

TR-111261



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION  
\*\*\*REVISED PETITION\*\*\*

<b>Puget Sound and Pacific Railroad</b>	)	DOCKET NO. TR-111261
_____	)	
Petitioner,	)	PETITION TO RECONSTRUCT A
_____	)	HIGHWAY-RAIL GRADE
vs.	)	CROSSING
<b>Grays Harbor County</b>	)	<b>Elma-Gate Road West</b>
_____	)	
Respondent	)	USDOT CROSSING NO.:
.....	)	<b>092595K</b>

STATE OF WASHINGTON  
UTIL. AND TRANSPORTATION  
COMMISSION  
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2011 SEP 22 AM 11:11

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

*Section 1 – Petitioner’s Information*

**Puget Sound and Pacific Railroad**

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Petitioner

*Steve Hefley*

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Signature

**501 North 2<sup>nd</sup> Street**

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Street Address

**Elma, WA 98541**

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City, State and Zip Code

**P.O. Box L-2, Elma, WA 98541**

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Mailing Address, if different than the street address

**Steve Hefley**

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Contact Person Name

**360-482-4994, Steve.Hefley@RailAmerica.com**

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Contact Phone Number and E-mail Address

*Section 2 – Respondent's Information*

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

*Section 3 – Crossing Location*

1. Existing highway/roadway <u>Elma-Gate Road West</u>
2. Existing railroad <u>Puget Sound and Pacific Railroad</u>
3. Location of the crossing planned for reconstruction: Located in the <u>NE</u> 1/4 of the <u>SE</u> 1/4 of <u>Sec. 3</u> , Twp. <u>16N</u> , Range <u>5W</u> W.M.
4. GPS location, if known <u>46° 53' 56", -123° 17' 20"</u>
5. Railroad mile post (nearest tenth) <u>MP 38.5</u>
6. City <u>Porter</u> County <u>Grays Harbor County</u>

*Section 4 – Crossing Information*

1. Railroad company Puget Sound and Pacific Railroad

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

3. Type of tracks at crossing     Main Line (**Existing**)     Siding or Spur (**Proposed**)

4. Number of tracks at crossing **1 (Existing); the proposed modification of the crossing will add a second track at the existing crossing.**

5. Average daily train traffic, freight 2-4 trains per day (existing); 4-6 t.p.d. (proposed)  
Authorized freight train speed 25 mph    Operated freight train speed 25 mph

6. Average daily train traffic, passenger 0  
Authorized passenger train speed 25 mph    Operated passenger train speed 0

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

8. If so, state the distance and direction from the reconstructed crossing.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. Does the petitioner propose to close any existing crossings?  
Yes           No   **X**      (**Not as part of this project**) .

**Section 5 – Temporary Crossing**

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

Approximate date of removal \_\_\_\_\_

**Section 6 – Current Highway Traffic Information**

1. Name of roadway/highway   Elma-Gate Road West  

2. Roadway classification   Local Street  

3. Road authority   Grays Harbor County  

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

5. Number of lanes   2  

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

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

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

9. Is the crossing part of an established school bus route?      Yes \_\_\_\_      No   X    
**School buses approach the crossing from the north, but do not cross. Instead they head back to Highway US12.**

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

11. Describe any changes to the information in 1 through 7, above, expected within ten years:  
**The proposed reconstruction includes:**  
**1) Rebuilding the existing track through the crossing and installing concrete crossing panels.**  
**2) Adding a track 15' east of the existing track. The new track will have concrete panels.**

\_\_\_\_\_

*Section 7 – Alternatives to the Proposal*

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

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

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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 X (trees)      No \_\_\_\_

4. If a barrier exists, describe:

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

**Trees could be trimmed. Trees are on County or WSDOT right-of-way.**

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

Yes \_\_\_\_      No X

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

**The proximity of Highway US12 to the crossing (both longitudinally and laterally) does not allow adequate room for approach grades or embankments.**

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

Yes  No

8. If such a location exists, state:

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

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

Yes  No

10. If a crossing exists, state:

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

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**Section 8 – Sight Distance**

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

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

NW quadrant: 300

NE quadrant: 500

SW quadrant: 300

SE quadrant: 500

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

Yes X No     

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

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

Yes X No     

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

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**Section 9 – Illustration of Proposed Crossing Configuration**

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

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

*Section 10 – Proposed Warning Signals or Devices*

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

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

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

Yes \_\_\_\_\_ No \_\_\_\_\_

*Section 11 – Additional Information*

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

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**By allowing for trains to meet each other, public benefits will accrue to the customers of the Puget Sound and Pacific Railroad within Grays Harbor County, including the Port of Grays Harbor.**

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*Section 12 – Waiver of Hearing by Respondent*

**Waiver of Hearing**

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

USDOT Crossing No.: 092595K

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

Dated at Montesano, Washington, on the 19<sup>th</sup> day of September, 2011.

Terry Willis  
Printed name of Respondent

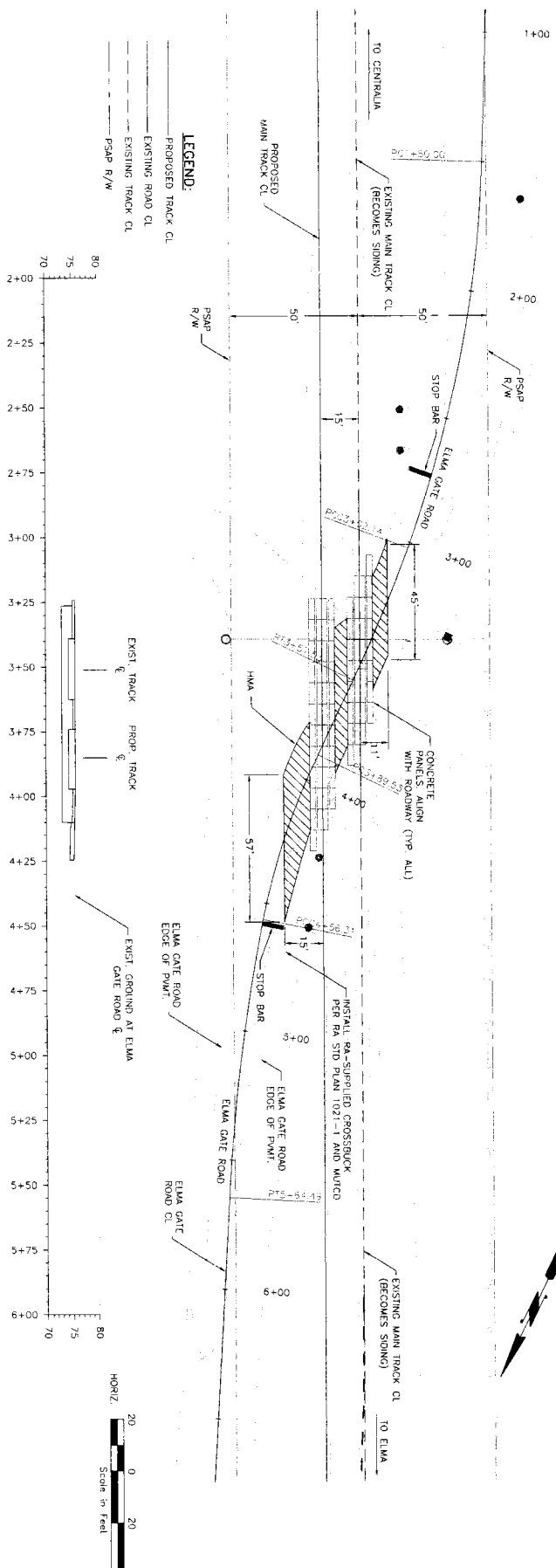
Terry Willis  
Signature of Respondent's Representative


Chair  
Title

360-249-3731 Commish@grays-harbor.wa.us  
Phone number and e-mail address

100 W. Broadway, Suite 1

Montesano, WA 98563  
Mailing address



FILE NAME	I.S.-RDEX1.dwg	
DATE	12:05pm	
DESIGNED BY	berger	
CHECKED BY	MS/AB	
DATE	08/28/11	
PROJECT	16413	
CONTRACT NO.	4454	
REVISION	DATE	BY
		
PROPOSED LINDBERG SIDING - 100% SUBMITTAL ROADWAY EXHIBIT FOR WUTC		
PUGET SOUND AND PACIFIC RAILROAD ELMA SUBDIVISION - MP 36.9 - 38.5 GRAVES HARBOR COUNTY, WASHINGTON		
DATE	12:05pm	
DESIGNED BY	berger	
CHECKED BY	MS/AB	
DATE	08/28/11	
PROJECT	16413	
CONTRACT NO.	4454	
REVISION	DATE	BY

Department of Public Services

Phone: 360-249-4222

Fax: 360-249-3203



100 West Broadway; Suite 31  
Montesano, Washington 98563  
www.co.grays-harbor.wa.us

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SEP 22 2011

WASH. UT. & TP. COMM

September 20, 2011

**GRAYS HARBOR COUNTY**

STATE OF WASHINGTON

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

RE: Elma Gate Road West No. 82630  
Proposed Railroad Crossing WUTC Petition

Dear Kathy,

I am attaching a signed petition for Puget Sound and Pacific Railroad to reconstruct this crossing.

Please contact me at 360-249-4222 if you need any additional information.

Sincerely,

Russell D. Esses, P.E.  
County Road Engineer

RDE/kmg

Enclosure