

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

PSAP Railroad)	DOCKET NO. TR- 050524
)	PETITION FOR RECONSTRUCTION OF A
)	HIGHWAY-RAIL GRADE CROSSING
Petitioner,)	
)	
vs.)	WUTC CROSSING NO.
)	
City of Hoquiam)	USDOT CROSSING NO. 096717B
Respondent.)	
.....)	

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 UTIL. AND TRANSP.
 COMMISSION

Petition is hereby made to the Washington Utilities and Transportation Commission for an order authorizing the reconstruction of a grade crossing at the crossing identified above and described in this petition:

1. Identifying information for the crossing

- a. Existing roadway: Ontario Street
- b. Existing railway: None, Main line exists 17 feet to south of proposed new sidings
- c. WUTC Crossing Number: Will be assigned when track is in place
- d. USDOT Number: 096717B

2. Character of rail line

- a. Is this a main line, branch line, siding or spur? Main line currently exists, adding two sidings.
- b. Do passenger trains use the crossing? No
- c. Legal maximum speed for passenger and/or freight trains: 10 MPH
- d. Actual or estimated train traffic in 24 hours:
 Freight: 4 Passenger: 0
- e. Note any significant changes to the information in a. through f. expected within ten years: none

3. Character of Roadway

- a. Government agency responsible for maintaining the road: City of Hoquiam
- b. Number of traffic lanes in each direction. 1
- c. Number of traffic lanes in each direction that would exist after the project completion: 1
- d. Posted vehicle speed limit for cars and trucks:25
- e. Estimated vehicle traffic in 24 hours:30
- f. Is the crossing part of a truck route? yes
- g. Is the crossing part of a school bus route? no
- f. Note any significant changes to the information in a. through f. expected within ten years: none

4. Type (e.g. wood plank, concrete, asphalt) and length of the current crossing surface asphalt. 40 feet

5. Project description and justification:

- (a) Proposed changes: Add two sidings north of existing main line in two phases.
- (b) Phase I completed in 2005, Siding 2 emplaced with island and approach circuits to allow trains to run through track. Siding 1 emplaced through roadway only, not connected to other track.
- (c) Phase II completed in 2006, Siding 1 connected and in service with island and approach circuits, becomes run through track. Siding 2 changed to island circuit only, becomes storage track.

- (d) Justification for changes: increased business

6. Existing warning system

- a. Describe existing warning devices at the crossing: Wig-wag signal
- b. Describe the type of existing crossing circuitry, if any: Interlocking Relay with wig-wag

7. How would the project affect warning devices at the crossing?

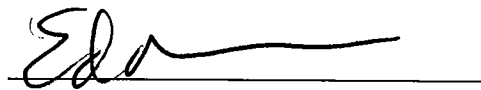
Warning devices will be upgraded to include 2 new tracks, utilizing some existing signal equipment associated with existing track.

8. Drawings. Sketches drawn to scale are attached accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), of the crossing surface and of the railway in the vicinity of the crossing. If highway grades will be changed, sketches drawn to scale accurately displaying the existing and proposed highway profile for 50 feet on each side of the crossing should also be attached.

I certify under penalty of perjury that the foregoing is true and correct.

Dated at Elma, Washington this 14th day of March, 2004.

Petitioner:



By: Ed McCullough

PSAP RR, PO Box L-2, Elma, WA
98541

360-482-4994

(Address)

By: _____
Assistant Attorney General

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived, under the condition that all costs associated with the proposal are paid for by the railroad or any funding assistance secured by them.

Dated at Hoquiam, Washington, on the 1st day of April, 2004⁵.

Respondent
By Jane Murray

INSTRUCTIONS

Petitioner can be the railroad, the road authority or the Washington Utilities and Transportation Commission. If the railroad is the petitioner, the road authority will be the respondent. If the road authority is the petitioner, the railroad will be the respondent.

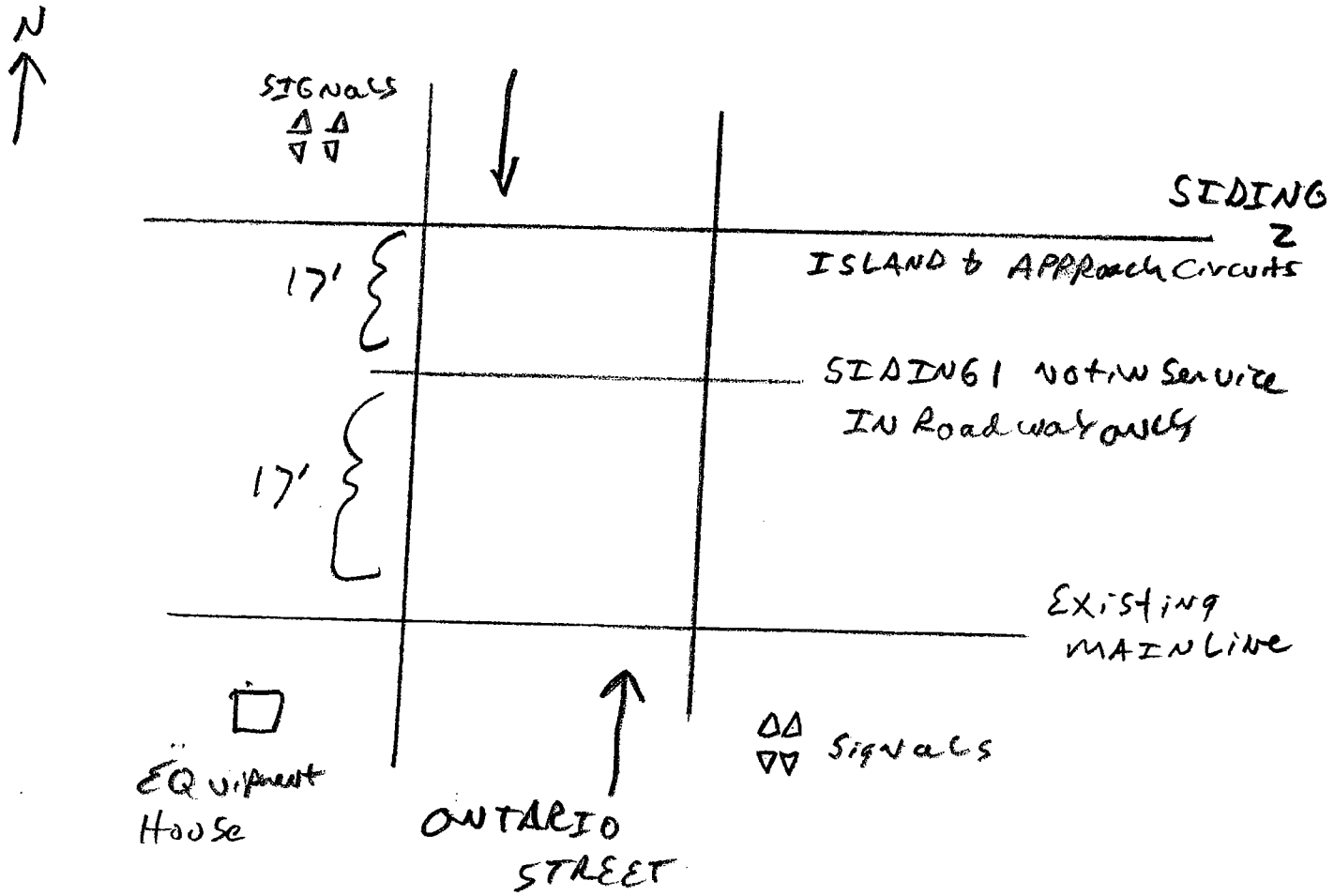
The original and two copies of the petition must be filed with the Washington Utilities and Transportation Commission.

If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

If the waiver of hearing is not executed on the petition filed, a copy of the petition will be served upon the respondent by the Commission for answer within 20 days. Upon receipt of respondent's answer or after the 20 day period has elapsed, the application will be processed. Time for making a decision will depend on whether an answer is filed and the content of the answer.

ONTARIO STREET

Phase I 2005

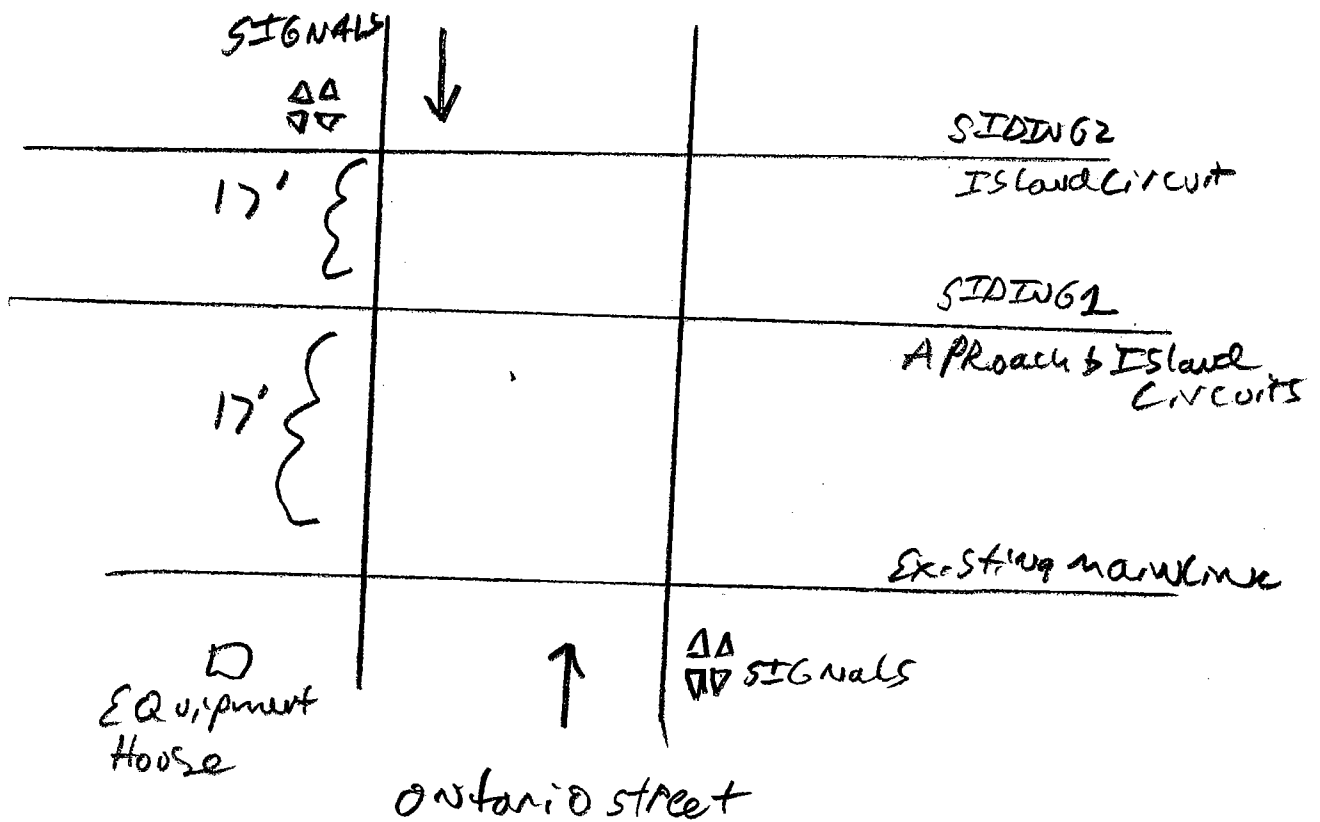


Phase I

- SIDING 2 IN place with ISLAND & APPROACH CIRCUITS
- SIDING 1 IN place NOT IN SERVICE

ONTARIO STREET

Phase II 2006



Phase II

- SIDING 1 In Place with Island & Approach Circuits
- SIDING 2 becomes Storage, Island circuit only