

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. TR-070367

PETITION

Petitioner vs. Respondent
Road Name Myra Road
W.U.T.C. Crossing No. _____
D.O.T. Crossing No. 810016H

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

- Directing the Reconstruction of the Hatch Street (To be Myra Road) 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 crossing (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;

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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.

David F. Eids
Petitioner
David F. Eids Eng. Manager
Print Name Title
P.O. Box 813
Street Address
Walla Walla WA 99362
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway N/A mile post N/A

Existing or proposed railway Blue Mountain Railroad mile post 29.79

Located in SE 1/4 of the NE 1/4 of Sec. 25 Twp. 7N Range 35E W.M.

WUTC crossing number _____ DOT crossing number 810016H

Street Hatch Street City Walla Walla County Walla Walla

(if applicable) (if applicable)

[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 1
(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 None Freight Trains 2
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification _____

(b) County Highway - Classification Principal Arterial

(c) City Street - Classification Hatch Street - Access (Myra Road - Major Arterial)

(d) Number of traffic lanes existing in each direction: 1

Number of additional traffic lanes proposed: 1 each direction, plus 1 LT turn lane

(e) Posted vehicle speed limit: Automobiles 35 MPH Trucks 35 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 1350, including 0 trucks
and unknown school bus trips. Projected traffic in 20 years: total 15,800,
including 1,200 trucks and unknown school bus trips.

[4]

- (a) If temporary, state for what purpose crossing is to be used and for how long.
- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

[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 roadway realignment ties into an existing public crossing. The scope of the project is to improve the existing crossing with added safety measures.

- (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. See attached drawings.

[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.

No. The proximity of existing streets, residential housing, and commercial development prohibit the construction of a grade separated 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.

No suitable under or over crossing exists in the vicinity of the existing crossing.

[7]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

492 feet East, and 1,400 feet West

- (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?

No. This project reconstructs and improves only one existing crossing.

- (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.

No. This project reconstructs and improves only one existing crossing.

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

No.

[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 North, an unobstructed view to

right when on highway 300 feet from crossing of _____	<u>195 feet</u>
right when on highway 200 feet from crossing of _____	<u>240 feet</u>
right when on highway 100 feet from crossing of _____	<u>735 feet</u>
right when on highway 50 feet from crossing of _____	<u>2,000 feet</u>
right when on highway 25 feet from crossing of _____	<u>2,500 feet</u>
left when on highway 300 feet from crossing of _____	<u>300 feet</u>
left when on highway 200 feet from crossing of _____	<u>690 feet</u>
left when on highway 100 feet from crossing of _____	<u>1,055 feet</u>
left when on highway 50 feet from crossing of _____	<u>1,300 feet</u>
left when on highway 25 feet from crossing of _____	<u>1,500 feet</u>

Approaching crossing from South, an obstructed view to

right when on highway 300 feet from crossing of _____	<u>635 feet</u>
right when on highway 200 feet from crossing of _____	<u>800 feet</u>

right when on highway 100 feet from crossing of	<u>1,500 feet</u>
right when on highway 50 feet from crossing of	<u>2,000 feet</u>
right when on highway 25 feet from crossing of	<u>2,500 feet</u>
left when on highway 300 feet from crossing of	<u>470 feet</u>
left when on highway 200 feet from crossing of	<u>585 feet</u>
left when on highway 100 feet from crossing of	<u>1,900 feet</u>
left when on highway 50 feet from crossing of	<u>2,300 feet</u>
left when on highway 25 feet from crossing of	<u>2,500 feet</u>

[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?

No, due to the location of the parallel roadway, Rose Street, there is a need to slope the roadway at approximately a 2% downgrade at the edge of the crossing to match into Rose Street.

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

A level grade can be maintained for approximately the width of the typical railway cross-section which is 12 feet.

- (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. The north approach is -0.53% and the south approach is -2.00%.

[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.

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.

[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.)

5 automatic gate & flashing light signals, 1 cantilevered flashing light signal.

- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . .
\$ 300,000.00
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ 2,500.00
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?
There are currently no active warning devices installed.
- 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

[13]

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

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of Walla Walla County

for the Myra Road Extension Project, County Road Project 04-03, US 12 to C/Poplar Street

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:]

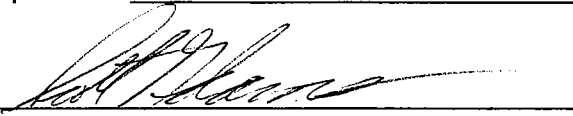
- I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.
- The cost of installation (estimated at \$ _____)
- subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State 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.

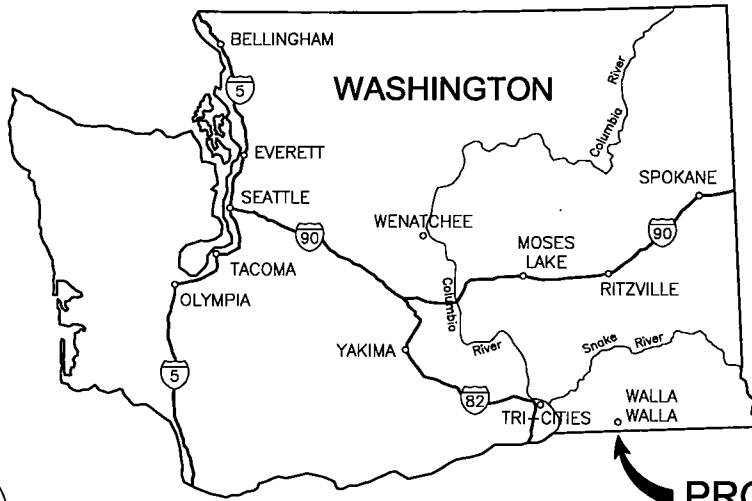
Date at Twin Falls, Idaho, Washington, on this 29 day
of January, 20 07.

Respondent _____

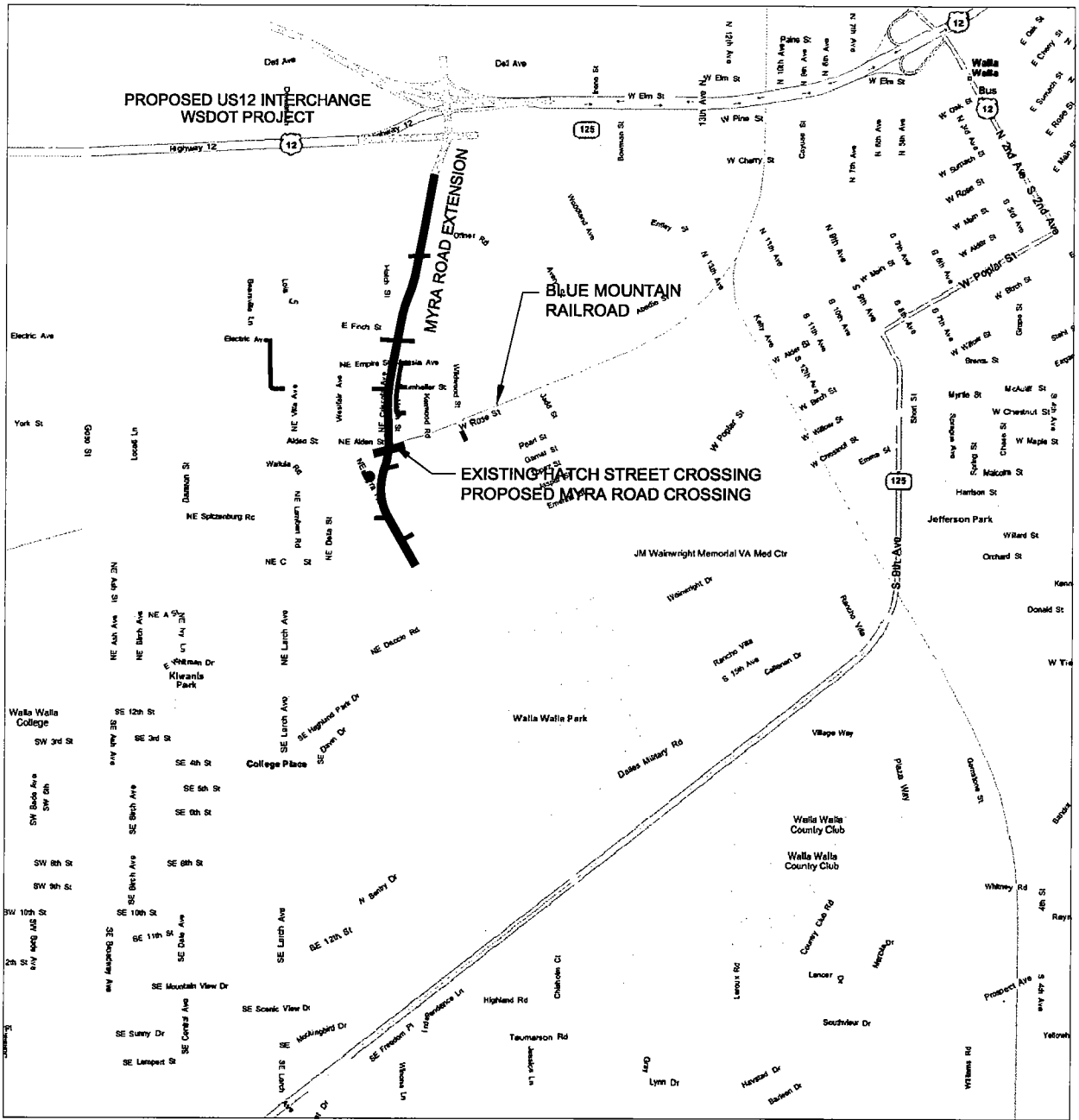
by 

Print Name Scott Adams

Title Chief Engineer West Region
Wateo Transportation
(BLMR)



PROJECT LOCATION



February 14, 2007

Kathy Hunter
Transportation Safety Compliance Manager
Washington Utilities & Transportation Commission
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-7250

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

Dear Ms. Hunter,

Enclosed you will find a completed application/petition to the Commission for an order to direct the reconstruction of the existing Hatch Street grade crossing in the County of Walla Walla, Washington. The crossing is located at MP 29.79 on the Blue Mountain Railroad line in the City of Walla Walla. The application/petition has been signed by David Eids, Public Works Engineering Manager, on behalf on Walla Walla County and by Scott Adams, Chief Engineer West Region, on behalf of Blue Mountain Railroad.

The purpose of the project is to provide a direct route between SR125 and US 12 to relieve congestion on 9th Avenue, serve as a truck bypass route, and facilitate commercial growth in the Walla Walla/College Place urban areas.

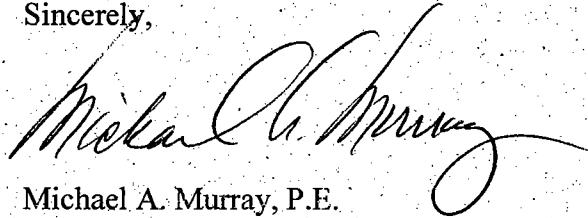
The project is sponsored by the Transportation Improvement Board, Freight Mobility and Strategic Investment Board, Washington State Department of Transportation, Walla Walla County, City of Walla Walla, and the City of College Place.

The existing Hatch Street crossing provides for one lane of traffic in each direction and is unsignalized. The typical traffic is residential with an average of 1350 vehicles crossing the railroad in a given day.

The Myra Road Extension Project will cross over and replace the existing Hatch Street crossing. The Myra Road crossing will provide for two lanes of traffic in each direction and a left turn lane, with a signalized warning system. The typical traffic will be local and regional with an average of 8,400 vehicles in 2008 and increasing to 15,800 in 2028.

Construction is anticipated to start in the spring of 2007 with final completion in the fall of 2008. If you have any questions please feel free to contact me at (509) 546-2055 or by email at michael.murray@hdrinc.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Murray". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Michael A. Murray, P.E.
HDR Project Manager

Encl. Vicinity Map
Petition

cc. David Eids, Walla Walla County Public Works