

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 081390 - P
)	
CITY OF PALOUSE)	PETITION TO CONSTRUCT OR
_____)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,)	GRADE CROSSING ACROSS
)	<u>BEACH STREET @ WHITMAN ST</u>
vs.)	IN PALOUSE,
WSDOT – Freight Rail Division)	WHITMAN COUNTY,
(Washington-Idaho Railroad Line))	WASHINGTON
_____)	
Respondent)	
)	
.....)	

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 PETITION

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

Construction Reconstruction

Section 1 – Petitioner’s Information

CITY OF PALOUSE
Petitioner
P. O. Box 248 City Hall on Main Street
Street Address
Palouse, WA. 99161
City, State and Zip Code

Mailing Address, if different than the street address
Mayor Michael Echanove
Contact Person Name
(509) 878-1811 cityclerk@palouse.com (Joyce Beeson)
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Respondent #1
WASHINGTON STATE DEPT. OF TRANSPORTATION
STATE RAIL OFFICE - Freight Systems Division
310 Maple Park Avenue S.E.
P. O. Box 47407

Street Address
Olympia, WA. 98504-7407

City, State and Zip Code

Mailing Address, if different than the street address
Michael E. Rowswell, Special Initiatives Manager

Contact Person Name **360-280-4540 & Fax# 360-705-6821**

rowswem@wsdot.wa.gov
Contact Phone Number and E-mail Address

Respondent #2 **Washington-Idaho Railroad Line – c/o WSDOT**
(Railroad) **Les Hancock, Manager (509)443-9479 – wirailway@yahoo.com**
Marshall, Washington

Section 3 – Proposed Crossing Location

1. Existing highway/roadway **Beach Street @ Whitman Street Intersection**
2. Existing railroad **Along Whitman Street**
3. Location of proposed crossing:
Located in the **NE** 1/4 of the **1/4** of Sec. **1** _____, Twp. **16 N**, Range **45E** _____ W.M.
4. GPS location, if known _____
5. Railroad mile post (nearest tenth) **29+80 to 30+20 Across Beach St. @ Whitman Street**
6. City **Palouse** _____ County **Whitman** _____

Section 4 – Proposed Crossing Information

1. Railroad company Washington-Idaho Railroad Line (c/o WSDOT)

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

3. Type of tracks at crossing Main Line Siding or Spur

4. Number of tracks at crossing One

5. Average daily train traffic, freight Weekly?
Authorized freight train speed _____ Operated freight train speed _____

6. Average daily train traffic, passenger N/A
Authorized passenger train speed _____ Operated passenger train speed _____

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

8. If so, state the distance and direction from the proposed crossing.
Traffic will travel across tracks to go south or west.

9. Does the petitioner propose to close any existing crossings?
Yes X No

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
Vehicle / Track crossing to travel south or west with complete replacement of tracks.

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 **Beach Street @ Whitman Street Intersection** _____

2. Roadway classification **Local Collector** _____

3. Road authority **City of Palouse** _____

4. Average annual daily traffic (AADT) **150 ADT** _____

5. Number of lanes **Two (2)** _____

6. Roadway speed **Under 25 mph** _____

7. Is the crossing part of an established truck route? Yes ____ No **No**____

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

9. Is the crossing part of an established school bus route? Yes **X**____ No ____

10. If so, how many school buses travel over the crossing each day? **4 Estimated**

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
None is Expected _____

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?

Yes No

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

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 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.

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

Yes No

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

No room to build a crossing and simply not applicable

7. Does the railway line, at any point in the vicinity of the proposed 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 proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
 - ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.
- Not Applicable to divert traffic*

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction. **No changes in grade is proposed.**

a. Approaching the crossing from South, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	300 feet
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	300 feet
Left	200	
Left	100	
Left	50	
Left	25	

b. Approaching the crossing from East, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	300 feet
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	
Left	200	
Left	100	
Left	50	50 feet
Left	25	

2. Will the new 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. _____

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

Yes X No

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

0.5% Grade along railroad tracks and 10% along Beach Street.

Section 9 – Illustration of Proposed Crossing Configuration

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

- ◆ The vicinity of the proposed crossing.
- ◆ 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 the 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 proposed crossing, including a cost estimate for each.

The proposed warning is limited to ground and side signs as illustrated on the attached plans.

The cost for the signs will be paid by project City funds.

2. Provide an estimate for maintaining the signals for 12 months. N/A (Sings only no signals)

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

Yes _____ No X

Section 11 – Additional Information

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

The existing tracks are situated @ the intersection of Beach & Whitman Streets.

The proposed plan is to separate the tracks from the vehicle travel lanes traveling east and west. There will be no changes for the traffic in the north / south direction to and from Beach Street.

Section 12A – Waiver of Hearing by Respondent

Waiver of Hearing (BEACH STREET @ WHITMAN STREET INTERSECTION)

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

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

Dated at _____, Washington, on the _____ day of

_____, 20 08 .
WASHINGTON STATE DEPT. OF TRANSPORTATION
STATE RAIL OFFICE - Freight Systems Division
310 Maple Park Avenue S.E.
P. O. Box 47407
Olympia, WA. 98504-7407

Michael E. Rowswell, Special Initiatives Manager

Printed name of Respondent

Signature of Respondent's Representative

Michael E. Rowswell, Special Initiatives Manager

Title
360-280-4540 & Fax# 360-705-6821

Phone number and e-mail address
rowswem@wsdot.wa.gov

WASHINGTON STATE DEPT. OF TRANSPORTATION
STATE RAIL OFFICE - Freight Systems Division
310 Maple Park Avenue S.E.
P. O. Box 47407
Olympia, WA. 98504-7407

Michael E. Rowswell, Special Initiatives Manager

Mailing address

Section 12B – Waiver of Hearing by Respondent

Waiver of Hearing (BEACH STREET @ WHITMAN STREET INTERSECTION)

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

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

Dated at Marshall, Washington, on the 22nd day of
July, 20 08.

(Railroad Operator)

**Washington-Idaho Railroad Line – c/o WSDOT
Les Hancock, Manager (509)443-9479 – wirailway@yahoo.com
Marshall, Washington**

Les J. Hancock
Printed name of Respondent

Les J. Hancock
Signature of Respondent's Representative

Les Hancock, Manager

Title
509-443-9479

Phone number and e-mail address
wirailway@yahoo.com

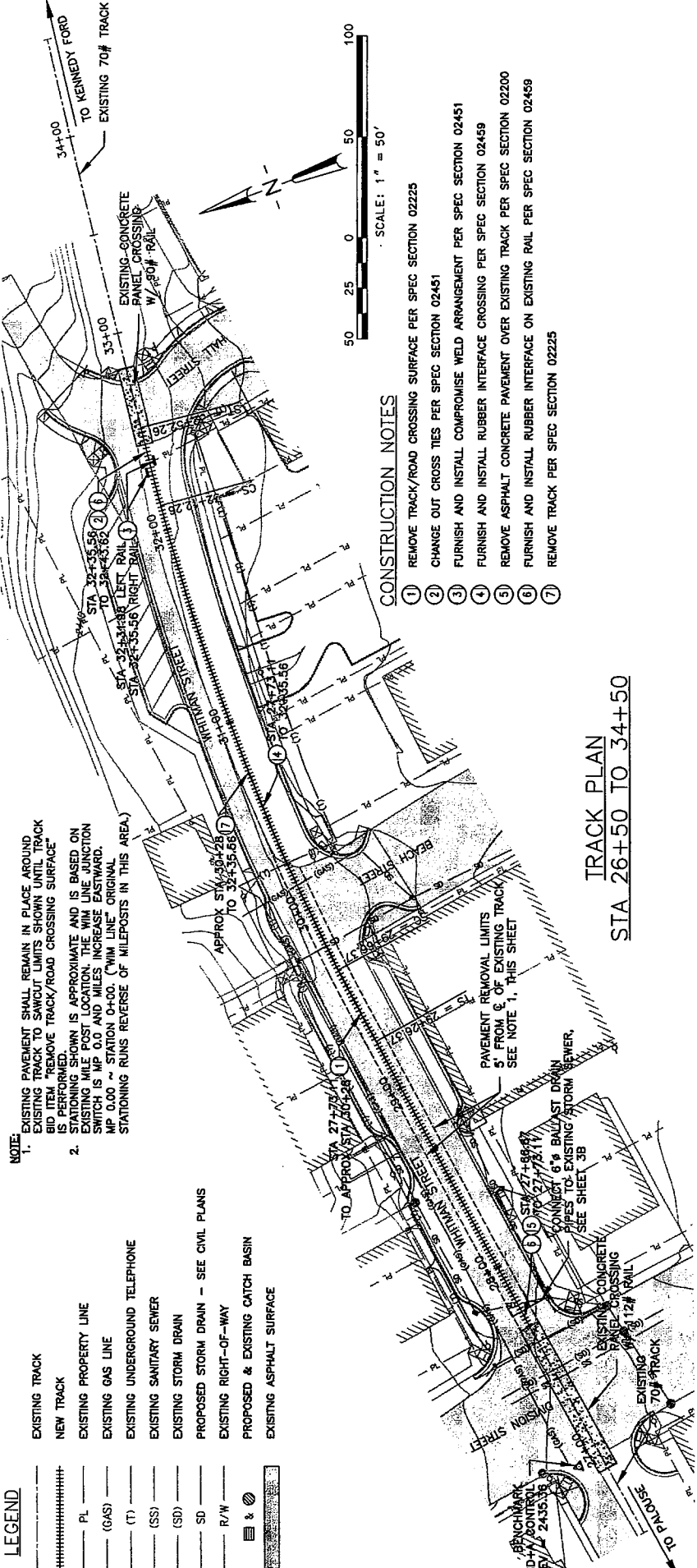
(Rail Owner)

**WASHINGTON STATE DEPT. OF TRANSPORTATION
STATE RAIL OFFICE - Freight Systems Division
310 Maple Park Avenue S.E.
P. O. Box 47407
Olympia, WA. 98504-7407
Michael E. Rowswell, Special Initiatives Manager**

Mailing address

NEW TRACK CURVE DATA

CURVE NO.	STATIONING	POINT	TOTAL Δ	D	R	T	L	Δsp	Le
C-0B	29+26.37	TS						1°00'00"	40.00'
	29+66.37	SC							
	30+81.97	TS	12°17'54"	5°00'06"	1145.92'	123.46'	245.89'		
	32+12.59	CS							
	32+52.26	ST						1°00'00"	40.00'



NOTE:

- EXISTING PAVEMENT SHALL REMAIN IN PLACE AROUND EXISTING TRACK TO SAWCUT LIMITS SHOWN UNTIL TRACK IS PERFORMED. REMOVE TRACK/ROAD CROSSING SURFACE.
- STATIONING IS APPROXIMATE AND IS BASED ON SWITCHES MP 0.0 AND MILES INCREASE EASTWARD. MP 0.00 - STATION 0+00. (MILE LINE) ORIGINAL STATIONING RUNS REVERSE OF MILEPOSTS IN THIS AREA.

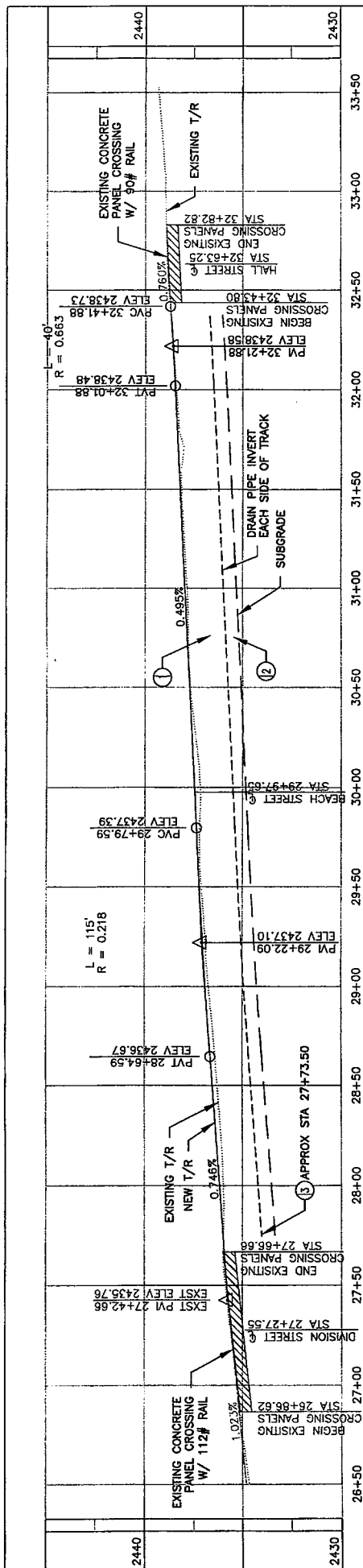
- LEGEND**
- EXISTING TRACK
 - +++++ NEW TRACK
 - PL EXISTING PROPERTY LINE
 - (GAS) EXISTING GAS LINE
 - (T) EXISTING UNDERGROUND TELEPHONE
 - (SS) EXISTING SANITARY SEWER
 - (SD) EXISTING STORM DRAIN
 - SD PROPOSED STORM DRAIN - SEE CIVIL PLANS
 - R/W EXISTING RIGHT-OF-WAY
 - ⊗ PROPOSED & EXISTING CATCH BASIN
 - ▨ EXISTING ASPHALT SURFACE

CONSTRUCTION NOTES

- REMOVE TRACK/ROAD CROSSING SURFACE PER SPEC SECTION 02225
- CHANGE OUT CROSS TIES PER SPEC SECTION 02451
- FURNISH AND INSTALL COMPROMISE WELD ARRANGEMENT PER SPEC SECTION 02451
- FURNISH AND INSTALL RUBBER INTERFACE CROSSING PER SPEC SECTION 02459
- REMOVE ASPHALT CONCRETE PAVEMENT OVER EXISTING TRACK PER SPEC SECTION 02200
- FURNISH AND INSTALL RUBBER INTERFACE ON EXISTING RAIL PER SPEC SECTION 02459
- REMOVE TRACK PER SPEC SECTION 02225

TRACK PLAN
STA 26+50 TO 34+50

FILE NAME	REVISION	DATE	BY
DATE			
PLOTTED BY			
DESIGNED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.			
FED. AID PROJ. NO.		CONTRACT NO.	
LOCATION NO.		DATE	
P.E. STAMP BOX		DATE	
Washington State Department of Transportation		ENGINEERING INC.	
WHITMAN STREET TRACK PALOUSE, WA		TRACK PLAN	
SHEET 1 B			



TRACK PROFILE - STA 26+50 TO 33+50

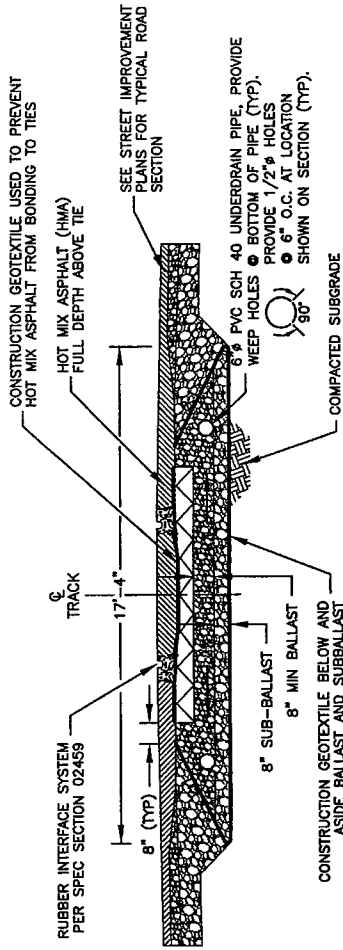
SCALE: HORIZ: 1" = 50'-0"
VERT: 1" = 5'-0"

CONSTRUCTION NOTES

- (1) PERFORM RAILROAD GRADE EARTHWORK PER SPEC 02200
- (2) FURNISH AND INSTALL SUBBALLAST PER SPEC SECTION 02200
- (3) CONNECT 6" DRAIN PIPE TO PROPOSED STORM SEWER PER SPEC SECTION 02200

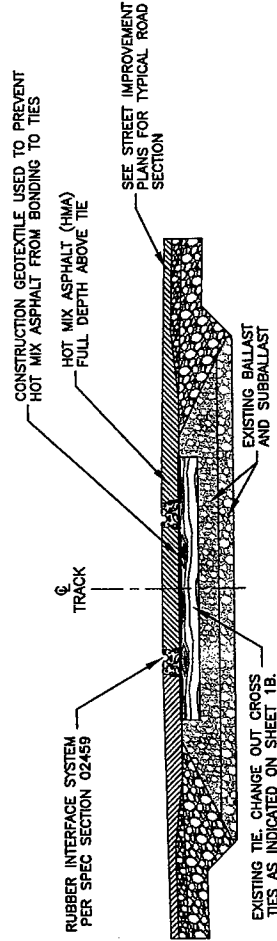
FILE NAME TIME DATE PLOTTED BY DESIGNED BY ENTERED BY CHECKED BY PROD. ENGR. REGIONAL ADMIN.	REGION STATE WASH JOB NUMBER CONTRACT NO.	FEDERAL AID PROJ. NO. LOCATION NO.	DATE P.L.E. STAMP BOX			WHITMAN STREET TRACK PALOUSE, WA	SHEET 2B
	DATE BY REVISION	TRACK PROFILE		ENGINEERING INC.			

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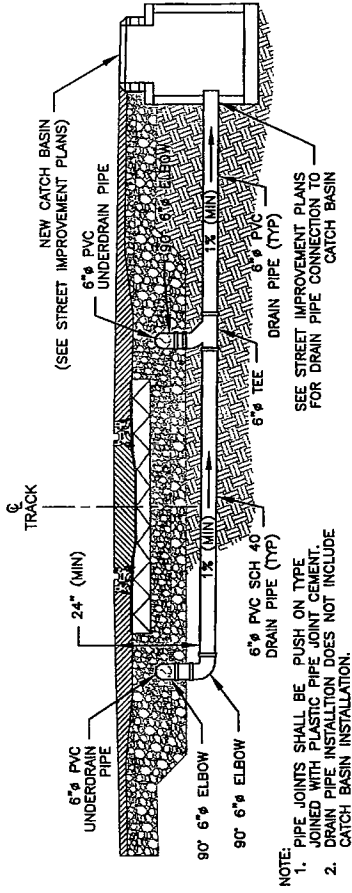
TYPICAL TRACK SECTION - ASPHALT W/ RUBBER INTERFACE SEAL STA 27+73.11 TO 32+35.56

SCALE: NTS



TYPICAL EXISTING TRACK SECTION - ASPHALT W/ RUBBER INTERFACE SEAL STA 27+66.67 TO 27+73.11 & STA 32+35.56 TO 32+43.62

SCALE: NTS



BALLAST DRAIN PIPE TO CATCH BASIN CONNECTION STA 27+73.50

SCALE: NTS

FILE NAME	REGION	DATE	FED. AID PROJ. NO.
TITLE	NO.	10	
DATE	WASH		
DESIGNED BY	JOB NUMBER		
CHECKED BY	CONTRACT NO.		LOCATION NO.
PROJ. ENGR.			
REGIONAL ADVL.			
	REVISION	DATE	BY



Washington State
Department of Transportation
HR
ENGINEERING INC.

WHITMAN STREET TRACK
PALOUSE, WA

DETAILS

SHEET
3B