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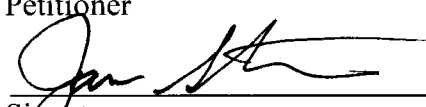
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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

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

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PETITION MANAGEMENT
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STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION
COMMISSION

Section 1 – Petitioner’s Information

<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

Puget Sound and Pacific Railroad Company

Respondent

1710 Midway Ct

Street Address

Centralia, WA 98531

City, State and Zip Code

Mailing Address, if different than the street address

Jim Soulia

Contact Person Name

(360) 807-4325, ext 3 jim.soulia@railamerica.com

Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Reynolds Road

2. Existing railroad Puget Sound and Pacific Railroad

3. USDOT Crossing No. 092554F

4. Located in the SW 1/4 of the SW 1/4 of Sec. 31 , Twp.14 , Range 2W W.M.

5. GPS location, if known _____

6. Railroad mile post (nearest tenth) 2.14

7. City Centralia

County Lewis

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 Reynolds Avenue Grade Crossing is located beneath Interstate 5 bridges which the Washington State Department of Transportation is currently reconstructing. Until recently, the crossing included 2 tracks across Reynolds Avenue. As part of the initial I-5 project phase, one of the tracks (the westernmost track) was removed to accommodate an I-5 bridge pier. The signal for the eastbound approach to the crossing will therefore be relocated relative to the remaining track.

In addition to the signal relocation described above, petitioner 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.

Shoulder-mounted signals and gates will provide adequate warning, given the single lane roadway approaches, reduction from double to single track, and better approach visibility due to reconfiguration of the I-5 bridge piers resulting from WSDOT’s I-5 reconstruction.

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

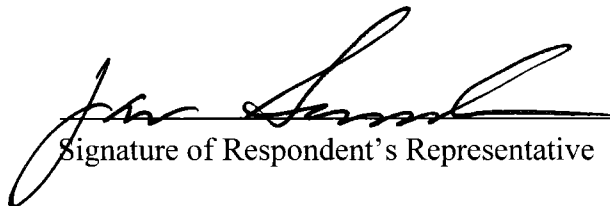
We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning signals should be installed and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of

Nov 5, 20 12.

Puget Sound and Pacific Railroad - Jim Soulia

Printed name of Respondent



Signature of Respondent's Representative

Assistant General Manager

Title

904-304-2104 James.Soulia@psrtrains.com

Phone number and e-mail address

Mailing address

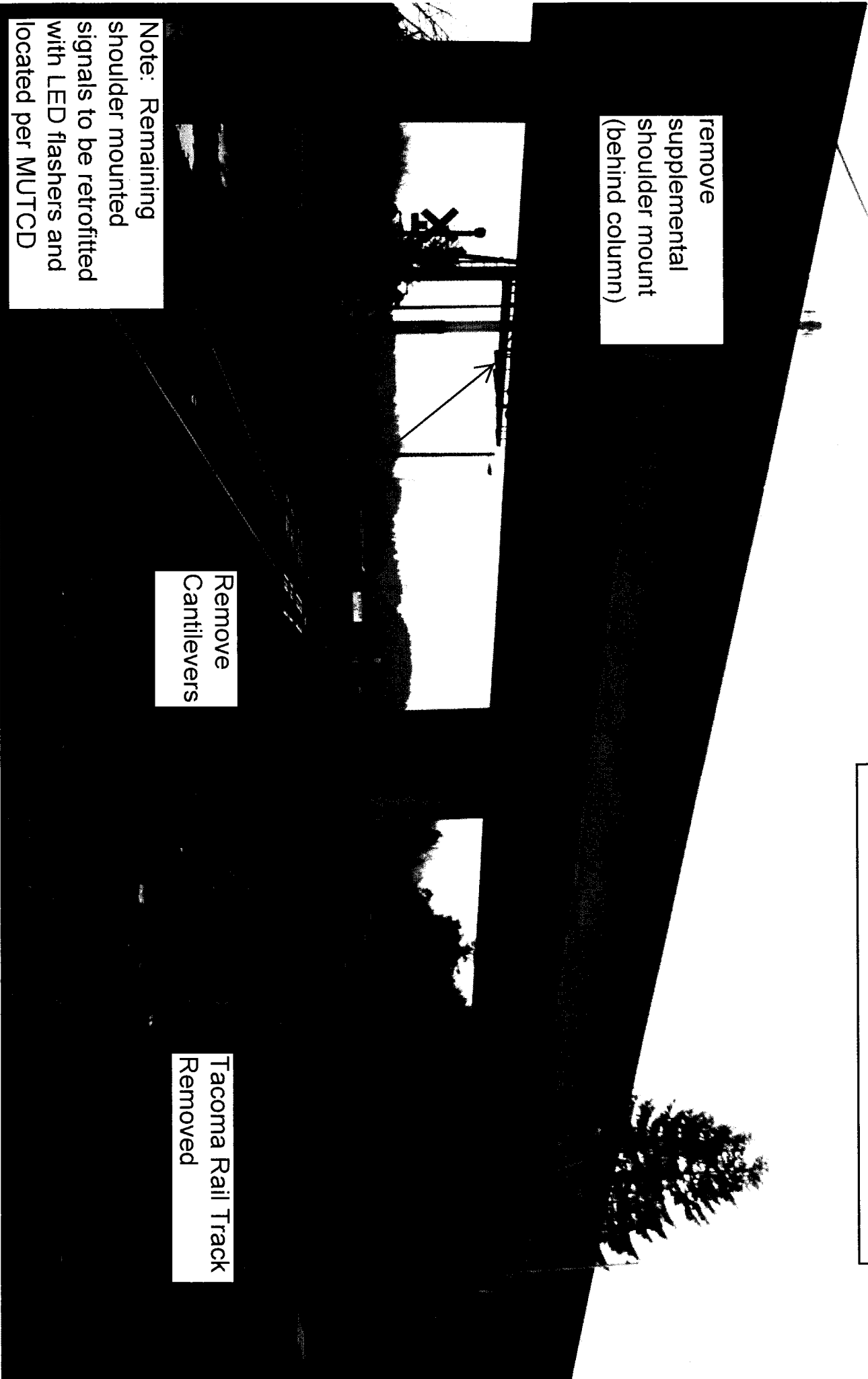
Reynolds Road grade crossing signal
modification proposal
Blakeslee Junction
Centralia, Washington

remove
supplemental
shoulder mount
(behind column)

Remove
Cantilevers

Tacoma Rail Track
Removed

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



BLAKESLEE JCT RAIL X-ING

