TR-070025 (P)

SPOKANE COUNTY

DIVISION OF ENGINEERING AND ROADS — A DIVISION OF THE PUBLIC WORKS DEPARTMENT

December 29, 2006

Ms. Kathy Hunter
Washington Utility and Transportation Commission
PO Box 47250
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-7250

Dear Ms. Hunter,

As we discussed in our telephone conversation, I am forwarding to you petitions for four new highway/railroad grade crossings which result from the proposed realignment of the Geiger Spur track south to connect with the PCCR-CW line and abandon the current track crossing Fairchild Air Force Base and connecting to the BNSF. As you will note, three of the four petitions (Hallett Rd, Thorpe Rd, and McFarlane Rd) show Spokane County as both the petitioner and the respondent as owners of both the roadways and the railroad. The fourth petition involving the Geiger Spur is for the SR 902 crossing. I have included an additional copy of the petition for the Commission to serve to WSDOT (respondent) after you have had an opportunity to review it.

During our telephone conversation we also discussed another pending project for Spokane County, Freya Street crossing BNSF Railroad. Although the project does not alter the crossing other than the addition of sidewalks, it does appear that WAC 480-62-150 requires the filing of a petition due to the installation of a highway traffic signal at the adjacent intersection and the subsequent requirement for an intertie with the existing railroad crossing signal. I have enclosed an original and two copies of the petition for this crossing. If you agree that the petition is required, please forward a copy to the respondent railroad company.

Thank you for considering these petitions for new and modified crossings. I or a staff member will be available to assist in your site visit and review of the crossings. Please contact me at 509/477-3600 if you have any questions and to schedule site visits.

Sincerely,

Robert Brueggeman, P.E.
Acting County Engineer

1026 W. Broadway Ave. • Spokane, WA 99260-0170 • (509) 477-3600 FAX: (509) 477-7655 (2nd Floor) 477-7478 (3rd Floor) • TDD: (509) 477-7133

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

Petitioner

Road Name SR 902

vs.

W.U.T.C. Crossing No. New Crossing

Respondent

D.O.T. Crossing No. _____

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

☒ directing the construction of a grade crossing;
(construction-reconstruction-relocation)

☒ directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;

☐ directing _____ of warning devices at an existing crossings;
(replacement-change-upgrade)

☐ allocating funds from the "grade crossing protective fund" for _____ _____of active warning devices; (installation and/or maintenance)

☐ authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

☐ hearing and order ☒ order without hearing

[ ] Yes [☒] No Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

[ ] Yes [ ] No If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Spokane County
Petitioner

Robert Breggeman Acting County Engineer
Print Name Title

1026 W. Broadway
Street Address

Spokane WA 99260-0170
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway SR-902 mile post 9.48

Existing or proposed railway Geiger Spur mile post 0.73

Located in NW 1/4 of the NW 1/4 of Sec. 10 Twp. 24 Range 41 W.M.

WUTC crossing number _____ DOT crossing number _____

Street _____ (if applicable) City _____ (if applicable) County Spokane

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier ☐ Logging or Industrial ☒

(b) Main Line ☐ Branch Line ☐ Siding or Spur ☒

(c) Total number of tracks at crossing one
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:

Passenger _____ MPH Passenger _____ MPH
Freight 20 MPH Freight 25 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains _____ Freight Trains one
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification Minor Arterial

(b) County Highway - Classification _____

(c) City Street - Classification _____

(d) Number of traffic lanes existing in each direction: one
Number of additional traffic lanes proposed: one pull-out lane

(e) Posted vehicle speed limit: Automobiles 55 MPH Trucks 55 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 5,200, including 300 trucks and 4 school bus trips. Projected traffic in 20 years: total 10,000, including 500 trucks and 6 school bus trips.

[4]

(a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

(b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

(a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

The terrain is flat and open, no safer location was identified

(b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

No

[6]

(a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

Construction cost would be prohibitive to provide grade separation for this low train volume crossing

(b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

(c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

N/A

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein. Nearest public right of way is located 1/4 mile north of this crossing but is not constructed or maintained for vehicular travel.

(b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

Not feasible to divert this highway

(c) If so, state approximate cost of highway relocation to effect such changes.

N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings. Yes, crossing at main entrance to Fairchild Air Force Base (FAFB) located six miles north west will be eliminated with the realignment of the Geiger Spur

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

Remove crossing at FAFB entrance

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from west (direction) an unobstructed view to

right when on highway 300 feet from crossing of	1500	feet
right when on highway 200 feet from crossing of	1500	feet
right when on highway 100 feet from crossing of	1000	feet
right when on highway 50 feet from crossing of	900	feet
right when on highway 25 feet from crossing of	900	feet
left when on highway 300 feet from crossing of	5000	feet
left when on highway 200 feet from crossing of	5000	feet
left when on highway 100 feet from crossing of	5000	feet
left when on highway 50 feet from crossing of	5000	feet
left when on highway 25 feet from crossing of	5000	feet

Approaching crossing from east (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of	5000	feet
right when on highway 200 feet from crossing of	5000	feet
right when on highway 100 feet from crossing of	5000	feet
right when on highway 50 feet from crossing of	5000	feet
right when on highway 25 feet from crossing of	5000	feet
left when on highway 300 feet from crossing of	900	feet
left when on highway 200 feet from crossing of	900	feet
left when on highway 100 feet from crossing of	900	feet
left when on highway 50 feet from crossing of	900	feet
left when on highway 25 feet from crossing of	900	feet

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

No

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

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[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.) Cantilever signals and automatic gates

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ 483,500

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . $ 3,000

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?

N/A

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

☒ Yes ☐ No

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

The construction of the realignment of the Geiger Spur railline is necessary to continue service to the existing manufacturers and industries located on the line while accommodating the U.S. Dept. of Defense mandate to remove the railroad from FAFB for homeland security.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of _____

for _____

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

[ ] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[ ] The cost of installation (estimated at $ _____)

[ ] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[ ] as apportioned between the parties.

[ ] to be paid by petitioner.

Other conditions to waiver of hearing:

_____

_____

_____

_____

_____

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

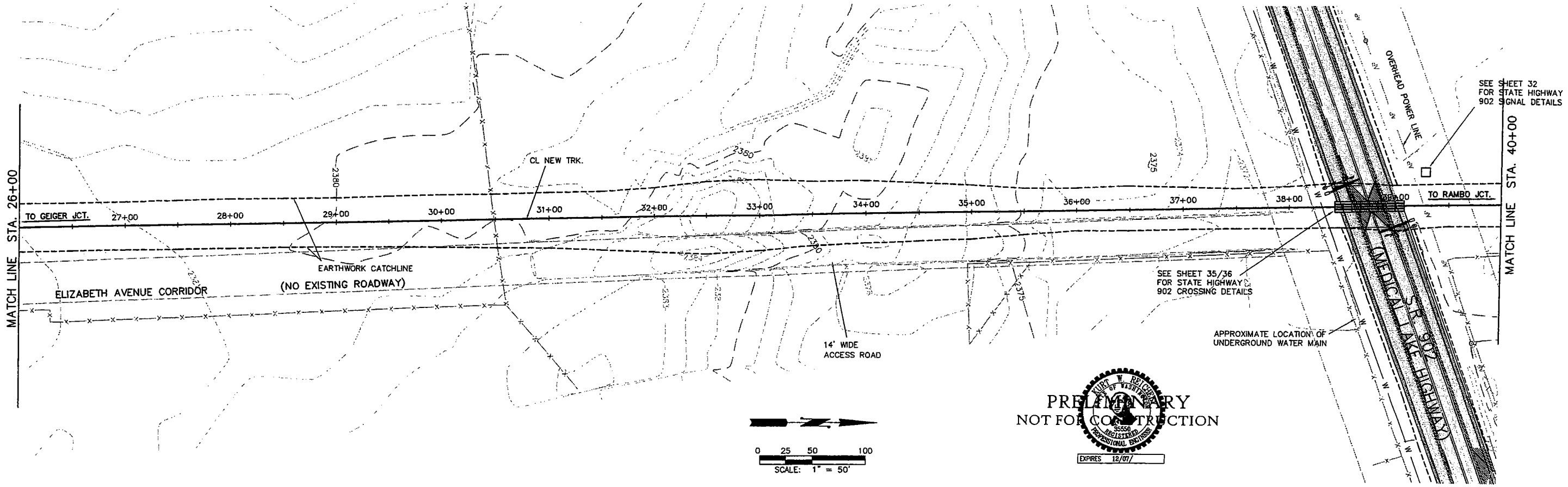
Date at _____, Washington, on this _____ day of _____, 20 _____.

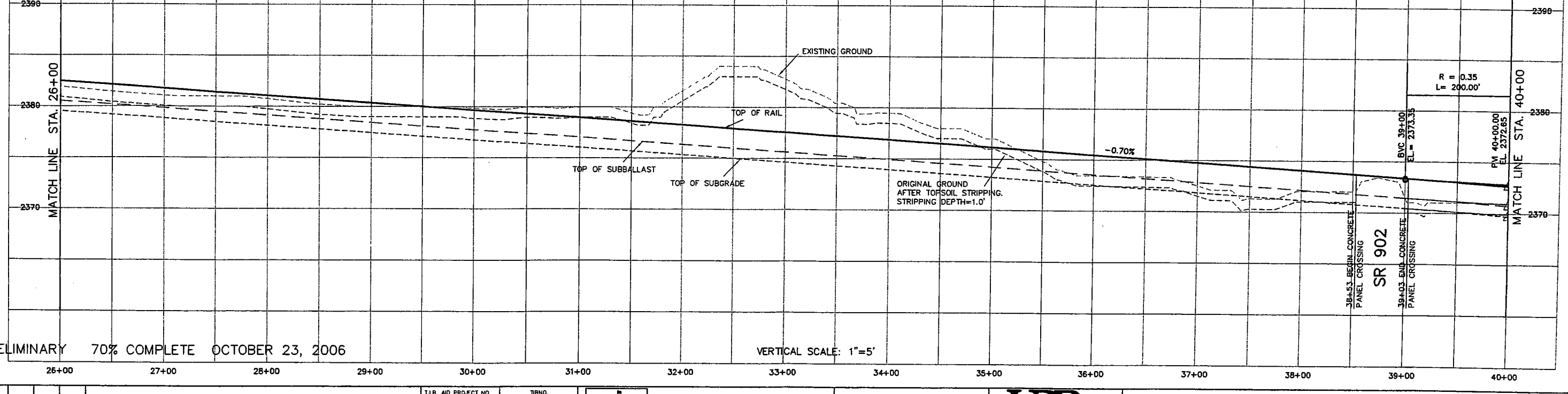
Respondent _____

by _____

Print Name _____

Title _____





PRELIMINARY 70% COMPLETE OCTOBER 23, 2006

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

T.I.B. AID PROJECT NO.		TIBNO.
REGION NO.	STATE	FED. AID PROJECT NO.
10	WASH.	FANUM
DRAWN BY:	RAH	
DESIGNED BY:	RAH/PJW	MO DAY, YYYY
CHECKED BY:	PJW/KWR	MO DAY, YYYY

Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

APPROVED: _____
ENGINEER
ENGINEER
Date: _____

HDR ENGINEERING INC.
E. 1817 SPRINGFIELD
SPOKANE, WA 99202-2913
509-536-8158 (F)509-534-6346

COUNTY RAIL PROJECT
GEIGER SPUR
FROM WHITE ROAD TO McFARLANE ROAD
PLAN/PROFILE STA. 26+00 TO 40+00

SHEET 6 of ___

MATCH LINE STA. 40+00

TO GEIGER JCT.

41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00

TO RAMBO JCT.

MATCH LINE STA. 54+00

CL NEW TRK.

HALLETT ROAD

SEE SHEET 38 FOR HALLETT ROAD DETAILS

PC = 42+43.27

PT = 43+51.46

C-2
D=2°
R=2864.93'
L=208.18'
Tan=104.14'
Δ=4°09'48"

STA. 52+10, 22.9' LT. I.E.=2367.0

STA. 51+91.4, 21.3' RT. I.E.=2367.0

EARTHWORK CATCHLINE

2370

PRELIMINARY
NOT FOR CONSTRUCTION

KURT W. ROLFSEN
STATE OF WASHINGTON
35550
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES 12/07/

0 25 50 100
SCALE: 1" = 50'

2390
2380
2370

MATCH LINE STA. 40+00

R = 0.35
L=200.00'

PVI 40+00.00
EL. 2372.65

EVC 41+00
EL= 2372.65

0.00%

TOP OF SUBBALLAST

TOP OF SUBGRADE

EXISTING GROUND

48+08 BEGIN TIMBER PLANK CROSSING

HALLETT ROAD

48+24 END TIMBER PLANK CROSSING

R = 0.23
100 VC

BVC STA. 48+50
EL= 2372.65

PVI STA = 49+00
PVI ELEV = 2372.65

EVC STA. 49+50
EL= 2372.88

TOP OF RAIL GRADE

0.46%

36"ø CMP
CL STA. 52+00
I.E.=2367.0

ORIGINAL GROUND
AFTER TOPSOIL STRIPPING.
STRIPPING DEPTH=1.0'

MATCH LINE STA. 54+00

PRELIMINARY 70% COMPLETE OCTOBER 23, 2006

VERTICAL SCALE: 1"=5'

40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

T.I.B. AID PROJECT NO.	TIBNO.
REGION NO. 10 / STATE WASH.	FED. AID PROJECT NO. FAMUN
DRAWN BY:	RAH
DESIGNED BY:	RAH/PJW / MO DAY, YYYY
CHECKED BY:	PJW/KWR / MO DAY, YYYY

SPOKANE COUNTY

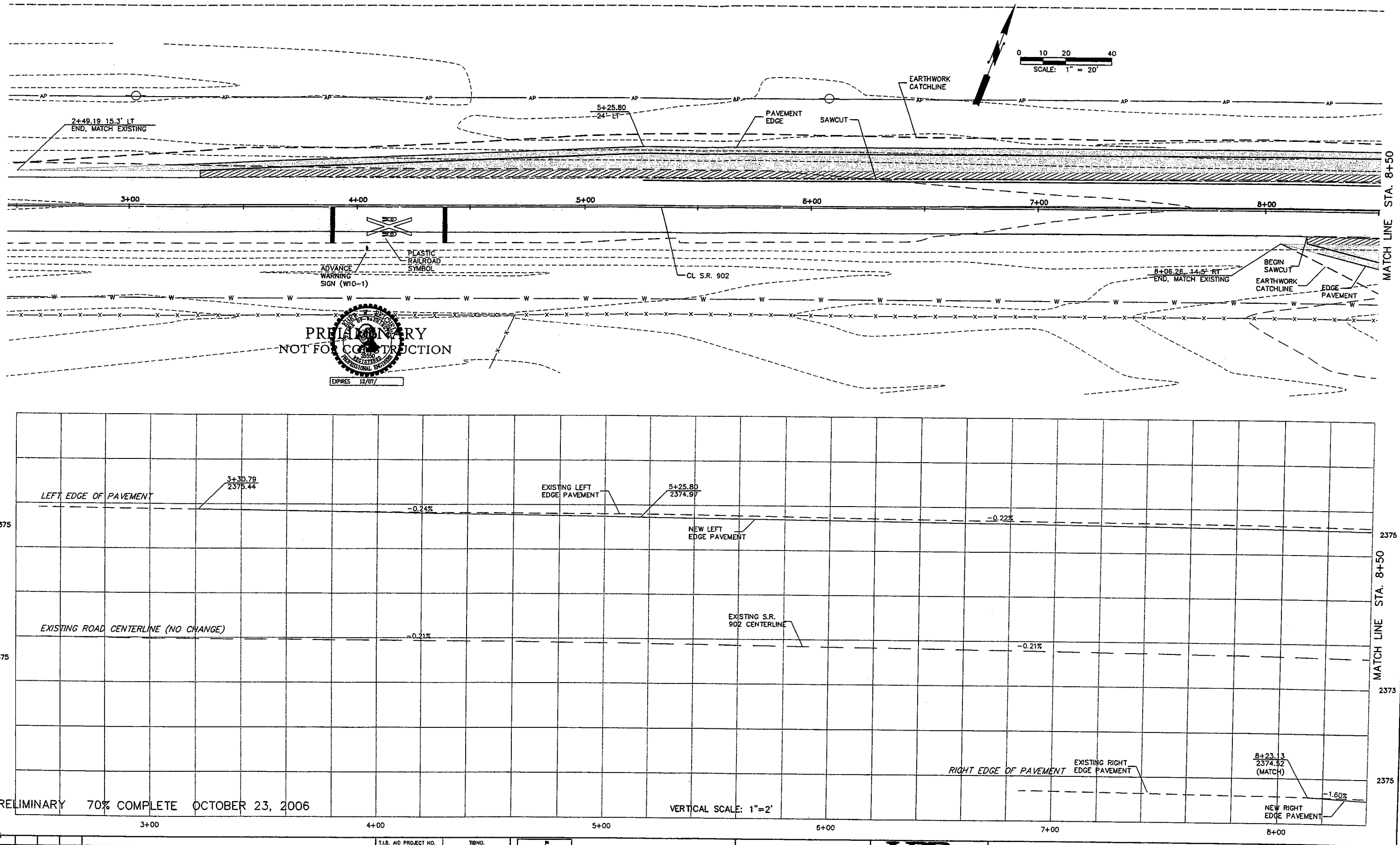
Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

APPROVED:
ENGINEER
ENGINEER
Date:

HDR ENGINEERING INC.
E. 1817 SPRINGFIELD
SPOKANE, WA 99202-2913
509-536-8158 (F)509-534-6346

COUNTY RAIL PROJECT
GEIGER SPUR
FROM WHITE ROAD TO McFARLANE ROAD
PLAN/PROFILE STA. 40+00 TO 54+00

SHEET 7 of



NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

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REGION NO.	STATE	FED. AID PROJECT NO.	
10	WASH.	FANUM	
DRAWN BY:	R.H.		
DESIGNED BY:	RH/PW	MO DAY, YYYY	
CHECKED BY:	PW/KR	MO DAY, YYYY	

Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

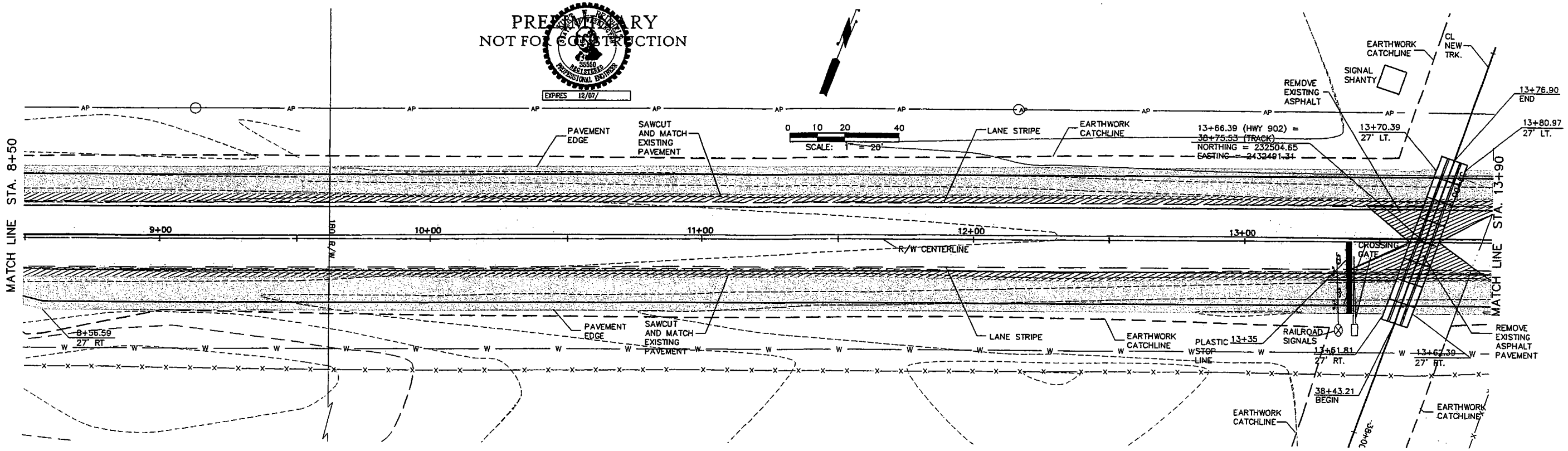
APPROVED: _____
ENGINEER
ENGINEER
Date: _____

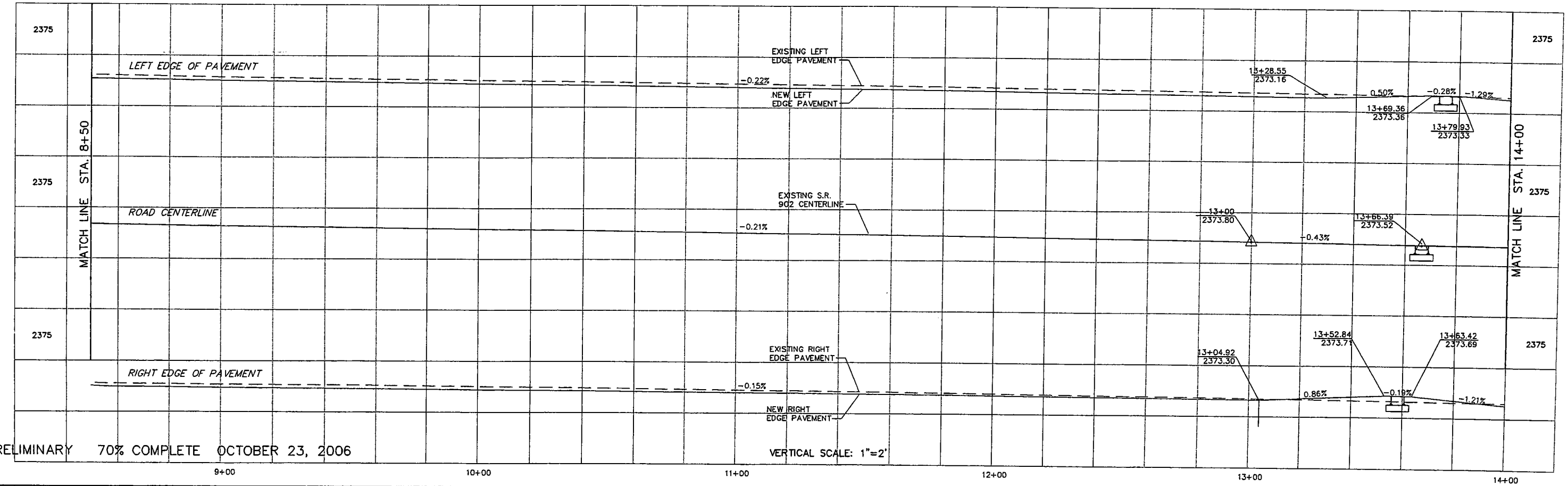
HDR ENGINEERING INC.
E. 1817 SPRINGFIELD
SPOKANE, WA 99202-2913
509-536-8158 (F)509-534-6346

COUNTY RAIL PROJECT
GEIGER SPUR
FROM WHITE ROAD TO McFARLANE ROAD
HIGHWAY 902 CROSSING PLAN AND PROFILE

SHEET 24 of ___

PRELIMINARY
NOT FOR CONSTRUCTION





PRELIMINARY 70% COMPLETE OCTOBER 23, 2006

VERTICAL SCALE: 1"=2'

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

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DRAWN BY:	R.H.		
DESIGNED BY:	RH/PW	MO DAY, YYYY	
CHECKED BY:	WS	MO DAY, YYYY	

Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

APPROVED: _____
ENGINEER
ENGINEER
Date: _____

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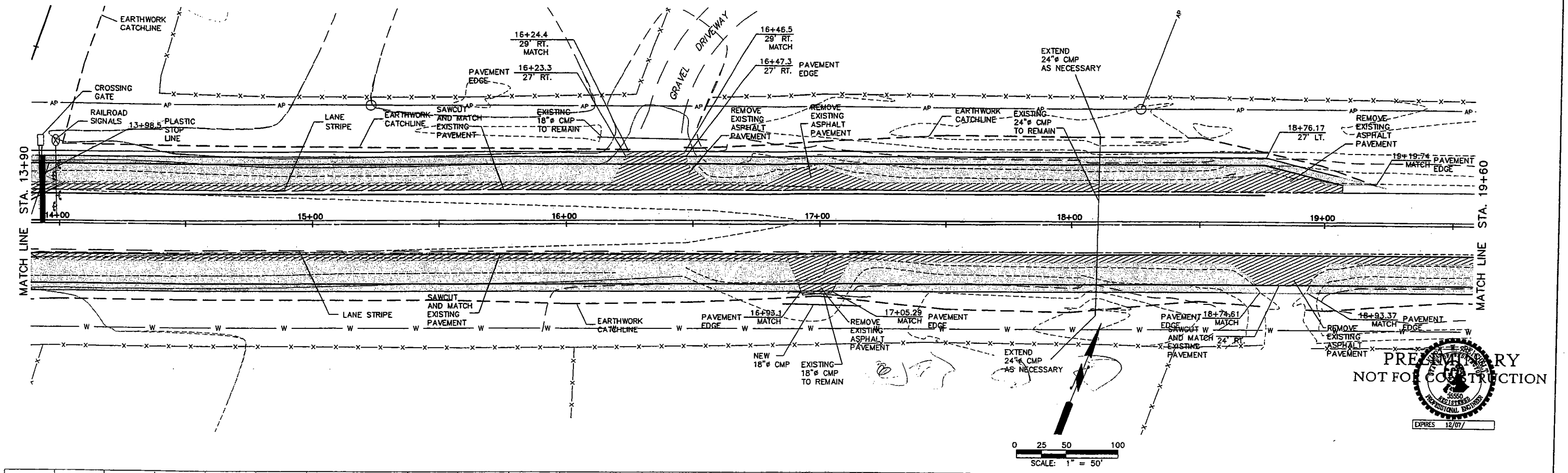
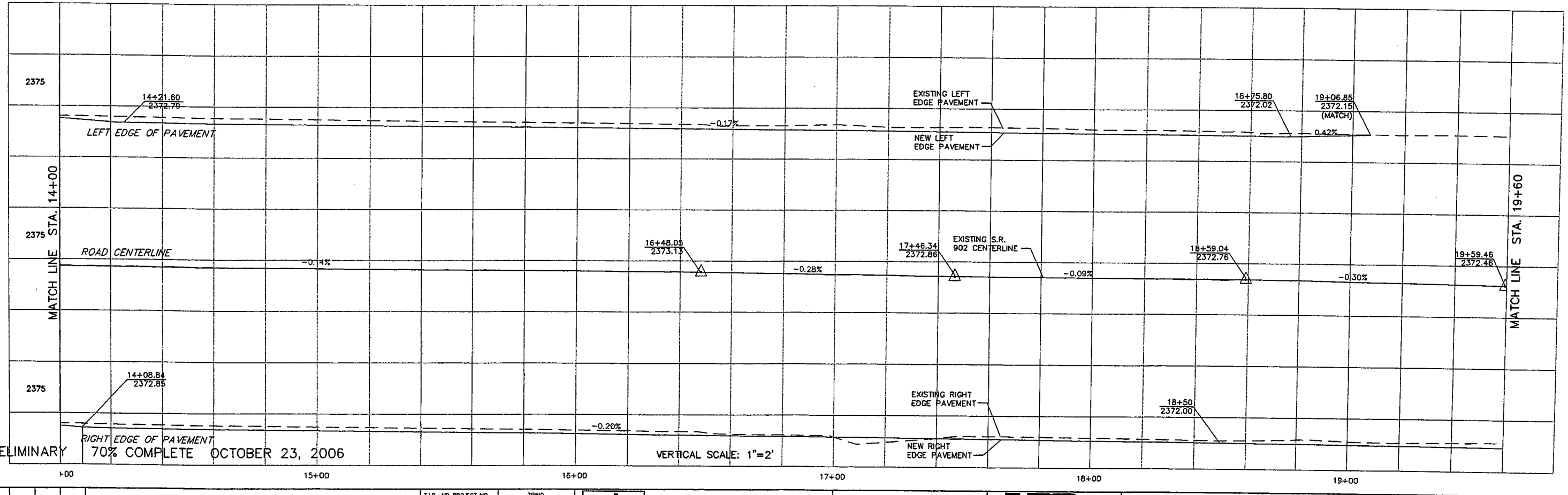
COUNTY RAIL PROJECT
GEIGER SPUR
FROM WHITE ROAD TO McFARLANE ROAD
HIGHWAY 902 CROSSING PLAN AND PROFILE

SHEET 25 of ___



PRELIMINARY
NOT FOR CONSTRUCTION

STATE OF WASHINGTON
35550
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES 12/07



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APPROVED: _____
ENGINEER
ENGINEER
Date: _____

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COUNTY RAIL PROJECT
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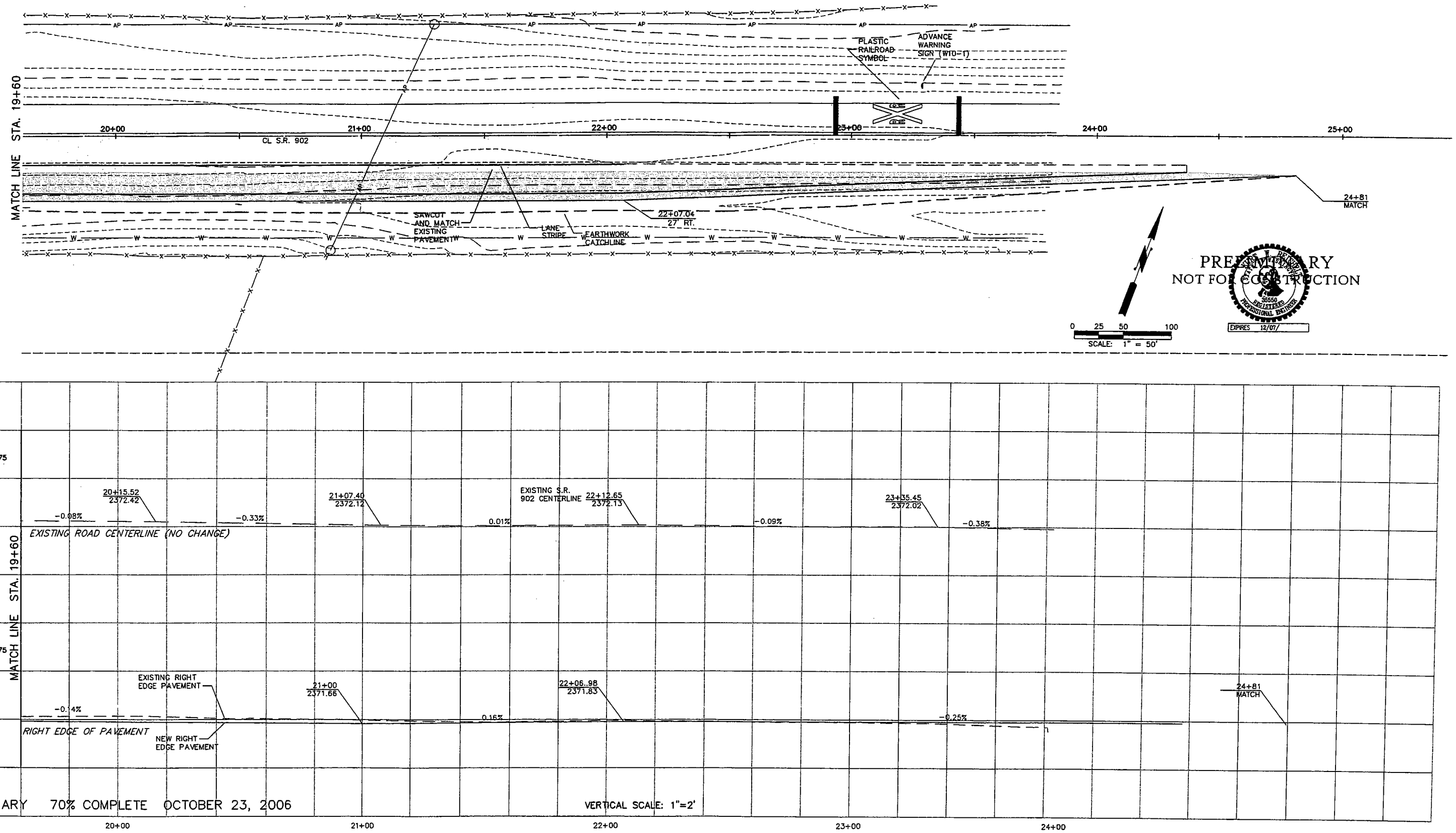
HIGHWAY 902 CROSSING PLAN AND PROFILE

SHEET 26 of ___



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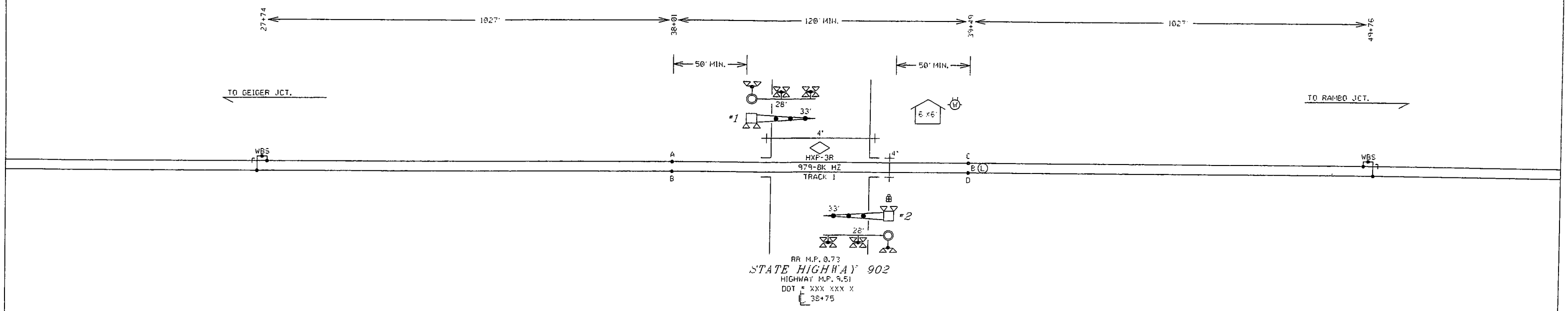
REGION NO.	STATE	FED. AID PROJECT NO.
10	WASH.	FANUM
DRAWN BY:	R.H.	
DESIGNED BY:	RH/PW	MO DAY, YYYY
CHECKED BY:	PW/KR	MO DAY, YYYY

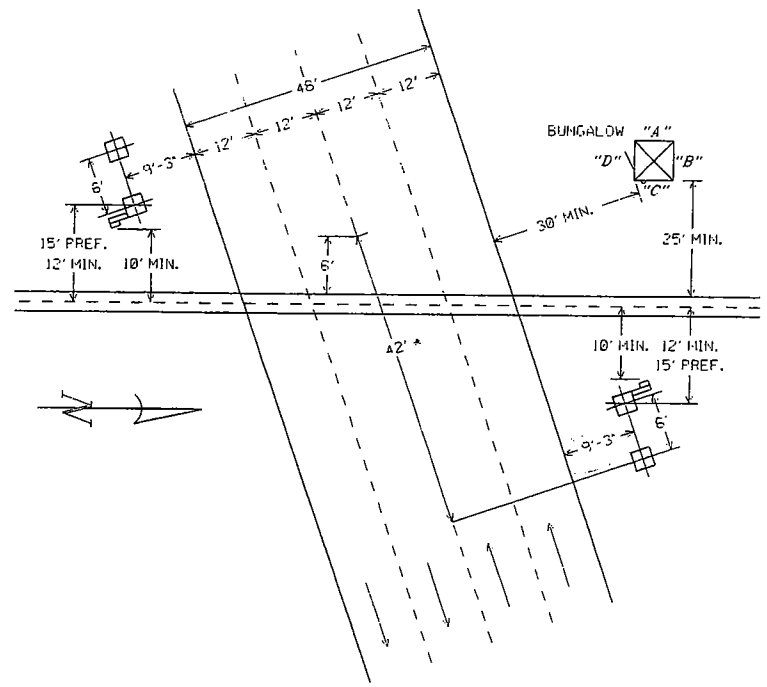
Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

APPROVED: _____
ENGINEER
ENGINEER
Date: _____

HDR ENGINEERING INC.
E. 1617 SPRINGFIELD
SPOKANE, WA 99202-2913
509-536-8158 (F)509-534-6346

COUNTY RAIL PROJECT
GEIGER SPUR
FROM WHITE ROAD TO McFARLANE ROAD
HIGHWAY 902 CROSSING PLAN AND PROFILE





FOUNDATION PLACEMENT SKETCH
NOT TO SCALE

* ESTIMATED CLEARANCE DISTANCE

NOTES:
- -TEST TERMINAL
- -EQUALIZER
- -LINE ARRESTER
- -HEAVY DUTY ARRESTER
- -TWISTED WIRE 2 TURNS PER FOOT
- -CONNECTION TO REC./RTU

ALL WIRES #16 AWG UNLESS OTHERWISE NOTED

CONSTRUCTION NOTE:

APPLY DC WHETTING CIRCUIT TO TRACK VIA HXP-3R TRANSMIT WIRES.

NOTES:

EQUIPMENT IS DESIGNED FOR 20 SECONDS MINIMUM WARNING TIME AT 20 MPH.
APPROACHES WERE LENGTHENED 1 SECOND(S) FOR WIDE OR ANGLED CROSSING (CT).
APPROACHES WERE LENGTHENED 10 SECONDS FOR SPEED VARIANCE AND BALLAST CHANGES (BT).
APPROACHES WERE LENGTHENED 4 SECONDS FOR EQUIPMENT RESPONSE TIME (ERT).
ALL LAMPS TO BE LED
GATE LENGTH SHOWN IS MEASURED FROM MAST C/L TO GATE TIP.

PRELIMINARY 70% COMPLETE OCTOBER 23, 2006

NO.	DATE	BY	CKD.	APPR.	REVISION DESCRIPTION

T.I.E. AID PROJECT NO.		TIBID.
REGION NO.	STATE	FED. AID PROJECT NO.
10	WASH.	FAHUM
DRAWN BY:	RICE	Sept. 8, 2006
DESIGNED BY:	TCS/ACE	9/2006
CHECKED BY:	TCS/LRH	9/2006

SPOKANE COUNTY

Spokane County Department of Public Works
1026 W. Broadway Ave. SPOKANE, WA
99260-0170
(509) 477-3600

APPROVED: _____
ENGINEER
ENGINEER
Date: _____

HDR ENGINEERING INC.
E. 1617 SPRINGFIELD
SPOKANE, WA 99202-2493
509-536-8158 (F)509-534-8346

COUNTY RAIL PROJECT
GEIGER SPUR
STATE HIGHWAY 902 AND GEIGER SPUR CROSSING
CROSSING LAYOUT CRITERIA SHEET

SHEET 32 of 32