WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

| | | |
|---|---|---|
| Port of Moses Lake<br>Petitioner,<br><br>vs.<br>Port of Moses Lake,<br>Respondent.<br><br>. . . . . | ) | DOCKET NO. TR-100072<br><br>PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING<br><br>GRAHAM ROAD |



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

***Section 1 – Petitioner's Information***

Port of Moses Lake
Petitioner

7810 Andrews St. NE, Suite 200.
Street Address

Moses Lake, WA. 98837
City, State and Zip Code

Mailing Address, if different than the street address

Craig L. Baldwin, Executive Manager
Contact Person Name

(509) 762-5363, clbaldwin@portofmoseslake.com
Contact Phone Number and E-mail Address

## *Section 2 – Respondent's Information*

Port of Moses Lake
Petitioner

7810 Andrew St. N.E. Suite 200.
Street Address

Moses Lake, WA. 98837
City, State and Zip Code

Mailing Address, if different than the street address

Craig L. Baldwin. Executive Manager.
Contact Person Name

(509) 762-5363, clbaldwin@portofmoseslake
Contact Phone Number and E-mail Address

## *Section 3 – Proposed Crossing Location*

1. Existing highway/roadway Graham Road

2. Existing railroad Proposed Operator - Columbia Basin Railroad

3. Location of proposed crossing:
   Located in the NW 1/4 of the SW 1/4 of Sec. 27, Twp. 20N, Range 28E W.M.

4. GPS location, if known

5. Railroad mile post (nearest tenth) Proposed - 1.8

6. City Moses Lake County Grant

## *Section 4 – Proposed Crossing Information*

1. Railroad company: Proposed Operator - Columbia Basin Railroad

2. Type of railroad at crossing ☒ Common Carrier ☐ Logging ☐ Industrial

   ☐ Passenger ☐ Excursion

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

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 2

   Authorized freight train speed 20 Operated freight train speed 20

6. Average daily train traffic, passenger 0

   Authorized passenger train speed NA Operated passenger train speed NA

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

8. If so, state the distance and direction from the proposed crossing.

   _____

   _____

   _____

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

### *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 Graham Road

2. Roadway classification Private Road (local access only)

3. Road authority Port of Moses Lake

4. Average annual daily traffic (AADT) 150

5. Number of lanes 2

6. Roadway speed 20

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

8. If so, trucks are what percent of total daily traffic? 20

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

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:

Graham Rd. is the port owned access road serving several large industries located at the Port's Industrial Park. This includes Genie Industries and Chemi-Con Materials. Graham Rd. intersects Randolph Rd. which serves Moses Lake Ind., Takata Ltd., General Dynamics and several other industries in the area. Due to the large amount of available industrial property and services in this

area, it is anticipated that this area will have large industrial growth within the five (5) to ten (10) years. Randolph Rd. will continue to the main arterial servicing this area. This is the justification for extending rail to the existing need and future growth of the greater Moses Lake area.

## *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 __X__

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 __X__

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 __X__

6. If an over-crossing or under-crossing is not feasible, explain why.
   Intersection of existing road and existing topography at proposed track is at the same

elevation. Track is also proposed to run closely adjacent to the road to the east of the crossing and the proximity of the two make a grade separated crossing un-feasible.

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 X

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 X

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.

## *Section 8 – Sight Distance*

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from _____, 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 | See Attached Plan |
| Right | 200 | See Attached Plan |
| Right | 100 | See Attached Plan |
| Right | 50 | See Attached Plan |
| Right | 25 | See Attached Plan |
| Left | 300 | See Attached Plan |
| Left | 200 | See Attached Plan |
| Left | 100 | See Attached Plan |
| Left | 50 | See Attached Plan |
| Left | 25 | See Attached Plan |

b. Approaching the crossing from_____ , 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 | See Attached Plan |
| Right | 200 | See Attached Plan |
| Right | 100 | See Attached Plan |
| Right | 50 | See Attached Plan |
| Right | 25 | See Attached Plan |
| Left | 300 | See Attached Plan |
| Left | 200 | See Attached Plan |
| Left | 100 | See Attached Plan |
| Left | 50 | See Attached Plan |
| Left | 25 | See Attached Plan |

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 ____

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

## *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.

As part of the NCBR Segment 2 project, the Port proposes to install passive signs per MUTCD standards. Also proposed are a concrete crossing surface, pavement markings, and advanced warning signs as shown on the illustration. All elements will be installed per current MUTCD and railroad standards. Estimated cost to the project for work directly related to the crossing is $30,000 including tax.

2. Provide an estimate for maintaining the signals for 12 months. NA

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

Yes NA No ____

***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.

As indicated in "Section 6-Current Highway Traffic Information" the east portion of the Port's industrial area has a number of large industries that are requesting rail service. Genie Industries employment is over 350 and reached over 900 at the beginning of 2009. A number of there suppliers have located in the area, and have requested rail service to support Genie's future growth. Moses Lake Industries is a chemical manufacturer, supplying product to the electronic industries. They are also growing to meet industrial demand. As part of there growth effort, they have also requested rail service. If the service is not provided, they have indicated that will relocate to another area, in order to supply there product in safe and timidly manner. This would be an economic loss for the greater Moses Lake area,

***Section 12 – Waiver of Hearing by Respondent***
***Graham Road***

**Waiver of Hearing**

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 that a crossing be installed or reconstructed and consent to a decision by the commission without a hearing.

Dated at _____ , Washington, on the _____ day of

_____, 20 ____.

_____
Printed name of Respondent

_____
Signature of Respondent's Representative

_____
Title

_____
Phone number and e-mail address

_____

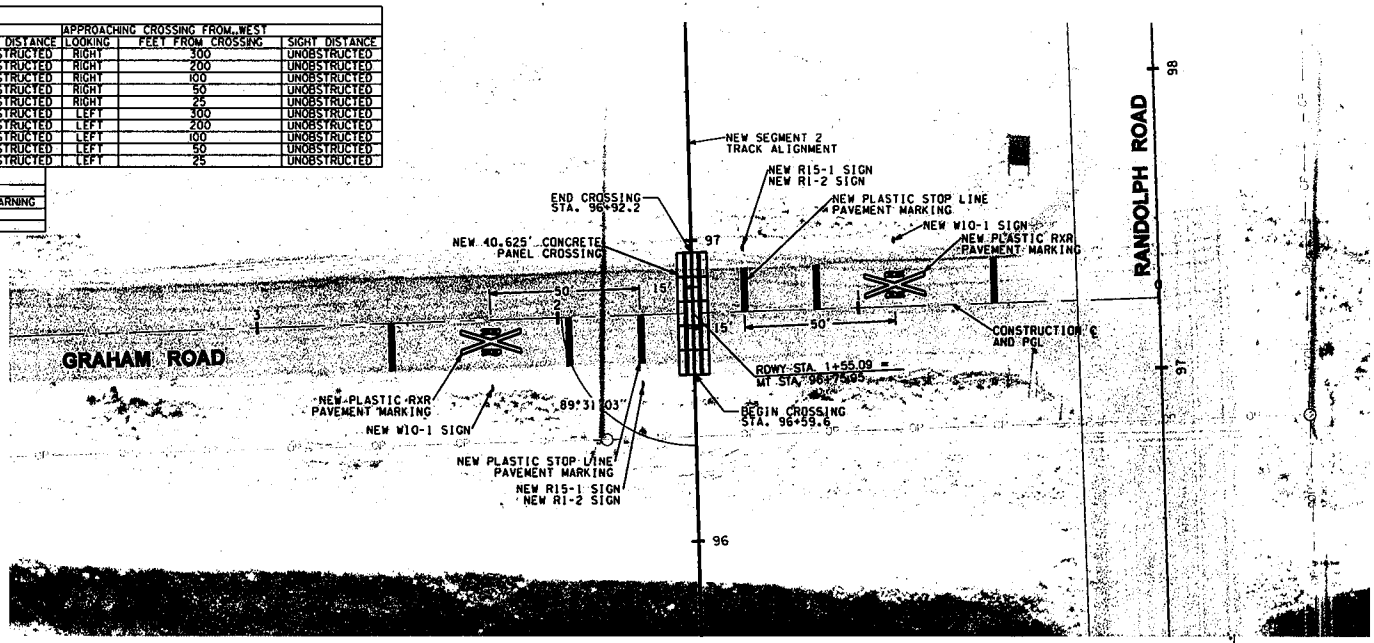
_____
Mailing address

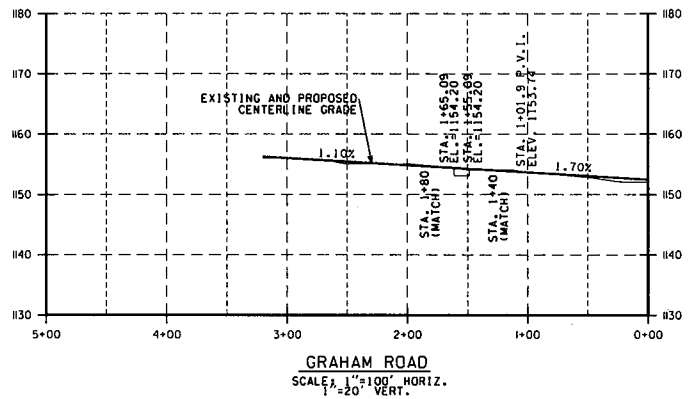
## SIGHT DISTANCE

| APPROACHING CROSSING FROM..EAST | | | APPROACHING CROSSING FROM..WEST | | |
|---|---|---|---|---|---|
| LOOKING | FEET FROM CROSSING | SIGHT DISTANCE | LOOKING | FEET FROM CROSSING | SIGHT DISTANCE |
| RIGHT | 300 | UNOBSTRUCTED | RIGHT | 300 | UNOBSTRUCTED |
| RIGHT | 200 | UNOBSTRUCTED | RIGHT | 200 | UNOBSTRUCTED |
| RIGHT | 100 | UNOBSTRUCTED | RIGHT | 100 | UNOBSTRUCTED |
| RIGHT | 50 | UNOBSTRUCTED | RIGHT | 50 | UNOBSTRUCTED |
| RIGHT | 25 | UNOBSTRUCTED | RIGHT | 25 | UNOBSTRUCTED |
| LEFT | 300 | UNOBSTRUCTED | LEFT | 300 | UNOBSTRUCTED |
| LEFT | 200 | UNOBSTRUCTED | LEFT | 200 | UNOBSTRUCTED |
| LEFT | 100 | UNOBSTRUCTED | LEFT | 100 | UNOBSTRUCTED |
| LEFT | 50 | UNOBSTRUCTED | LEFT | 50 | UNOBSTRUCTED |
| LEFT | 25 | UNOBSTRUCTED | LEFT | 25 | UNOBSTRUCTED |

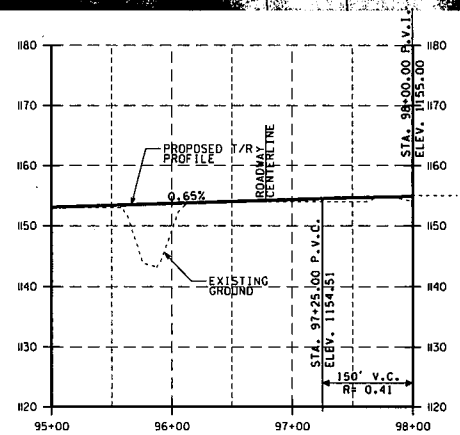
## SIGN TABLE

| MUTCD CODE | DESCRIPTION |
|---|---|
| W10-1 | RAILROAD ADVANCE WARNING |
| R1-2 | YIELD SIGN |
| R15-1 | CROSS BUCK |




GRAHAM ROAD
SCALE; 1"=100' HORIZ.
1"=20' VERT.




SEGMENT 2
TRACK PROFILE
SCALE; 1"=100' HORIZ.
1"=20' VERT.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FILE NAME | | | | | | | |
| TIME | | | | REGION NO. | STATE | FED.AID PROJ.NO. | |
| DATE | | | | 10 | WASH | | |
| PLOTTED BY | | | | JOB NUMBER | | | |
| DESIGNED BY | | | | | | | |
| ENTERED BY | | | | CONTRACT NO. | | LOCATION NO. | |
| CHECKED BY | | | | CONO010776 | | | |
| PROJ. ENGR. | | | | | | | |
| REGIONAL ADM. | REVISION | DATE | BY | | | | |

DATE

DATE

Washington State Department of Transportation

NORTH COLUMBIA BASIN
CROSSING PLAN
SEGMENT 2
GRAHAM ROAD

ROADWAY PLAN AND PROFILE

SHEET 1 OF 1 SHEETS