

TR-150059-P

January 8, 2015

Ms. Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

RECEIVED
PROJECTS MANAGER
2015 JAN -9 AM 10:28
STATE OF WA
UTIL. AND TRANSPORTATION
COMMISSION

RE: UTC Petition to Construct at Grade Crossing

Dear Kathy,

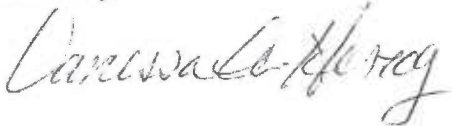
Enclosed is the UTC Petition to construct an at grade crossing over Galvin Road in Centralia, Washington. This is associated with the Benaroya Centralia Logistics Center.

I have provided the following materials:

- UTC Petition, fully executed by City of Centralia and PSAP;
- Final SEPA determination, including rail (Section 14 of the environmental checklist);
- UPRR Quitclaim Deed and Assessors Maps proving ownership of the rail line vesting to Port of Centralia;
- Transpo Group 2014 crossing analysis;
- Proposed Galvin Road Grade Crossing Exhibit, 12/31/2014;
- Proposed Road Crossing
- Galvin Road - Road Improvement Plan, Construction Notes and Details (job 16787).

Please call with any questions or concerns.

Sincerely,



Vanessa Herzog, SIOR, CCIM
Senior Vice President



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
<u>Puget Sound and Pacific Rail Road Company</u>)	PETITION TO CONSTRUCT OR
Petitioner,)	RECONSTRUCT A HIGHWAY-RAIL
)	GRADE CROSSING
vs.)	
)	
<u>City of Centralia</u>)	
Respondent)	USDOT CROSSING NO.:
)	
.....)	

Prior to submitting a Petition to Construct or Reconstruct a highway-rail grade crossing to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:

(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;

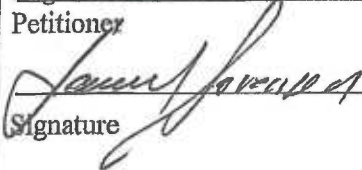
Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

The Petitioner asks the Washington Utilities and Transportation Commission to approve construction or reconstruction of a highway-rail grade crossing.

Construction Reconstruction

RECEIVED
 RECORDS MANAGEMENT
 2015 JAN -9 AM 10: 29
 STATE OF WASHINGTON
 UTIL. AND TRANSPORTATION
 COMMISSION

Section 1 – Petitioner's Information

Puget Sound and Pacific Rail Road Company
Petitioner

Signature
1710 Midway Court
Street Address
Centralia, WA 98531
City, State and Zip Code
Mailing Address, if different than the street address
LARRY SORENSEN
Contact Person Name
360-807-4325
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

City of Centralia
Respondent
1100 North Tower
Street Address
Centralia, Washington 98531
City, State and Zip Code
Mailing Address, if different than the street address
Jan Stemkoski
Contact Person Name
360-330-7512 jstemkoski@cityofcentralia.com
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Galvin Road

2. Existing railroad Puget Sound and Pacific Railroad Company, operator

3. Location of proposed crossing:
Located in the NW 1/4 of the 1 1/4 of Sec. 1, Twp. 14N, Range 3 W.M.

4. GPS location, if known _____

5. Railroad mile post (nearest tenth) 4.2

6. City Centralia County Lewis

Section 4 – Proposed or Existing Crossing Information

1. Railroad company Puget Sound and Pacific Railroad Company, operator

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

3. Type of tracks at crossing Main Line Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 1 train, 7 cars
Authorized freight train speed _____ Operated freight train speed 5

6. Average daily train traffic, passenger 0
Authorized passenger train speed _____ Operated passenger train speed _____

7. Will the proposed crossing eliminate the need for one or more existing crossings?
Yes _____ No X

8. If so, state the distance and direction from the proposed crossing.

9. Does the petitioner propose to close any existing crossings?

Yes No

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

N/A

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 Galvin Road

2. Roadway classification Minor Arterial

3. Road authority City of Centralia

4. Average annual daily traffic (AADT) Traffic study attached

5. Number of lanes 2

6. Roadway speed 35

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

8. If so, trucks are what percent of total daily traffic? see Traffic study attached

9. Is the crossing part of an established school bus route? Yes No

10. If so, how many school buses travel over the crossing each day? see Traffic study attached

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

No changes

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?

Yes No

2. If a safer location exists, explain why the crossing should not be located at 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 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.

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

Yes No

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

Spur track max grade is 1.5%. It would take well over 2000' to get the grade up to an acceptable grade that would allow an overcrossing. That would take us through an existing crossing on Gallagher Road as well as affect the industries in that area.

7. Does the railway line, at any point in the vicinity of the proposed 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 proposed crossing.
- ◆ 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 proposed crossing?
Yes X No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

Gallagher Street has a crossing roughly 1300' E and 600' N from proposed crossing.

The current alignment takes the train through the Gallagher crossing, diverting traffic is not feasible.

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 proposed crossing.
- ◆ 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 the existing and proposed signage.

Section 10 – Sidewalks

I. Provide the following information:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

On the south side of Galvin Road, curb, gutter and a five foot wide concrete sidewalk will
be constructed along the frontage of the site adjacent to the new rail crossing. On the north
of Galvin Road, gravel shoulder and open ditch will be present.

The sidewalk will be located within the public right of way so they will be maintained by
the city of Centralia.

Attached is a plan view and section of the proposed frontage road improvements and
sidewalk location along Galvin Road.

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

One pair of shoulder mount and 12" led lights. Striping and advanced warning signs to meet MUTDC requirements.

2. Provide an estimate for maintaining the signals for 12 months. \$3,200.00 Annual Cost

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?
 Yes X No

Section 12 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed or modifying an existing crossing. Provide project specific information.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: _____

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at CENTRALIA, Washington, on the 19th day of
NOVEMBER, 20 14.

Printed name of Respondent

JAN STEMKOSKI

Signature of Respondent's Representative

Jan Stemkoski, CITY ENGINEER

Title

CITY OF CENTRALIA

Name of Company

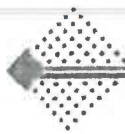
(866) 623-1845, jstemkoski@cityofcentralia.com

Phone number and e-mail address

1100 N. TOWER AVENUE

CENTRALIA, WA 98531

Mailing address



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.

NOTICE OF FINAL SEPA THRESHOLD DETERMINATION

TO: Washington Department of Ecology - SEPA Review Section
Emil Pierson, City of Centralia - Department of Community Development
Jan Stemkoski, City of Centralia Engineer
Thurston County Roads & Transportation Services - Scott Davis
WSDOT - SW Region, Don Owings
WSDOT - Olympic Region, Dale Severson
Lewis County Community Development Department, Kernen Lien
Scott Clark, Thurston County Roads & Transportation Services

FROM: Mike Zengel, Planning Manager 

DATE: December 15, 2006

SUBJECT: Notice of Final SEPA Threshold Determination/MDNS for the Opus Northwest, LLC

Enclosed is the Notice of Final Threshold Determination/MDNS for the subject project made by the Port of Centralia/City of Centralia acting as lead agency pursuant to WAC 197-11-924 with the Port of Centralia serving as the nominal lead agency.

This decision may be appealed pursuant to the Port of Centralia SEPA Policies and Procedures (Port of Centralia Resolution No. 06-05) if filed by 5:00 PM on the 15th calendar day following the date the Port provides public notice. The date of public notice is December 16, 2006. A copy of the Port appeal procedures is available upon request.

If there are any questions please call (360) 736-3527. Thank you.

Enclosure

mpz

Port of Centralia / City of Centralia
STATE ENVIRONMENTAL POLICY ACT - SEPA DETERMINATION
FINAL
MITIGATED DETERMINATION OF NONSIGNIFICANCE

Lead Agency: PORT OF CENTRALIA / CITY OF CENTRALIA

Project Proponent: Opus Northwest, LLC
915 – 118th Avenue SE, Suite 300
Bellevue, WA 98005

Description of Proposal: Construction of 1,799,234 sq. ft. of warehouse/distribution space in up to four phases on 86 acres +/- of undeveloped industrial property. Phase I of the proposed project consists of the construction of a new 338,234 sq. ft. +/- warehouse building for use as a regional distribution center. As a part of the project, new paved parking, storm drainage facilities, water and sewer utilities, and landscaping improvements will be constructed on the site. Excavation of an additional 20 acres +/- located westerly of the project site and easterly of the Chehalis River is also proposed to provide floodplain compensation for filling portions of the floodplain on the project site. The project will be designed to accommodate future building expansion of approximately 1,461,000 sq. ft. of warehouse space in up to three additional phases of the project. The order of future development is not known at this time.

Location of Proposal: The proposed project is located on Fords Prairie within the City of Centralia on approximately 86 acres within the NW 1/4, Section 1, T 14 N, R 3 W, W.M., Lewis County, Washington, on Assessor's Tax Parcels 21899-1, 21899-3, and 21900-2 SWly of the intersection of Galvin Rd. and Mahoney Drive. The site is zoned "PMP, Port Master Plan District" with the exception of tax parcel 21899-1 which is zoned M-1 (Industrial District).

Threshold Determination: The Port of Centralia and the City of Centralia, acting as the SEPA lead agency for this proposal with the Port of Centralia serving as the nominal lead agency, have determined that it WILL NOT have a probable significant adverse impact on the environment under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is open to the public on request.

Conditions/Mitigating Measures:

The following conditions have been identified that may be used to mitigate the adverse environmental impacts of the proposal:

1. All other required state and federal permits and approvals shall be obtained, including NDPES permits and air quality permits for clearing and grading in excess of 5,000 square feet.
2. Any expansion of planned facilities (beyond what is described above) shall be subject to supplemental environmental review.


3. All development shall conform to the requirements of the PMP (Port Master Plan) and M-1 (Industrial District) Zoning per Title 20 CMC, City of Centralia Zoning Code, city adopted building and energy codes, and the Port of Centralia Master Plan, where applicable.
4. The project proponent shall pay \$54,000.00 to the City of Centralia for their proportionate share of the City of Centralia intersection improvement project planned for the Galvin Road/Reynolds Avenue/Harrison Avenue intersection.
5. Based on information provided by Thurston County and the assumption that 20% of trips generated by this development will go north into Thurston County, the project proponent shall pay a mitigation cost of \$2,000.00 per peak hour trip (total of 550 peak hour trips) to improve and build a new access to US12 and completing a continuous two-way turn lane on Old Highway 99 from the south Grand Mound UGA to US 12. Thurston County shall devote funds towards construction of the project within five (5) years or return them to the project proponent. Payments shall be made incrementally for each project phase upon approval of permits for that phase.
6. The project proponent shall pay an appropriate proportionate share of the WSDOT proposed project improvements for the US 12/1-5 Interchange (Exit 88).
7. Galvin Road shall be widened west of it's intersection with Gallagher Road to that standard found between Gallagher Road and Eshom Road and shall include sidewalks on the southerly side of Galvin Road.
8. A wetland determination shall be made for the project site and adjacent fill site locations with a follow-up wetland delineation should regulated wetlands be found.
9. Any impacts to regulated wetlands shall be mitigated pursuant to the standards set forth in Chapter 16.12.200 (Floodplain Management) and 16.16.060 (Natural Resource Lands and Critical Areas), Centralia Municipal Code.
10. The Technical Analysis to Evaluate the Hydraulic Impacts of Fill prepared for the site for the Draper Valley Farms project by Northwest Hydraulic Consultants shall be updated for the Opus Northwest, L.L.C. proposal.
11. Flooding related impact shall be mitigated pursuant to the requirements Chapter 16.12 (Floodplain Management), Centralia Municipal Code.
12. Discharge of petroleum or hazardous materials to any ditch, swale, or other non-pervious surfaced area, where migration to an aquifer is reasonably likely, is prohibited.
13. During construction, all releases of oils, hydraulic fluids, fuels, other petroleum products, paints, solvents and other deleterious material must be contained and removed in a manner that will prevent their discharge into waters or soils of the state.
14. Soil in stockpiles shall be stabilized or protected with sediment-trapping measures to prevent soil loss.
15. All exposed areas of final grade or areas not scheduled for work, whether at final grade or otherwise shall not remain exposed and unworked for more than two days between October 1 and April 30. Between May 1 and September 30, no soils shall remain exposed and unworked for more than 7 days.

16. Buried tanks of any petroleum or hazardous materials shall be prohibited unless the tanks are double-walled and equipped with a leakage monitoring system. The Property Owner or his/her agent shall certify installation of the system. Placement of any buried tanks shall be undertaken only when Lewis County Environmental Services Division grants approval.
17. Erosion control measures must be in place prior to and during any clearing, grading, or construction.
18. Erosion must be controlled throughout the life of the project, including construction. Should soil migration occur, approved methods of erosion control must be implemented. These methods may include, but are not limited to, covering exposed soils with plastic, applying a thick covering of straw or hay, installing silt fences or hay bales.
19. All temporary erosion control systems shall be designed to contain the runoff from the developed tow year, 24-hour design storm without eroding.
20. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads. If sediment is deposited, it should be cleaned every day by shoveling or sweeping. Water cleaning should only be done after the area has been shoveled out or swept.
21. Wash water from paint and wall finishing equipment shall be disposed of in a way which will not adversely impact waters of the state
22. The project shall comply with all requirements for Seismic Risk Zone 3.
23. Security and safety lighting shall be directed on-site and controlled as to not increase the amount of ambient light onto the existing neighboring residential properties.
24. Abandonment of existing utility services shall be coordinated with the respective serving utility prior to commencement of construction.
25. Storm water runoff generated by the proposal shall be managed as required by applicable ordinances of the City of Centralia and the Washington Department of Ecology. At a minimum, discharge of storm water runoff from the site shall not exceed the volume and rate of existing discharge.
26. The project shall comply with the permits requirements outlined by the SWCAA for air quality.
27. The site shall attenuate all noise generating equipment so as to comply with the applicable codes and ordinances.
28. The property owner has the legal responsibility to make sure that all tenants meet state and federal regulations as they pertain to dangerous waste.
29. Hazardous materials shall be stored within designated areas within the building designated to capture any spill and ensure that no leakage shall enter the groundwater.

30. A Hazardous Materials Handling and Spill Response Plan shall be developed by the applicant in conjunction with the Centralia Fire Department to address emergency responses to spills and handling of hazardous materials proposed for use on the site.
31. Adequate provisions shall be made for access to the site and building by fire and other emergency response vehicles in accordance with Port of Centralia and City of Centralia Fire Department standards. At a minimum, a 20 foot wide paved fire lane shall be maintained such that an emergency response vehicle can reach within 150 feet of any portion of proposed buildings. The maximum length of this emergency access shall not exceed 150 feet unless a turnaround acceptable to the Centralia Fire Department is provided.

Responsible Official: Michael P. Zengel, Planning Manager Emil Pierson, Director
Port of Centralia City of Centralia Community
3508 Galvin Road Development Department
Centralia, WA 98531-9002 P.O. Box 609
Centralia, WA 98531-0609

Date of Issue: December 14, 2006



Michael P. Zengel, Environmental Review Official



Emil Pierson, Environmental Review Official

There is no comment period for this Mitigated Determination of Nonsignificance (MDNS).

STATE ENVIRONMENTAL POLICY ACT

ENVIRONMENTAL CHECKLIST

Applicant/Sponsor:	Opus Northwest, L.L.C.	Date:	August 30, 2006
Address:	13920 S.E. Eastgate Way, Suite 250		
	Bellevue, WA	Zip:	98005
Phone:	(425) 467-2700		
Project Name:	Port of Centralia Park I		
Agency Requesting Checklist:	Port of Centralia		

A. BACKGROUND

1.	Estimated Date for Completion of Proposed Action (including phasing, if applicable).
	The project will be constructed in up to four phases with an approximate completion date of March of 2010 for project build-out.
2.	Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
	No, not under this application.
3.	List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
	Previous environmental information completed for the project includes Geotechnical Analysis and Flood Plain Analysis prepared for the Port of Centralia and Environmental Analysis for a previously proposed project. New environmental information that will be prepared as part of the proposed project will include additional geotechnical analysis and studies, Phase 1 environmental study, Traffic Impact Analysis, wetland assessment, additional floodplain analysis, hydraulic studies, and a SEPA environmental application.
4.	Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
	None to our knowledge.
5.	List any governmental approvals or permits that will be needed for your proposal, if known.
	Grade and Fill Permit, Site Work and Utility Permits, Building Permits, a Department of Ecology NPDES Permit and Port Master Plan Approval.
6.	Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.
	The proposed project consists of development of approximately 1,799,234 square feet of warehouse/distribution space in up to four phases on ±86 acres of undeveloped property. Phase I of the proposed project consists of the construction of a new ±338,234-square-foot warehouse building for use as a regional distribution center. As part of the project, new paved parking, storm drainage facilities, sewer and water utilities, and landscaping improvements will be constructed on the site. Excavation of an additional ±20 acres of Port property west of the project site is also proposed to provide floodplain compensation for filling portions of the floodplain on the project site. The project will be designed to accommodate future building expansion of approximately 1,461,000 additional square feet of warehouse space in up to three additional phases of the project. The order of development of future phases is not known at this time.

7. Location of the proposal. Give sufficient information for a person to understand the precise location of your project, including a street address, if any, and section, township, and range. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a site plan, vicinity map, and topographic map, if reasonably available.

The project is located on approximately 86 acres on the south side of Galvin Road and the west side of Mahoney Road. Please refer to the attached site plan for exact site location.

B. ENVIRONMENTAL ELEMENTS

1. Earth	
a.	General description of the site (circle one): <u>Flat</u> , rolling, hilly, steep slopes, mountainous, other
	The site is generally flat except for a 10- to 20-foot elevation drop on the west portion.
b.	What is the steepest slope on the site (approximate percent slope)?
	The steepest slope on the site is approximately 20 percent along the benched area.
c.	What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
	General site soils consist of Spanaway gravelly sandy loam, Claquato silt loam, Chehalis silt loam, and Chehalis silty clay.
d.	Are there surface indicators or history of unstable soils in the immediate vicinity? If so, describe.
	None to our knowledge.
e.	Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
	Approximately 360,000 cubic yards of excavation and fill will be completed as part of the entire build-out of the project to prepare the building and pavement areas for construction. This work will generally consist of excavating material from approximately 20 acres of Port property located west of the project site within the existing floodplain, and placing and compacting the material on the project site to provide elevations above the 100-year floodplain.
f.	Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
	Some erosion could occur depending on weather conditions if appropriate erosion control measures are not implemented.
g.	About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
	It is anticipated that 75 to 85 percent of the site will be covered with impervious surfaces after development of the entire ±86 acres is completed.
h.	Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
	A temporary erosion and sedimentation control plan will be designed and implemented during the construction phase to reduce and control erosion. This plan will include sedimentation ponds where required, mrafli filter fence located along the perimeter of the site at low areas, temporary drainage ditches, and seeding or mulching of denuded areas after completion of grading activities.
2. Air	
a.	What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
	During construction, normal emissions from construction equipment and some dust may occur. After project completion, normal emissions from vehicles and trucks will occur.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.	
None to our knowledge.	
c. Proposed measures to reduce or control emissions or other impacts to air, if any:	
During construction, water trucks will be provided as necessary to control dust. After construction, no specific measures are proposed or required.	
3. Water	
a. <u>Surface Water</u>	
(1)	Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
	A previous wetland assessment identified a small wetland area along the south side of the project. The Chehalis River is located approximately 500 feet west of the project site.
(2)	Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
	Work is anticipated within 200 feet of the potential wetland area.
(3)	Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
	None is anticipated.
(4)	Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
	None is anticipated.
(5)	Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.
	Yes. The majority of the site is located within a 100-year floodplain. As part of the project, the site will be filled to raise existing grades above the 100-year floodplain elevation by excavating Port owned property located west of the site.
(6)	Does the proposal involve any discharges of waste materials to surface water? If so, describe the type of waste and anticipated volume of discharge.
	No waste material will be discharged to surface water as part of the proposed project.
b. <u>Ground Water</u>	
(1)	Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
	It is anticipated that stormwater will be designed to discharge to groundwater through on- or off-site infiltration systems. Also, an existing on-site well may be used for irrigation of landscape areas if feasible.
(2)	Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
	No waste material will be discharged to the ground from septic tanks or other sources. All waste material will be discharged to the City of Centralia sanitary sewer system.

c. <u>Water Run-off (including stormwater)</u>	
(1)	Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. The source of runoff to the project site is rainfall runoff from building rooftops and pavement areas. The project stormwater system will include building roof drains, catch basins, underground pipe and oil/water separators to collect and convey stormwater runoff to retention ponds. Ultimately, stormwater runoff will infiltrate into the existing ground and eventually flow toward the west entering the Chehalis River.
(2)	Could waste materials enter ground or surface waters? If so, generally describe. It is not anticipated that any waste materials will enter ground or surface waters.
d. <u>Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:</u>	
The proposed stormwater collection and conveyance system will reduce and control surface, ground, and runoff impacts from the proposed project. The stormwater system will include oil/water separators for collection and containment of contaminants prior to discharging into the existing ground through infiltration systems.	
4. <u>Plants</u>	
a. <u>Check or circle types of vegetation found on the site:</u>	
<input type="checkbox"/>	Deciduous tree: alder, maple, aspen, other
<input type="checkbox"/>	Evergreen tree: fir, cedar, pine, other
<input type="checkbox"/>	Shrubs
<input checked="" type="checkbox"/>	Grass
<input checked="" type="checkbox"/>	Pasture
<input checked="" type="checkbox"/>	Crop or grain
<input type="checkbox"/>	Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
<input type="checkbox"/>	Water plants: water lily, eelgrass, milfoil, other
<input type="checkbox"/>	Other types of vegetation:
b. <u>What kind and amount of vegetation will be removed or altered?</u>	
Most of the existing vegetation will be removed for development of the project.	
c. <u>List threatened or endangered species known to be on or near the site.</u>	
None to our knowledge.	
d. <u>Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:</u>	
A landscape planting plan will be prepared and constructed as part of the project in accordance with City and Port requirements.	
5. <u>Animals</u>	
a. <u>Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:</u>	
<input type="checkbox"/>	Birds: hawk, heron, eagle, songbirds, other:
<input type="checkbox"/>	Mammals: deer, bear, elk, beaver, other:
<input type="checkbox"/>	Fish: bass, salmon, trout, herring, shellfish, other:

	b. List any threatened or endangered species known to be on or near the site.
	None to our knowledge.
	c. Is the site part of a migration route? If so, explain.
	The site may be located within the Pacific Flyway for migratory birds.
	d. Proposed measures to preserve or enhance wildlife, if any:
	Proposed landscaping will help preserve and enhance wildlife.
6.	Energy and Natural Resources
	a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.
	Electricity for lighting and natural gas for heating are anticipated to be used to meet the completed project's energy needs.
	b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
	No.
	c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
	No specific energy conservation features are proposed at this time.
7.	Environmental Health
	a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.
	None to our knowledge.
	(1) Describe special emergency services that might be required
	None other than normal fire, police, and medical services currently available to serve this area.
	(2) Proposed measures to reduce or control environmental health hazards, if any:
	No specific measures are proposed.
	b. Noise
	(1) What types of noise exist in the area that may affect your project (for example: traffic, equipment, operation, other)?
	None other than normal noises from surrounding traffic and businesses.
	(2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
	During construction, normal noise from construction equipment will be created. After construction of the project is completed, normal noise from vehicles and truck traffic will be present.
	(3) Proposed measures to reduce or control noise impacts, if any:
	No specific measures are proposed.

8. Land and Shoreline Use	
a.	What is the current use of the site and adjacent properties?
	The current use of the site and adjacent properties is mostly farmland and a few commercial businesses.
b.	Has the site been used for agriculture? If so, describe
	It is anticipated that the site was previously used for agricultural purposes.
c.	Describe any structures on the site.
	One existing house is located on the site.
d.	Describe any structures on the site.
	The existing house will be removed as part of the development.
e.	What is the current zoning classification of the site?
	The majority of the site is zoned PMP – Port Master Plan. A portion of the site is zoned M1-Industrial.
f.	What is the current comprehensive plan designation of the site?
	Industrial.
g.	If applicable, what is the current Shoreline Master Program designation of the site?
	Not applicable.
h.	Has any part of the site been classified an "environmentally sensitive" area? If so, specify.
	The majority of the site is located within a 100-year floodplain.
i.	Approximately how many people would reside or work in the completed project?
	An estimated 350 people are anticipated to work at the completed project.
j.	Approximately how many people would the completed project displace?
	None.
k.	Proposed measures to avoid or reduce displacement impacts, if any?
	None are proposed.
l.	Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
	The project will be designed in accordance with the Port Master Plan guidelines and City of Centralia development standards.
9. Housing	
a.	Approximately how many units would be provided, if any? Indicate whether high-, middle-, or low-income housing.
	Not applicable.
b.	Approximately how many units, if any, would be eliminated? Indicate whether high-, middle-, or low-income housing.
	Not applicable.
c.	Proposed measures to reduce or control housing impacts, if any:
	Not applicable.

10. Aesthetics	
a.	What is the tallest height of any proposed structure(s), not including antennas; what is the principle exterior building material(s) proposed?
	The tallest height of the proposed structures is approximately 45 feet and will be within the height limitations allowed under the Port Master Plan. The principal exterior building material is anticipated to be concrete and/or metal.
b.	What views in the immediate vicinity would be altered or obstructed?
	None to our knowledge.
c.	Proposed measures to reduce or control aesthetic impacts, if any:
	No specific measures are proposed.
11. Light and Glare	
a.	What type of light or glare will the proposal produce? What time of day would it mainly occur?
	Normal light from building and parking lot lighting, and vehicular traffic, will be present during the nighttime.
b.	Could light or glare from the finished project be a safety hazard or interfere with views?
	Light or glare from the finished project is not anticipated to be a safety hazard or interfere with existing views.
c.	What existing off-site sources of light or glare may affect your proposal?
	None to our knowledge.
d.	Proposed measures to reduce or control light and glare impacts, if any:
	Building and parking lot lighting will be shielded to reduce and control light and glare impacts.
12. Recreation	
a.	What designated and informal recreational opportunities are in the immediate vicinity?
	City parks, the Chehalis River, and some small lakes are located within the general vicinity of the site.
b.	Would the proposed project displace any existing recreational uses? If so, describe.
	No.
c.	Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
	No specific measures are proposed.
13. Historic and Cultural	
a.	Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
	No.
b.	Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.
	Not applicable.
c.	Proposed measures to reduce or control impacts, if any:
	None are proposed.

14. Transportation	
a.	Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
	Galvin Road on the north and Mahoney Drive on the east are located adjacent to the project site. The project will propose access points to both Galvin Road and Mahoney Drive as shown on the proposed site plan attached with this submittal.
b.	Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
	To our knowledge, the site is not currently served by public transit.
c.	How many parking spaces would the completed project have? How many would the project eliminate?
	Approximately 750 vehicle parking spaces and 336 truck/trailer spaces will be provided by the project. None will be eliminated.
d.	Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
	None are anticipated.
e.	Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
	The Port of Centralia owns an old Union Pacific Railroad line located north of Galvin Road which may be extended to the site for rail service if needed by future tenants.
f.	How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
	Approximately 506 vehicle trips per day will be generated by the completed project. It is anticipated that the peak volumes will occur during the evening hours of 4:30 p.m. to 5:30 p.m.
g.	Proposed measures to reduce or control transportation impacts, if any:
	No specific measures are proposed.
15. Public Services	
a.	Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
	An incremental increase in public services will be needed to serve the project, including fire protection, police protection, and medical services.
b.	Proposed measures to reduce or control direct impacts on public services, if any.
	None are proposed.
16. Utilities	
a.	Circle utilities currently available at the site: <input checked="" type="checkbox"/> electricity, <input checked="" type="checkbox"/> natural gas, <input checked="" type="checkbox"/> water, <input checked="" type="checkbox"/> refuse service, <input type="checkbox"/> telephone, <input type="checkbox"/> sanitary sewer, <input type="checkbox"/> septic system, other.
	Utilities are available along Mahoney Road to serve the site.
b.	Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
	All existing utility services serving the Port Industrial Park along Mahoney Road will be extended through the site to serve the new building as required.

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Date
Submitted: 10/27/05

Signature: 

TG: 14243.00

October 30, 2014

Mr. Joseph Alhadeff
The Benaroya Capital Company, LLC
3600 136th Place SE, Suite 250
Bellevue, WA 98006

SUBJECT: CENTRALIA LOGISTICS CENTER – GALVIN ROAD RAIL CROSSING ANALYSIS

Dear Joe:

This letter summarizes Transpo Group's evaluation of appropriate traffic control for the proposed Galvin Road rail crossing that would serve the Centralia Logistics Center. We understand that the proposed rail crossing is located approximately one mile west of the Harrison Avenue/Galvin Road intersection and approximately 1/4 mile east of the Chehalis River. The proposed crossing location is shown in Figure 1 below.

This letter follows the Traffic Control Device Selection Procedure outlined in the Federal Highway Administration's *Railroad-Highway Grade Crossing Handbook*.¹ The Traffic Control Device Selection Procedure contains four steps, which include: 1) evaluating minimum criteria for rail crossing traffic control devices, 2) evaluating highway traffic flow characteristics, 3) possible revision to the highway-rail grade crossing (for existing crossings), and 4) interim measures and/or documentation. Since the proposed rail crossing does not currently exist, the first two steps of this procedure are the most pertinent to the identification of appropriate traffic control criteria and required sight-lines. The following sections follow these two steps and address the criteria within each step.

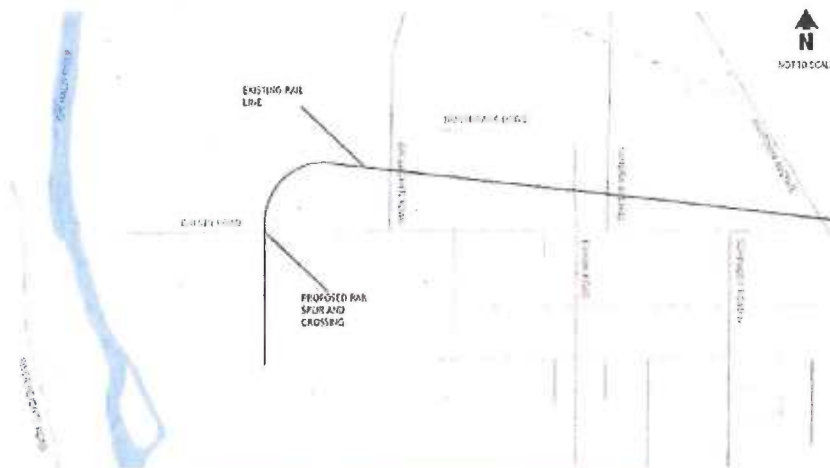


Figure 1. Site vicinity of proposed rail crossing

Step 1 – Minimum highway-rail grade crossing criteria

This step of the Traffic Control Devices Selection Procedure includes: a) information about the proposed railroad-highway crossing including existing and anticipated roadway and rail conditions, and b) identification of appropriate traffic control measures.

¹ *Railroad-Highway Grade Crossing Handbook*, Revised 2nd Ed., (United States DOT, FHWA, 2007).

A) Preliminary Crossing Data

Roadway Information:

Roadway Configuration: Galvin Road connects the small community of Galvin with the City of Centralia and runs between Lincoln Creek Road in unincorporated Lewis County and Harrison Avenue in Centralia, WA. Beginning at Harrison Avenue, Galvin Road is flat and straight. Just west of the Chehalis River, the roadway bears right and travels northwest. Galvin Road is an undivided, 2-lane roadway with a brief two-way left-turn lane between Eshom Road and Gallagher Road, and has partial sidewalk on the south side of the roadway, east of Gallagher Road.

Roadway Traffic Volumes: Existing traffic volumes along Galvin Road were observed over a seven-day period in October 2014. The mid-week average traffic volumes for the AM and PM peak hours and daily volumes on Galvin Road east of the Chehalis River are summarized below.

- AM peak hour occurs at 7-8 a.m., with 145 vehicles (55 eastbound and 90 westbound)
- PM peak hour occurs at 5-6 p.m., with 185 vehicles (90 eastbound and 95 westbound)
- Average weekday daily volume of 2,100 vehicles

Galvin Road is an identified truck route with a mid-week average heavy vehicle volume of 4-percent of eastbound traffic and 5-percent of westbound traffic. This equates to approximately 90 heavy vehicles daily, with 35 vehicles traveling eastbound and 55 vehicles traveling westbound.²

Future traffic volume growth is primarily associated with the Centralia Logistics Center development. A total of 4,200 daily trips would be generated by this planned development³ with 472 during the weekday AM peak hour and 506 during the PM peak hour. Of this forecast traffic, a total of 210 daily trips are anticipated to drive past the proposed rail crossing with 24 during the AM peak hour and 25 during the PM peak hour. Based on this, future traffic volumes that would cross the proposed rail line are as follows:

- AM peak hour volume of 169 vehicles
- PM peak hour volume of 210 vehicles
- Average weekday daily volume of 2,310 vehicles

Vehicle Speeds: Galvin Road has a posted speed limit of 35 mph within the vicinity of the proposed rail crossing. The speed limit decreases to 25 mph just east of Sandra Avenue east of the proposed rail crossing. Existing vehicle speeds along Galvin Road east of the Chehalis River were observed over a seven-day period in October 2014. The 85th-percentile speed of vehicles⁴ was observed to be greater than the posted speed of 35 mph in both directions: 44 mph eastbound and 42 mph westbound.

Functional Classification: Galvin Road runs between unincorporated Lewis County and the City of Centralia. Outside of the Centralia city limits west of the proposed rail crossing, Galvin Road is a rural major collector in unincorporated Lewis County and ends at the T-intersection with Lincoln Creek Road/Union Avenue. The City of Centralia categorizes Galvin Road as an urban minor arterial.^{5,6}

Desired Level of Service: Centralia has adopted a level of service (LOS) standard of LOS D. With the addition of the Centralia Logistics Center traffic to existing (2014) roadway volumes, the PM peak-hour traffic

² For purposes of this letter, the definition of heavy vehicles includes FHWA classifications 4 through 13.

³ *Port of Centralia Park 1 Revised Traffic Impact Analysis* (JTE, Inc., 2006)

⁴ 85 percent of vehicles travel at the reported speed or slower; only 15 percent exceed this travel speed.

⁵ *Comprehensive Plan*, (Lewis County, 2010).

⁶ *Design and Development Guidelines*, (City of Centralia, 2009).

volume will increase to 210 total vehicles during the weekday PM peak hour. Consistent with the City's *Comprehensive Plan*⁷, Galvin Road is anticipated to operate at LOS B based on this volume.

Proximity of other intersections: The nearest intersections to the proposed rail crossing include River Heights Drive in Lewis County, which is a T-intersection at Galvin Road located approximately one-half mile west of the proposed crossing and Gallagher Road in the City of Centralia, which is also a T-intersection and is located approximately one-quarter mile to the east.

Availability and proximity of alternate routes and/or crossings: To the south of Galvin Road is Cooks Hill Road, which also connects Lincoln Creek Road to Centralia via I-5 and could be used as an alternate route for vehicular traffic along Galvin Road.

Railroad Information:

Number of Tracks: The proposed project would extend the existing, single industrial spur track that currently ends west of Gallagher Road and north of Galvin Road to the western side of the Centralia Logistics Center site. The track would curve to the south of its current alignment to orient north-south across Galvin Road and would be categorized as Class I track.

Number of trains: The proposed track is anticipated to serve up to 4 trains weekly, equating to approximately 8 crossings per week. Each train would consist of two train cars.

Maximum train speed and variability: Trains are anticipated to travel 10 mph or less with the track designed to accommodate trains traveling at this speed.

Proximity of rail yards, stations, and terminals: No nearby train stations or terminals have been identified near the proposed rail crossing. A small private rail yard appears to exist near the existing terminus of the track that would extend into the Centralia Logistics site (north of Galvin Road between Gallagher Road and Northpark Drive).

Crossing signal control circuitry: No existing rail crossing exists at the proposed crossing location. As a result, no existing crossing signal circuitry currently exists.

B) Traffic Control Measures

With a new rail crossing, the minimum traffic control measures identified by the *Railroad-Highway Grade Crossing Handbook* (p 146) include:

- A circular advance warning (W10-1) sign on each roadway located upstream of the crossing per the *Manual on Uniform Traffic Control Devices*⁸;
- An emergency phone number, including the U.S. DOT highway-rail grade crossing identification number, street name, railroad milepost, and other pertinent information;
- Pavement markings; and
- One reflectorized crossbuck on each roadway approach to the rail crossing.

⁷ Consistent with *Comprehensive Plan* criteria: State of Florida Department of Transportation. 2012. 2012 *Quality/Level of Service Handbook*. [Peak hour two-way volumes for Transitioning Areas; uninterrupted flow highways]

⁸ United States DOT, Federal Highway Administration, *Manual on Uniform Traffic Control Devices*, (2009).

The *Handbook* explains that consideration of supplemental traffic control devices is necessary when any of the following three conditions exist:⁹

- Inadequate stopping sight distance
- Inadequate approach (corner) sight distance
- Deficient clearing sight distances

The required sight distance values were calculated using formulas provided in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*¹⁰ consistent with *Railroad-Highway Grade Crossing Handbook* requirements. Based on the 85th-percentile speeds observed along Galvin Road, the recommended westbound stopping sight distance is 350 feet and the recommended eastbound stopping sight distance is 375 feet. Since Galvin Road is flat in the vicinity of proposed crossing location, sight distance in excess of these distances is currently available along Galvin Road.

Corner sight distance is used to identify the triangular area that should remain free of visual obstructions to ensure that a vehicle can observe a conflicting train and can decide to either safely stop or proceed across the railroad-highway crossing. In addition to the stopping sight distance, this area is defined by the distance that a train can travel during the time it takes for a vehicle to come to a stop within the stopping sight distance, and is based on both the vehicle and train travel speeds. Based on the observed vehicles speeds and maximum 10 mph train speed, this results in an area defined by the stopping sight distance along the roadway and a length along the tracks of 125 feet. The resulting corner sight distance is shown in Figure 2.

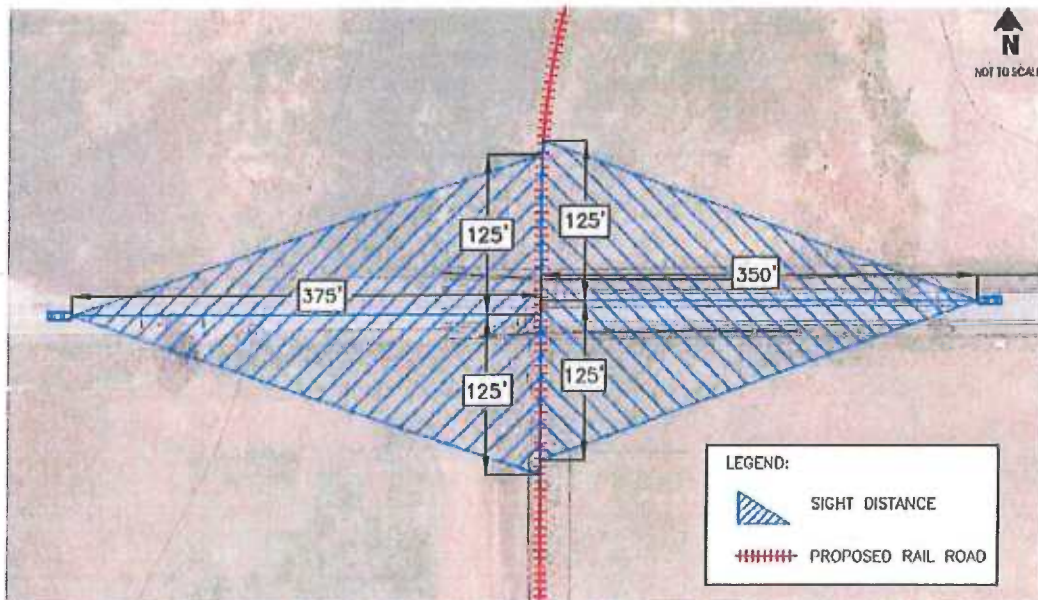


Figure 2 – Corner Sight Distance at Proposed Galvin Road Railroad Crossing

⁹ A fourth condition is noted in the *Railroad-Highway Grade Crossing Handbook* but applies only when there is an immediate need to address stopping or corner sight distance deficiencies at existing railroad-highway crossings.

¹⁰ *A Policy on Geometric Design of Highways and Streets* (AASHTO, 2011).

Clearing sight distance triangles are defined such that a motorist stopped at the crossing can see enough of the tracks to either side of the roadway to determine whether it would be safe to proceed after stopping for a crossing train. Vehicles are assumed to stop 15 feet from the nearest track rail and based on the maximum train speeds and the industry-standard vehicle acceleration characteristics, drivers would need to see 380 feet along the track on either side of Galvin Road. The clearing sight distance is illustrated in Figure 3.

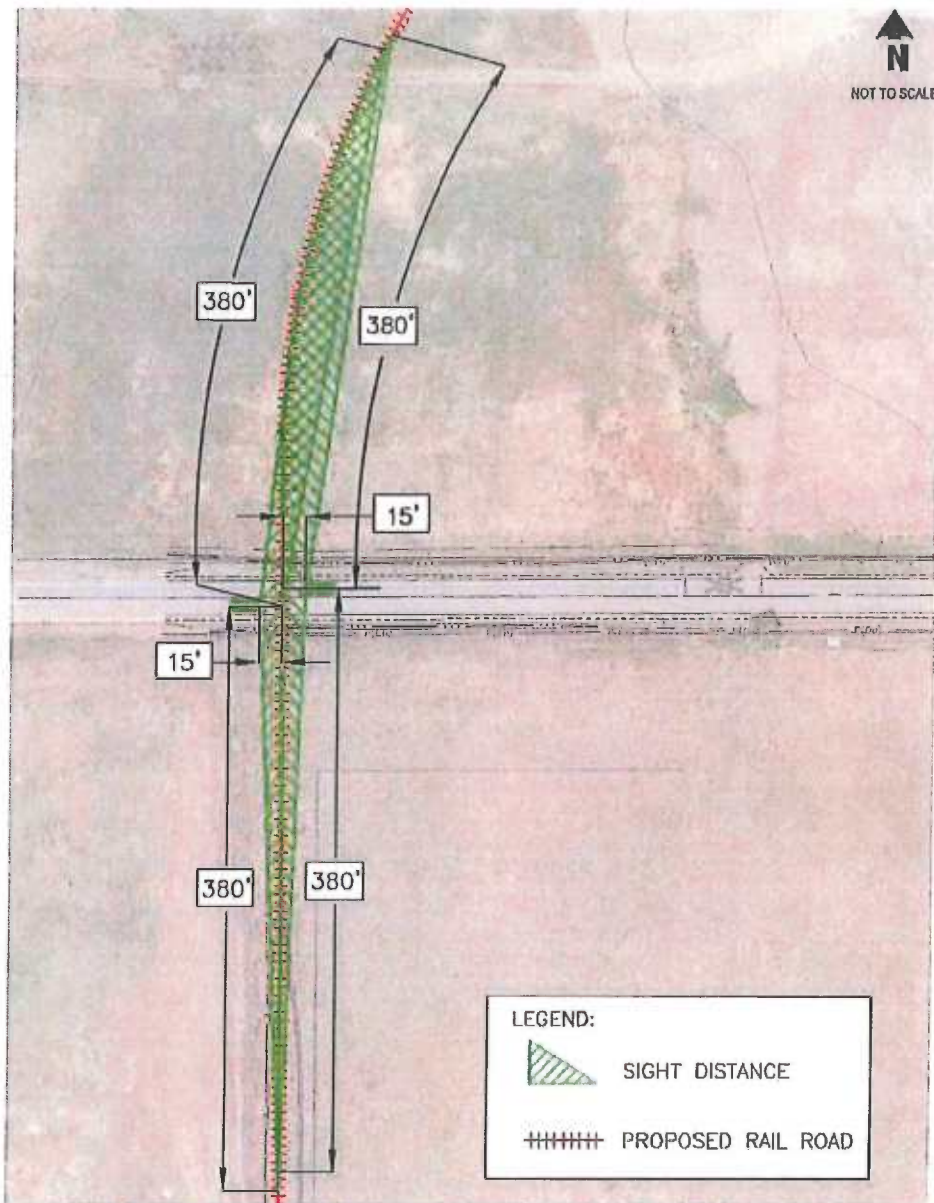


Figure 3 – Clearance Sight Distance at Proposed Galvin Road Railroad Crossing

Currently the project site and the properties to the north and west are undeveloped and no obstructions would inhibit the available sight distance for the proposed rail crossing. The sight triangles depicted in Figure 2 and Figure 3 should remain clear of obstructions with design and build out of the Centralia Logistics Center. The proposed railroad crossing meets all of the above sight distance criteria in this location, provided that the sight distance triangles remain free of obstructions. This indicates that supplemental traffic control devices beyond the minimum passive traffic control applications should not be necessary when considering basic geometric track and Centralia Logistics Center site design.

Prior collision history

Collision data near the proposed crossing was reviewed for the five most-recent calendar years (2009 to 2013). Over this period and within the vicinity of the proposed crossing, the highest collision rates occurred at the Harrison Avenue/Galvin Road intersection approximately one mile east of the proposed crossing location, with an average of 1.2 collisions per year and along Galvin Road between Harrison Avenue and Eshom Road with an average of 0.8 collisions per year. Galvin Road between River Heights Road and Eshom Road experienced 2 collisions over the five-year period.

Step 2 – Evaluate highway traffic flow characteristics

As previously described, with Centralia Logistics Center site design and track design consistent with the identified corner sight distance requirements, drivers on Galvin Road would be able to safely observe and stop for any trains travelling along the proposed track. Based on the anticipated 4 trains per week (8 train crossings per week) it is unlikely that train crossings would result in a significant number of drivers on Galvin Road slowing or stopping for crossing trains over the course of a typical week. Additionally, since trains serving the Centralia Logistics Center site would consist of two cars, any slowing or delay to vehicles would likely be minimal and would not interfere with operations at the intersections or driveways nearest the proposed crossing.

Other Handbook Evaluation Steps

The remaining sections of *Railroad-Highway Grade Crossing Handbook's* Traffic Control Device Selection Procedure correspond to existing rail crossings and therefore do not apply to the proposed railroad-highway crossing.

Conclusion

The preceding sections of this letter identify the traffic control features and design requirements necessary to ensure compliance with the Federal Highway Administration's *Railroad-Highway Grade Crossing Handbook*. Should you have any questions or guidance regarding further railroad-highway grade crossing requirements, please do not hesitate to contact me.

Sincerely,
Transpo Group



Kevin L. Jones, P.E., PTOE
Associate Director



UNION PACIFIC RAILROAD COMPANY
CONTRACTS & REAL ESTATE DEPARTMENT

B. W. ZANDBERGEN
ASSISTANT VICE PRESIDENT

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J. A. ANTHONY
DIRECTOR-CONTRACTS
D. D. BROWN
DIRECTOR-REAL ESTATE SALES
D. H. LIGHTWINE
DIRECTOR-FIELD OPERATIONS
R. F. NIEHAUS
DIRECTOR-SPECIAL PROJECTS
W. F. SOMERVELL
DIRECTOR-JOINT FACILITIES

May 13, 1991

367-77

U.S. CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Ms. Wendy Paulin
Administrator
Port of Centralia
P.O. Box 1096
Centralia, Washington 98531

Dear Ms. Paulin:

In accord with our understanding, enclosed herewith is the fully executed Original Counterpart of Quitclaim Deed 367-77, dated May 10, 1991, between Union Pacific Railroad Company (Grantor) and the Port of Centralia (Grantee). This document conveys approximately 12.24 acres of right of way and trackage thereon.

As information, your copy of the completed Industry Track Agreement will also be returned to you in the near future.

Best regards.

Very truly yours,

A handwritten signature in cursive script, appearing to read "A. O. Meyer".

A. O. MEYER
Manager - Real Estate Sales

9106802

367-77

QUITCLAIM DEED

UNION PACIFIC RAILROAD COMPANY, a Utah corporation (which through merger with the Oregon-Washington Railroad & Navigation Company became successor in interest to the real property described herein), Grantor, in consideration of the sum of Ten Dollars (\$10.00), and other valuable consideration to it duly paid, the receipt whereof is hereby acknowledged, does hereby REMISE, RELEASE and forever QUITCLAIM unto THE PORT OF CENTRALIA, a Washington corporation, whose address is P.O. Box 1096, Centralia, Washington 98531, Grantee, and unto its successors and assigns forever, all of Grantor's right, title, interest, estate, claim and demand, both at law and in equity, of, in, and to the real estate consisting of 12.24 acres more or less, situated in Sections 35 and 36, Township 15 North, Range 13 West of the Willamette Meridian in Lewis County, State of Washington, as more particularly described in Exhibit A, hereto attached and hereby made a part hereof.

11.00

This deed is made SUBJECT to the following:

- (a) That certain Mineral Deed dated as of April 1, 1971, from Union Pacific Railroad Company to Union Pacific Land Resources Corporation wherein Union Pacific Railroad Company conveyed all its right, title and interest in and to all minerals and mineral rights of every kind and character now known to exist or hereafter discovered in and underlying the land described in Exhibit A hereto attached, including, without limiting the generality of the foregoing, oil and gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of, said minerals by any means or methods suitable to Union Pacific Land Resources Corporation, its successors and assigns, but without entering upon or using the surface of said land, and in such manner as not to damage the surface of said land or to interfere with the use thereof by Union Pacific Railroad Company, its successors and assigns.
- (b) All taxes and all assessments levied upon or assessed against the premises described in Exhibit A for any period of time prior to and including the date of this deed shall be payable by the Grantor; all taxes and all assessments levied upon or assessed against the premises described in

11136 7-29
 NUMBER NO REAL ESTATE
 REC'D

Exhibit A for any period of time after the date of this deed shall be payable by the Grantee; and the Grantee assumes and agrees to pay, or to reimburse the Grantor for, if paid by it, all such taxes and assessments for the period of time after the date of this deed.

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging; TO HAVE AND TO HOLD, subject to the aforesaid provisions, the property described in Exhibit A unto the said Grantee and unto its successors and assigns.

IN WITNESS WHEREOF, the Grantor has caused this deed to be duly executed as of the 10th day of May, 1991.

Attest:

UNION PACIFIC RAILROAD COMPANY,



[Signature]
Assistant Secretary

By [Signature]
Executive Assistant to
Executive Vice President-Operation

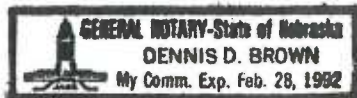
ACKNOWLEDGEMENT

STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

The foregoing instrument was acknowledged on this 10th day of May, 1991, before me, a Notary Public duly commissioned, qualified and acting, within and for the said County and State, by R. B. Schoultz and CW Saylor, to me personally known, who stated that they were the Executive Assistant to Executive Vice President-Operation and Assistant Secretary, respectively, of Union Pacific Railroad Company, a Utah corporation, and were duly authorized in their respective capacities to execute the foregoing instrument for and in the name and behalf of said corporation, and further stated and acknowledged that they had so signed, executed and delivered said foregoing instrument for the consideration, uses and purposes therein mentioned and set forth.

Dennis D. Brown
Notary Public

My commission expires:



UNION PACIFIC RAILROAD COMPANY
Centralia, Lewis County, Washington

EXHIBIT "A"
To
Quitclaim Deed
Between

Union Pacific Railroad Company - (Grantor)
The Port of Centralia - (Grantee)

A strip or strips of land 100.0 feet wide situate in Lot 5 of Section 35 and in the S $\frac{1}{2}$ S $\frac{1}{2}$ of Section 36, Township 15 North, Range 3 West of the Willamette Meridian in Lewis County, Washington, being all that property or portions of property heretofore acquired by the Gray's Harbor and Puget Sound Railway Company (predecessor of the Union Pacific Railroad Company) by the following documents:

GRANTOR	DATED	RECORDED	BOOK	PAGE
William Wheldon	12-28-08	12-30-08	99	335
State of Washington	7-07-09	7-24-09	83	566
F. E. Marley	9-07-09	10-11-09	104	284
Frank Nero	4-04-10	4-29-10	108	3
F. D. Lepper	8-31-09	12-15-09	107	397
Kate Boyer	8-12-09	8-18-09	101	74
James M. Wallace	8-31-09	9-08-09	101	160
C. A. Ives	8-26-09	9-31-09	101	126

lying between lines parallel and/or concentric with and 50.0 feet distant northerly and 50.0 feet distant southerly, measured at right angles and/or radially, from the hereinafter described centerline of the abandoned main track of the Grays Harbor Branch of the Union Pacific Railroad Company, as originally constructed and operated, and extending westerly from a straight line drawn at right angles to said centerline at a point thereon that is 363.8 feet west, measured along said centerline, from the east line of said Section 36 to another straight line drawn radially to said centerline at a point thereon that is 376.3 feet west, measured along said centerline, from the east line of said Section 35.

Containing an aggregate area of 523,780 square feet or 12.02 acres, more or less.

ALSO, all right title and interest, if any, in and to two strips of land 100.0 feet wide situate in the S $\frac{1}{2}$ S $\frac{1}{2}$ of Section 36, Township 15 North, Range 3 West of the Willamette Meridian in Lewis County, Washington, lying between lines parallel with and 50.0 feet distant northerly and 50.0 feet distant southerly,

measured at right angles, from the hereinafter described centerline of the abandoned main track of the Grays Harbor Branch of the Union Pacific Railroad Company, as originally constructed and operated, as said strips affect the crossing of Washington Street (now closed) and Sandra Avenue by said abandoned main track.

Containing an aggregate area of 9,500 square feet or 0.218 of an acre, more or less.

Said centerline of abandoned main track, hereinabove referred to, is described as followed:

BEGINNING at a point in the east line of said Section 36 that is 204.5 feet north of the southeast corner thereof;

thence northwesterly along a straight line which forms an angle of $84^{\circ}17'$ from north to northwest with said east line, a distance of 5320.3 feet, to a point in the east line of said Section 35;

thence northwesterly along a straight line which forms an angle of $85^{\circ}33'$ from north to northwest with said east line, a distance of 72.53 feet, to the beginning of a spiral curve to the right having a central angle of $0^{\circ}54'$;

thence northwesterly along said spiral curve, a distance of 60.0 feet, to the beginning of a compound curve to the right having a radius of 1910.08 feet;

thence northwesterly along said compound curve, through a central angle of $30^{\circ}40'30''$, a distance of 1022.56 feet, to a point beyond the westerly limit of the strip of land hereinabove described and THE END of said centerline hereby described.

Office of Contracts and Real Estate
Omaha, Nebraska
April 22, 1991

WB:JLN/367-77

RECORDED AT REQUEST OF:

Wendy Paulin
118 W Maple
P.O. Box 1096

91 JUL -2 PM 2:32

GARY E. ZANDELL, AUDITOR
LEWIS COUNTY, WA.

BY

U. Nellie

Centralia, wa
98531

**LEWIS COUNTY
TITLE COMPANY**

P.O. BOX 1165
327 N.W. PARK STREET
CHEHALIS, WA 98532

TELEPHONE (206) 748-8641

EXHIBIT "A"

LEGAL DESCRIPTION:

That portion of the South half of the South half of Section 36, Township 15 North, Range 3 West, W.M., and Government Lot 5 of Section 35, Township 13 North, Range 3 West, W.M., lying within a 100 foot strip the centerline of which is described as follows: BEGINNING at a point on the East line of said Section 36 that is 204.5 feet North of the Southeast corner thereof; thence North 80°28' West a distance of 5326.3 feet to a point on the West line of said Section 36 that is 793 feet North of the Southwest corner thereof; thence North 80°28' West a distance of 100 feet to the beginning of a 3° curve to the right; thence along said curve a distance of 1081.7 feet; thence North 48°01' West a distance of 140 feet to a point on the North line of Government Lot 5 of said Section 35 which is 1180 feet West of the Northeast corner of said Government Lot 5, and the terminus of said centerline. EXCEPT the east 363.8 feet, as measured along said centerline. EXCEPT ALSO that portion lying Westerly of the East 376.3 feet of Government Lot 5 of said Section 35, as measured along said centerline.
EXCEPT ALSO Sandra Avenue.

Lewis County, Washington

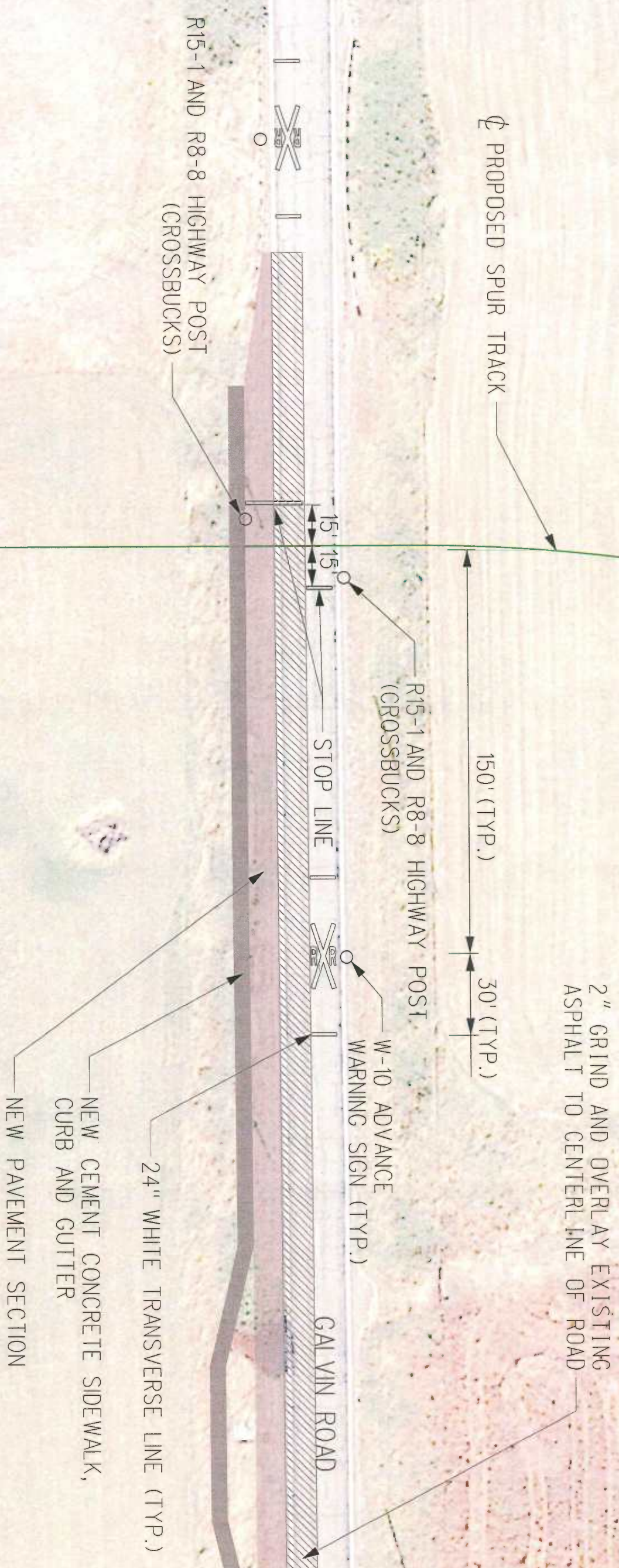
EXHIBIT "B"

ADDITIONAL EXCEPTIONS:

1. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
DISCLOSED BY: Instrument recorded December 30, 1908 under Auditor's
File No. 47840
PURPOSE: Undergrade crossing for handling of hay or any other
ordinary farm produce
AFFECTS: Undisclosed location in that portion lying in
Section 5
2. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
DISCLOSED BY: Instrument recorded April 9, 1910 under Auditor's
File No. 54856
PURPOSE: Right of way
AFFECTS: A 12 foot strip in that portion lying in the East
355 feet of the S.S. Ford Donation Claim
3. Reservation contained in deed from the State of Washington recorded under Recording
No. 68581, reserving to the grantor all oil, gases, coal, ores, mineral, fossils,
etc., and the right of entry for opening, developing and working the same, and
providing that such rights shall not be exercised until provision has been made for
full payment of all damages sustained by reason of such entry.
(Affects Lot 27 of State Subdivision and other property)
4. Reservation contained in deed from the State of Washington recorded under Recording
No. 121157, reserving to the grantor all oil, gases, coal, ores, minerals, fossils,
etc., and the right of entry for opening, developing and working the same, and
providing that such rights shall not be exercised until provision has been made
for full payment of all damages sustained by reason of such entry.
(Affects Lot 14 of State Subdivision)
5. Rights of the public in and to that portion of the above described property lying
within Gallagher Road.
6. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
DISCLOSED BY: Assessor's map and various instruments of record
PURPOSE: transmission lines
AFFECTS: Portion lying in S.S. Ford Donation Claim



1



PROPOSED GALVIN ROAD
GRADE CROSSING EXHIBIT

12/31/2014
SCALE: 1" = 40'

TRACK B PC STA 1+33.69

PROPOSED NO 9 HT LHTO SMSG
TRACK A STA 20+65.87
TRACK B STA 0+00

15'

20+00

15' WIDE GRAVEL ACCESS
AND MAINTENANCE ROAD

DPSS DERAIL
TRACK A STA 16+15.87

15+00

EXISTING POWER POLE
PROPERTY CORNER

☉ GALVIN ROAD PUBLIC XING
TRACK A STA 12+33.06
CROWN ELEV = 159.81
TOP OF RAIL ELEV = 161.00

60'

OWNERSHIP CHANGE
ROW @ GALVIN ROAD
TRACK A STA 11+98.06

GALVIN ROAD

28.2'

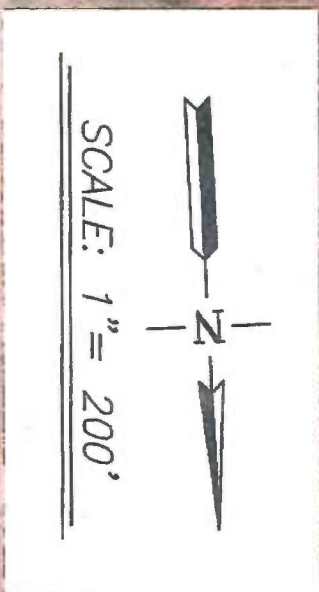
TRACK A PT STA 11+93.33

PROPOSED ROAD CROSSING SHALL USE CONCRETE
PANELS PER G&W RAILROAD STANDARDS. TYPE OF
PROTECTION SHALL BE APPROVED BY THE UTC.
APPLICATION SHALL BE SUBMITTED AFTER 10%
PLAN HAS BEEN APPROVED BY THE RAILROAD.

PROPOSED ROAD
CROSSING WILL BE
UNDER 100 YR
FLOOD ELEVATION

10+00

9.5° CURVE



TRACK A PC STA 2+48.68

STEEL BUMPING POST
END PSAP MAIN STA 160+78.95
PSAP MP 4.12

13' CLEAR POINT
PSAP MAIN STA 160+58.38
TRACK A STA 1+47.51

PROPOSED HT NO 9 LHTO RBM
PSAP MAIN STA 159+11.57
PSAP MP 4.08
TRACK A STA 0+00

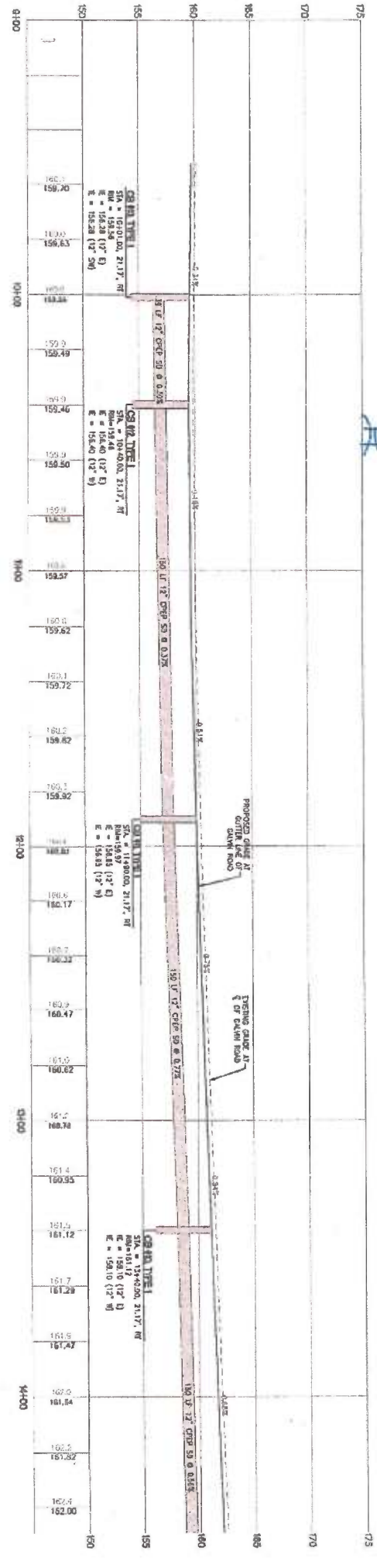
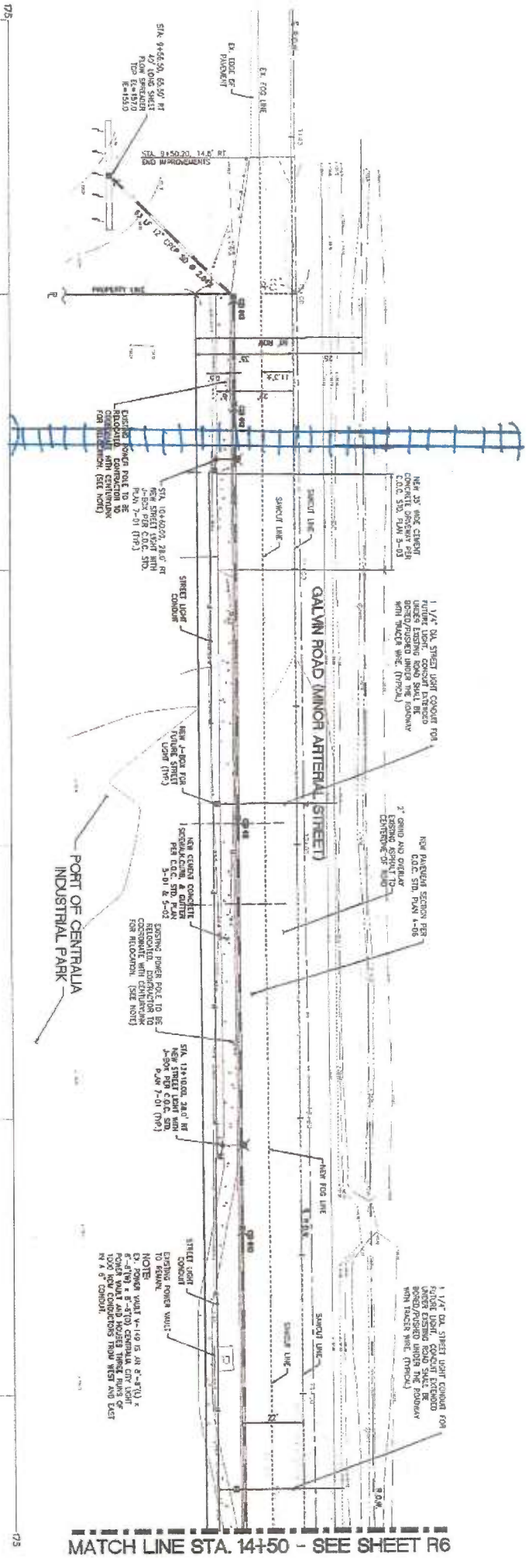
5+00

TRACK A

160+00



GALVIN ROAD - ROAD IMPROVEMENT PLAN
 FOR
PORT OF CENTRALIA INDUSTRIAL PARK
 PORTION OF THE NORTH HALF OF SECTION 1, TOWNSHIP 14 NORTH, RANGE 3 WEST, W.M.
 LEWIS COUNTY, WASHINGTON



NOTE
 CONDUIT EXTENDED TO THE LIGHT FOR FUTURE STREET LIGHTS SHALL BE PROTECTED UNDER THE ROADWAY. PROVIDE PROTECTIVE TUBING TO BE INSTALLED UNDER THE ROADWAY. ALL CONDUIT SHALL BE 1/2\"/>

CONDUIT ABOVE GROUND UTILITY RELOCATION NOTE:
 EXISTING CENTRALIA OVERHEAD LINES SHALL BE UNDERGROUND. OWNER'S CONTRACTOR TO INSTALL ONE 4\"/>

MATCH LINE STA. 14+50 - SEE SHEET R6

No.	Date	By	Check	Appr.	Revision
2	10/27/14	MOY	AS	UMS	REVISED PER COUNTY REVIEW
1	6/11/14	MOY	AS	UMS	REVISED PER COUNTY REVIEW

Job Number
16787



18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-6222
 (425)251-8782 FAX
 CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

Designed: AS
 Drawn: SM
 Checked: AS
 Approved: AS
 Date: 7/23/20



For:
BENAROYA, LLC
 3600 136TH PLACE S.E., SUITE #250
 BELLEVUE, WA 98006

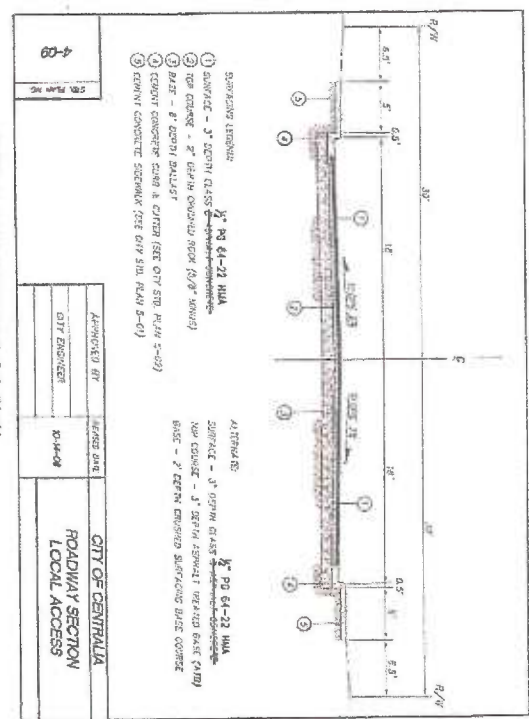
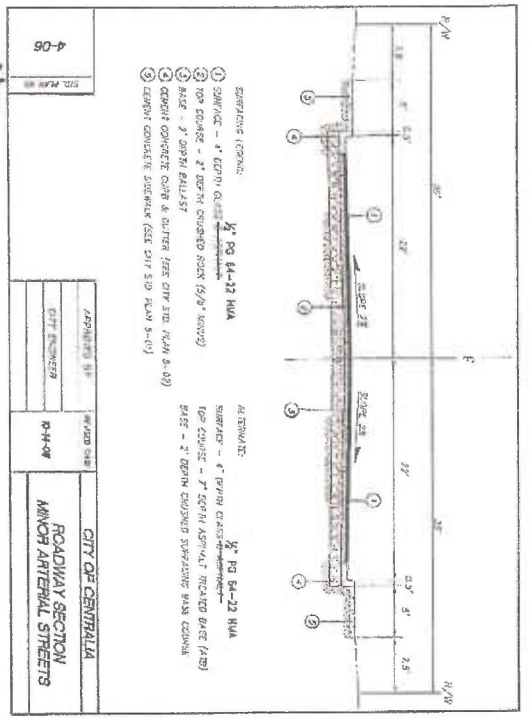
Title:
GALVIN ROAD ROAD IMPROVEMENT PLAN
PORT OF CENTRALIA INDUSTRIAL PARK

CONSTRUCTION NOTES AND DETAILS

FOR

PORT OF CENTRALIA INDUSTRIAL PARK

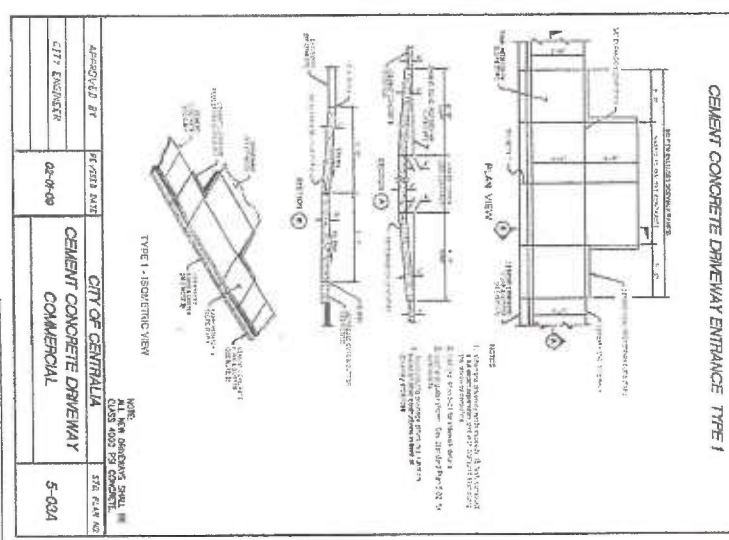
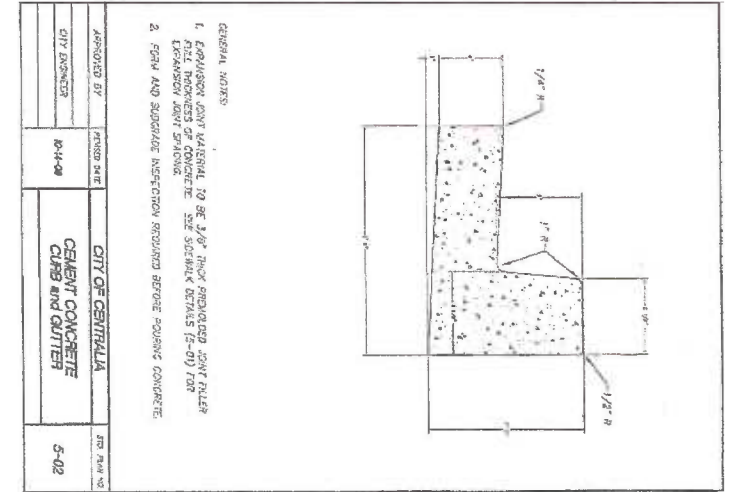
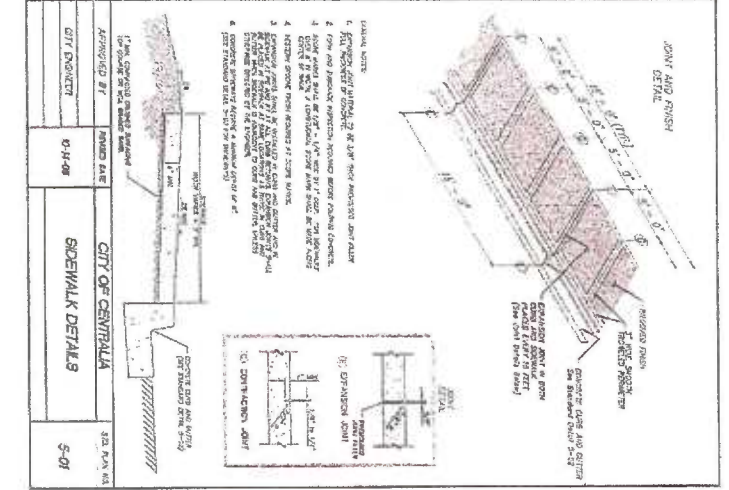
PORTION OF THE NORTH HALF OF SECTION 1, TOWNSHIP 14 NORTH, RANGE 3 WEST, WM.
LEWIS COUNTY, WASHINGTON



STREET CONSTRUCTION GENERAL NOTES

1. All work shall be in accordance with the City of Centralia Specifications for Road, Drive and Municipal Construction.
2. The contractor shall be responsible for all utility relocation and shall be responsible for the design and construction of all utility relocation work.
3. All street work, including gutter, curb and sidewalk, shall be constructed in accordance with the City of Centralia Specifications for Road, Drive and Municipal Construction.
4. Where new curbs and sidewalks are required, they shall be constructed in accordance with the City of Centralia Specifications for Road, Drive and Municipal Construction.
5. Construction requirements of street, roadway, driveway and pavement shall be in accordance with the current edition of the M.S.D.C.T. Standard Specifications.
6. Final hour marks shall be required for street work.
7. Testing and sampling procedures shall be as described in the Centralia Design and Development Guidelines.
8. The City Engineer or his representative shall inspect all street work and shall be responsible for the construction of all street work.
9. The contractor shall obtain a right-of-way permit from the Engineering Department prior to doing any construction in the right-of-way.
10. All temporary signs shall be required by the City Engineer to ensure a smooth driving surface.
11. All streets shall be permanently paved within 2 weeks of first opening the trench.

APPROVED BY: [Signature] DATE: 8-14-09
CITY ENGINEER: [Signature] DATE: 8-14-09
CITY OF CENTRALIA
STREET CONSTRUCTION
GENERAL NOTES



NO.	DATE	BY	CHK.	APP.	REVISION
2	8/27/14	MB	AS	DWB	REVISED PER COUNTY REVIEW
1	8/11/14	MB	AS	DWB	REVISED PER COUNTY REVIEW

Title: CONSTRUCTION NOTES AND DETAILS

PORT OF CENTRALIA INDUSTRIAL PARK

Approved by the City of Centralia

City Engineer: [Signature] DATE: 8-14-09

Approval expires one year from above date



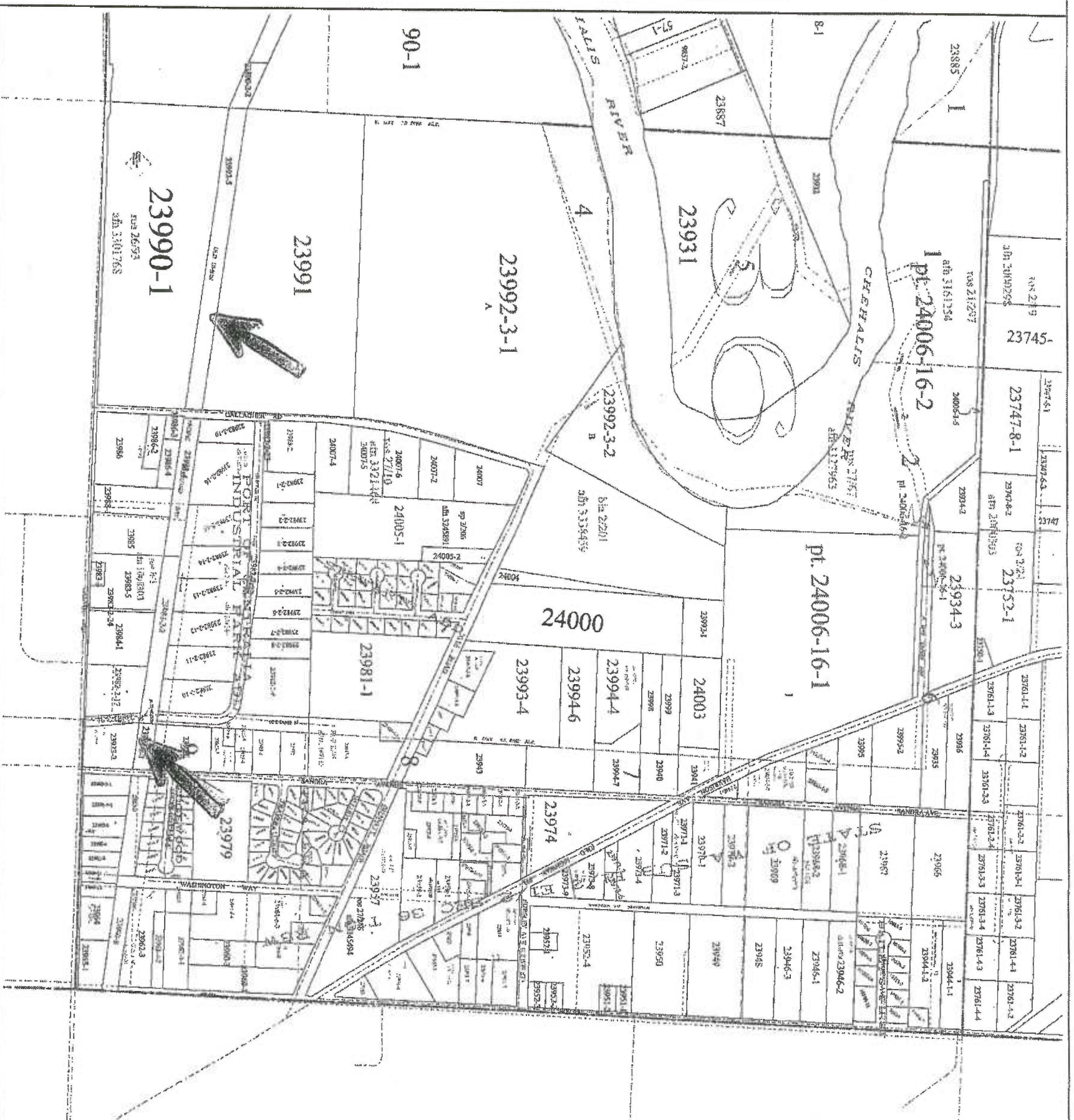
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-6782 FAX

CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES

Designed: AS
Drawn: MB
Checked: AS
Approved: AS
Date: 7/13/09

Scale: Horizontal
Vertical: 1/4" = 1'-0"

For: BENAROYA, LLC
3600 136TH PLACE S.E., SUITE #250
BELLEVUE, WA 98006



SCALE: 1 in = 400 ft

LEWIS COUNTY ASSESSOR'S MAPPING

Date: 11/22-2013

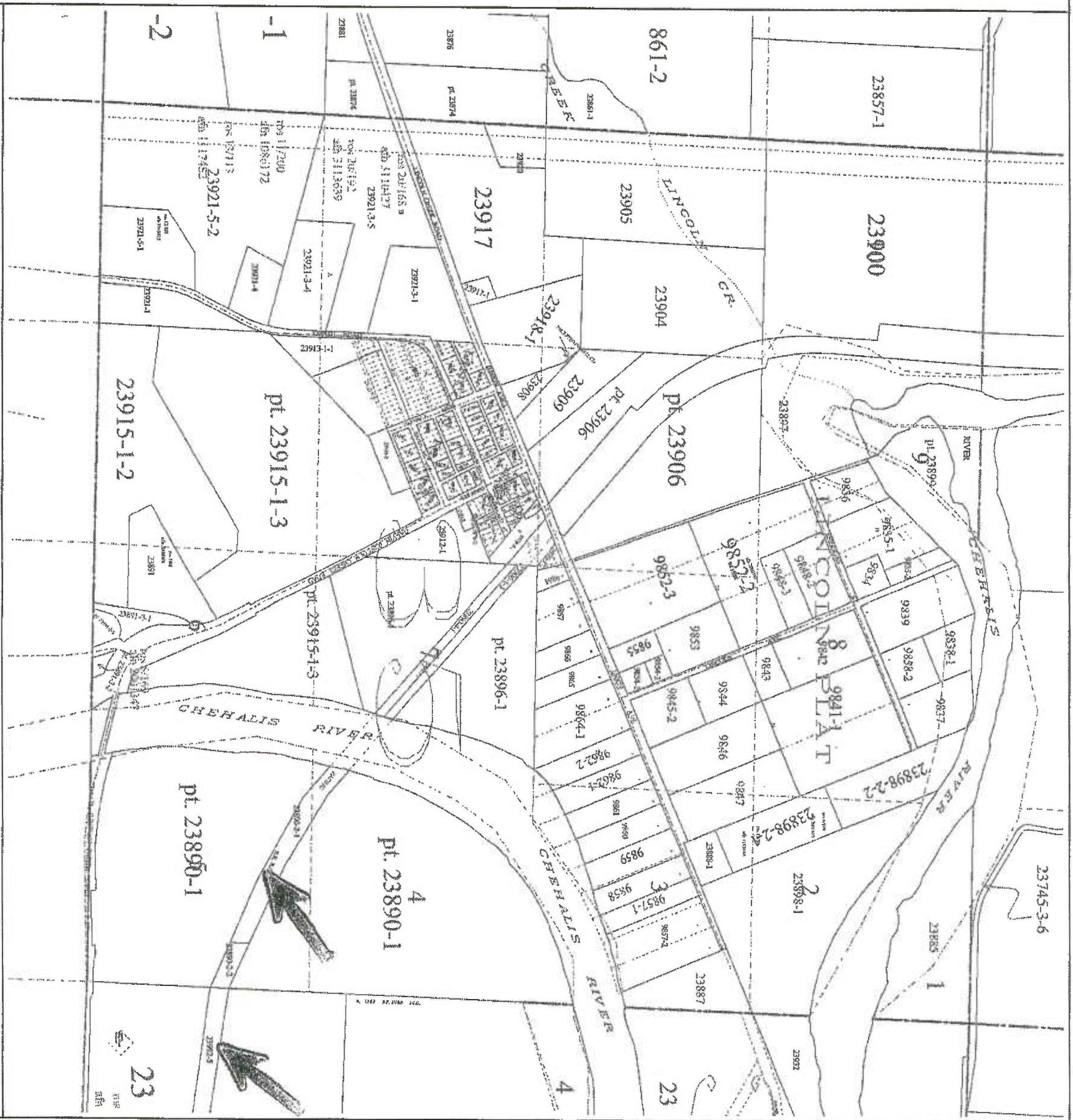
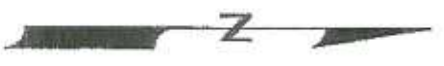
Section 36

Township 15 N Range 03 W

Map by: 11/22/2013



Map for Locating Property Only
Measurements Not Guaranteed
Scale May Change When Printed
Road centerline from mobile GPS, Lewis Co.
PLSS lines modified from VA Dept. Nat. Resources
Yard lines digitized from LC Assessor Maps
& adjusted to the GPS roads & PLSS lines.



SCALE: 1 in = 400 ft

Date: JUN-23-2012



LEWIS COUNTY ASSESSOR'S MAPPING

Section 35

Township 15 N Range 03 W



Map for Locating Property Only
Measurements Not Guaranteed
Scale May Change When Printed
Road centerline from mobile GPS, Lewis Co.
PLSS lines modified from WA Dept. Nat. Res.
Parcel lines digitized from LC Assessor Maps
& adjusted to the GPS roads & PLSS lines.