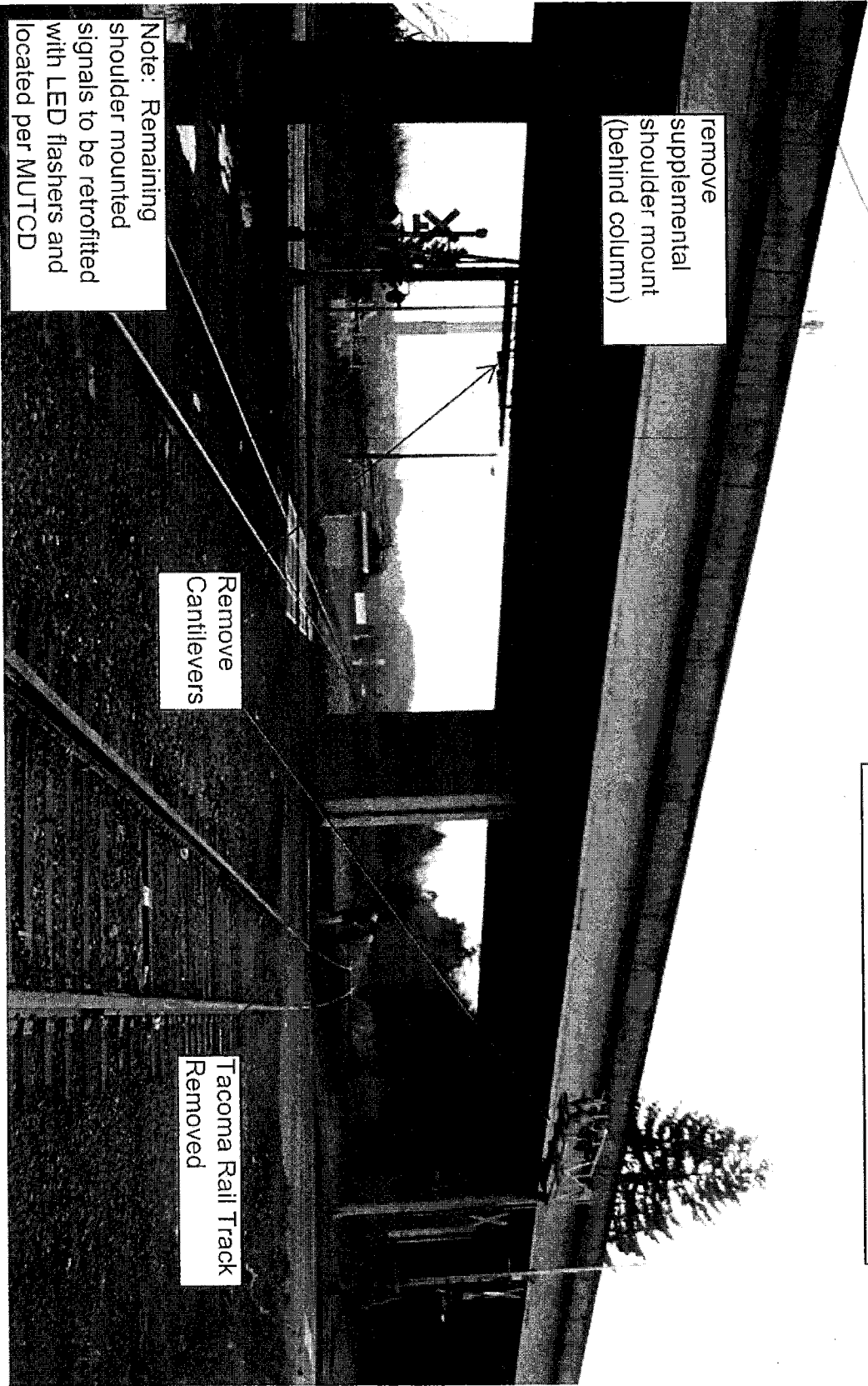
Reynolds Road grade crossing signal  
modification proposal  
Blakeslee Junction  
Centralia, Washington

remove  
supplemental  
shoulder mount  
(behind column)

Note: Remaining  
shoulder mounted  
signals to be retrofitted  
with LED flashers and  
located per MUTCD

Remove  
Canilevers

Tacoma Rail Track  
Removed







**Washington State  
Department of Transportation**  
Paula J. Hammond, P.E.  
Secretary of Transportation

Transportation Building  
310 Maple Park Avenue SE  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

October 3, 2012

Kathy Hunter, Transportation Safety Compliance Manager  
Washington Utilities and Transportation Commission  
PO Box 47250  
Olympia, WA 98504-7250

Subject: Petition for Railroad Warning Signal Modification at Reynolds Road – Centralia

Dear Ms. Hunter:

The Washington State Department of Transportation is facilitating submittal of the attached petition on behalf of the Puget Sound and Pacific Railroad Company and the City of Centralia to modify the railroad grade crossing warning signals at the Reynolds Road railroad grade crossing in Centralia, Washington. This proposal is related to WSDOT's project to reconstruct the I-5 bridges over Blakeslee Junction. To date, WSDOT has coordinated with Tacoma Rail to remove its tracks from within Blakeslee Junction, thereby reducing the number of tracks across Reynolds Road from two to one.

The attached petition seeks WUTC's approval to 1) eliminate the cantilever structures from the signal system (leaving the shoulder mounted signals and gates to cover the single lane approaches) and remove a supplemental signal on the north side of the crossing; and 2) temporarily place the remaining signals on moveable foundations during I-5 project construction in order to move and protect the signals during certain activities such as bridge demolition.

On behalf of the parties to this petition, WSDOT would like to coordinate an on-site meeting with UTC staff to discuss the details of this proposal and answer any questions that you might have. I will contact you in the near future to discuss possible meeting dates. In the mean time, please contact me at (360) 705-7271 with any questions.

Sincerely,

Ahmer Nizam  
Manager – Utilities/Railroad/Agreements

cc: Kevin Miller, WSDOT  
Jim Soulia, PSAP  
Marc Bader, Rail America  
Jan Stenkoski, City of Centralia