

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Port of Moses Lake	)	DOCKET NO. TR-100073
_____	)	
Petitioner,	)	PETITION TO CONSTRUCT A
	)	HIGHWAY-RAIL GRADE
vs.	)	CROSSING
Grant County	)	
_____	)	
Respondent.	)	TYNDALL ROAD
.....	)	
_____	)	

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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. 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.com _____ Contact Phone Number and E-mail Address

**Section 2 – Respondent's Information**

<u>Grant County</u> Respondent
<u>124 Enterprise St. SE</u> Street Address
<u>Ephrata, WA 98823</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>Derek Pohle</u> Contact Person Name
<u>509-754-6082 - dpohle@co.grant.wa.us</u> Contact Phone Number and E-mail Address

**Section 3 – Proposed Crossing Location**

1. Existing highway/roadway <u>Tyndall Road</u>
2. Existing railroad <u>Proposed Operator - Columbia Basin Railroad</u>
3. Location of proposed crossing: Located in the <u>SE</u> 1/4 of the <u>NE</u> 1/4 of Sec. <u>27</u> , Twp. <u>20N</u> , Range <u>28E</u> W.M.
4. GPS location, if known _____
5. Railroad mile post (nearest tenth) <u>Proposed - 2.1</u>
6. City <u>Moses Lake</u> County <u>Grant</u>

**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  Tyndall Road

2. Roadway classification  FFC 09, truck route T3, Rural minor collector

3. Road authority  Grant County

4. Average annual daily traffic (AADT)  950

5. Number of lanes  2

6. Roadway speed  35

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:  
Tyndall Rd. is one of the main access roads to several large industries located at the Port's Industrial Park. This includes Genie Industries, Chemi-Con Materials, Moses Lake Ind., Takata Ltd., General Dynamics and several other industries in the area. Due to the large amount of available industrial property in this area, it is anticipated that this area will have a large industrial growth within the next five (5) to ten (10) years. Tyndall Rd. will continue to be one of the main

arterial serving this area. This is the justification for extending rail to serve future industrial growth for the Moses Lake area.

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***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.

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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  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.

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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.

Intersection of existing road and existing topography at proposed track is at the same  
elevation. Very low traffic road.

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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.

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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.

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**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.

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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 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 furnish and install passive crossbucks with yield signs. Also proposed are a concrete crossing surface, pavement markings, skewed crossing signs, 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 \$53,000 including tax.

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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 Ports Industrial Park has the 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 their suppliers have located in the area., are requesting rail service to support Genie’s future growth . Moses Lake Industries is a chemical manufacture, supplying product to the electronic industries. They are also growing to meet industrial demand. As port of their growth they have indicated that will relocate to other areas, in order to supply in a safe and timely manner.

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

**Waiver of Hearing – Grant County**

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 \_\_\_\_.

\_\_\_\_\_  
Grant County  
Printed name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone number and e-mail address

\_\_\_\_\_  
Mailing address

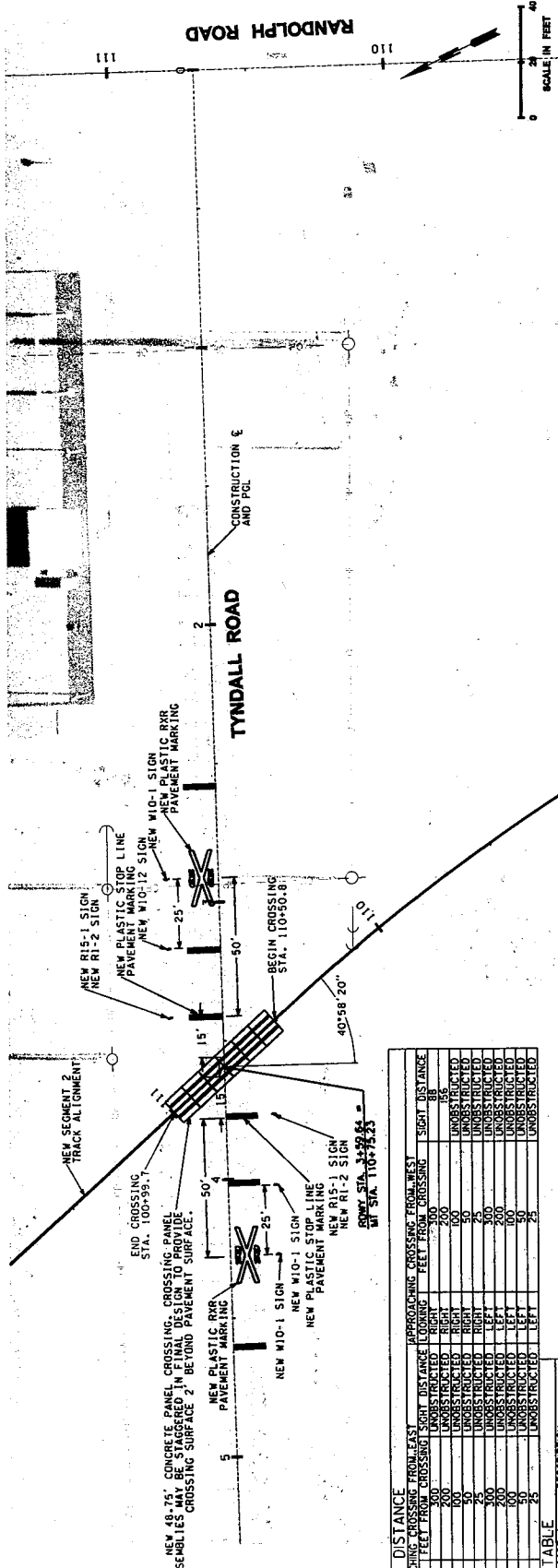
NORTH COLUMBIA BASIN  
CROSSING PLAN  
SEGMENT 2  
TYNDALL ROAD



DATE \_\_\_\_\_

BY \_\_\_\_\_

FILE NAME	REGION	STATE	FED. AID PROJ. NO.
TIME	NO.		
DATE		10 WASH	
DESIGNED BY	JOB NUMBER		LOCATION NO.
DRAWN BY			
CHECKED BY	CONTRACT NO.		
PROJ. ENGR.	CROSSING NO.		
REGIONAL ADM.	DATE		
	BY		



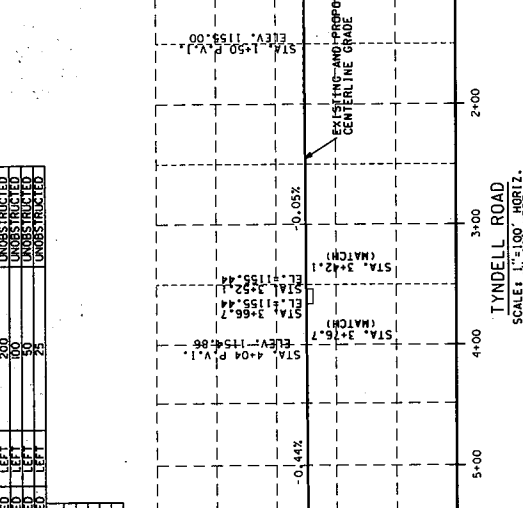
NEW 48-75' CONCRETE PANEL CROSSING. CROSSING PANEL ASSEMBLIES MAY BE STAGGERED IN FINAL DESIGN TO PROVIDE CROSSING SURFACE 2' BEYOND PAVEMENT SURFACE.

**SIGHT DISTANCE**

APPROACHING CROSSING	RIGHT DISTANCE	LEFT DISTANCE	APPROXIMATE CROSSING	RIGHT DISTANCE	LEFT DISTANCE
RIGHT	200	UNOBSTRUCTED	RIGHT	200	UNOBSTRUCTED
RIGHT	100	UNOBSTRUCTED	RIGHT	50	UNOBSTRUCTED
RIGHT	25	UNOBSTRUCTED	RIGHT	25	UNOBSTRUCTED
LEFT	200	UNOBSTRUCTED	LEFT	200	UNOBSTRUCTED
LEFT	100	UNOBSTRUCTED	LEFT	50	UNOBSTRUCTED
LEFT	25	UNOBSTRUCTED	LEFT	25	UNOBSTRUCTED

**SIGN TABLE**

MODUL CODE	DESCRIPTION	WARNING
W10-1	STOP LINE	
W10-2	STOP SIGN	
R15-1	CROSS BUCK	



**TYNDALL ROAD**  
SEGMENT 2  
TRACK PROFILE  
SCALE: 1"=20' HORIZ.  
1"=20' VERT.