

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-100074
Port of Moses Lake	)	
Petitioner,	)	PETITION TO RECONSTRUCT A
	)	HIGHWAY-RAIL GRADE
	)	CROSSING
vs.	)	
Port of Moses Lake and Columbia Basin	)	FORBES ROAD
Railroad,	)	
Respondents.	)	USDOT NO.: TBD
.....	)	

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 UTILITIES AND TRANSPORTATION COMMISSION  
 2010 JAN -7 PM 3:11

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

***Section 1 – Petitioner’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.com Contact Phone Number and E-mail

*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

Columbia Basin Railroad (CBRW)

Respondent

111 South 33<sup>rd</sup> Street, Suite 200

Street Address

Yakima, WA 98901

City, State and Zip Code

\_\_\_\_\_  
Mailing Address, if different than the street address

Tim Marshall

Contact Person Name

509-453-9166 – tmarshall@cbrr.com

Contact Phone Number and E-mail Address

**Section 3 – Crossing Location**

1. Existing highway/roadway Forbes Road
2. Existing railroad Columbia Basin Railroad Co.
3. Location of the crossing planned for reconstruction:  
Located in the SW 1/4 of the SW 1/4 of Sec. 33 Twp. 20N Range 28E W.M.
4. GPS location, if known \_\_\_\_\_
5. Railroad mile post (nearest tenth) Existing 19.3 – Proposed 0.2
6. City Moses Lake County Grant

**Section 4 – Crossing Information**

1. Railroad company Columbia Basin Railroad Co.
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 1  
Authorized freight train speed 10 Operated freight train speed 10
6. Average daily train traffic, passenger 0  
Authorized passenger train speed N/A Operated passenger train speed N/A
7. Will the reconstructed crossing eliminate the need for one or more existing crossings?  
Yes      No X
8. If so, state the distance and direction from the reconstructed crossing.  
N/A
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  
N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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 Forbes Road

2. Roadway classification Local Access

3. Road authority Port of Moses Lake

4. Average annual daily traffic (AADT) Less than 50 estimated

5. Number of lanes 2

6. Roadway speed 20

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

8. If so, trucks are what percent of total daily traffic? Less than 25 estimated

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:  
  
The Port of Moses Lake predicts/envisions that when the rail extension is completed to the east portion of the Port's industrial park, that the truck traffic will sufficiently reduced

***Section 7 – Alternatives to the Proposal***

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for reconstruction?      Yes       No

2. If a safer location exists, explain why the crossing should not be relocated to 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 as an alternative to an at-grade crossing?  
Yes       No

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

A grade separation at this location would be very cost prohibitive. The project seeks to  
provide rail access to areas with out it and function and safety of the existing arrangement.

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7. Does the railway line, at any point in the vicinity of the 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 crossing planned for reconstruction.
- ◆ 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 crossing planned for reconstruction?

Yes  No

10. If a crossing exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ Whether it is feasible to divert traffic from the crossing planned for reconstruction to the crossing located in the vicinity.

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**Section 8 – Sight Distance**

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?  
NW quadrant: See Attached Plan Sheet  
NE quadrant: See Attached Plan Sheet  
SW quadrant: See Attached Plan Sheet  
SE quadrant: See Attached Plan Sheet

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?  
Yes  No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. 41 feet on the west side of crossing. 0 feet on the east side of crossing.  
(See attached plan sheet for proposed roadway profile grade)

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?  
Yes  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 crossing planned for reconstruction.
- ◆ 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 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 reconstructed 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 \$80,000k including tax.

2. 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 reconstructing the 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 these 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,



**Waiver of Hearing – Columbia Basin Railroad**

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

We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be 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

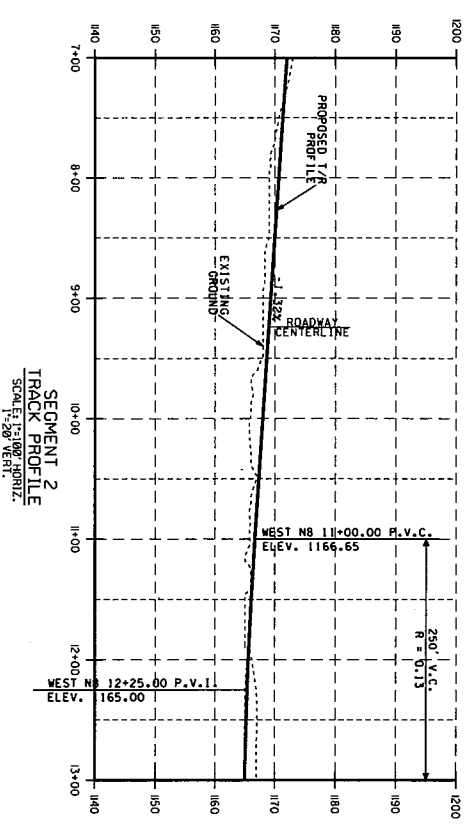
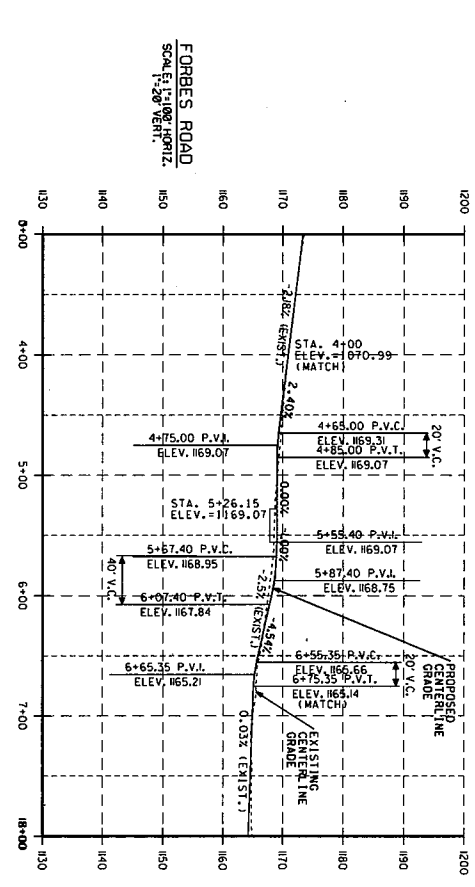
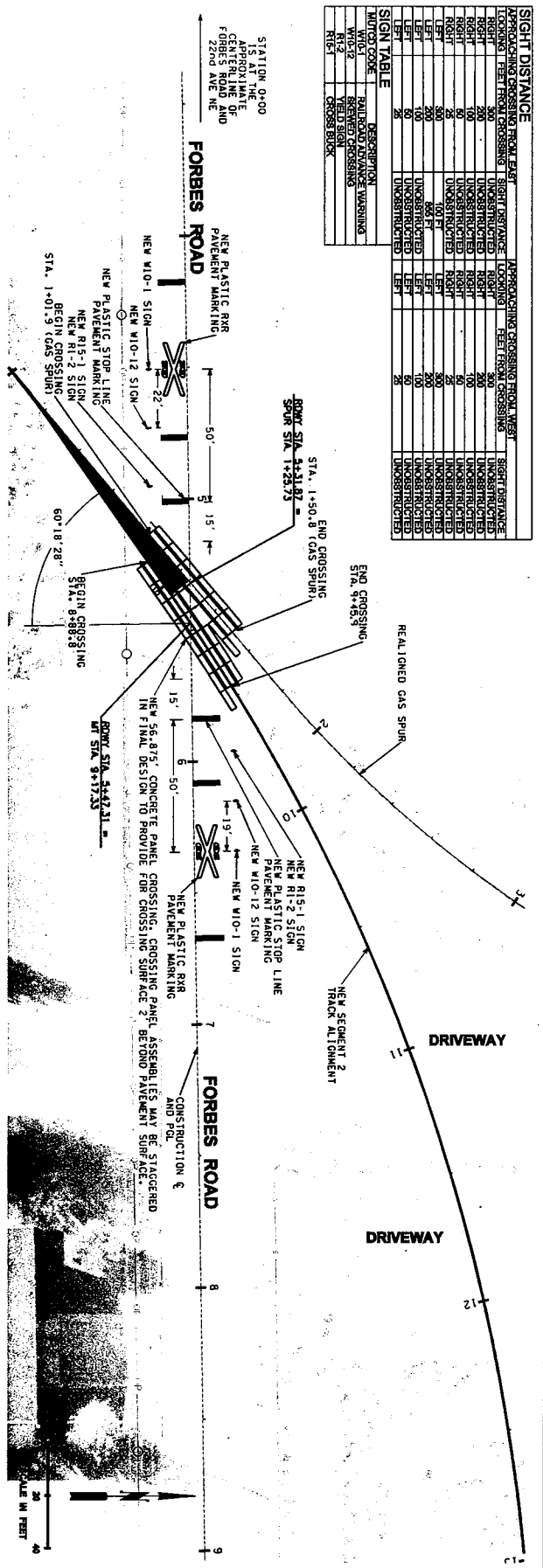
\_\_\_\_\_  
Title

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

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

LOOKING EAST	LOOKING WEST	LOOKING EAST	LOOKING WEST
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MOTOR CODE	DESCRIPTION	PLACEMENT	PLACEMENT
R15-1	YIELD SIGN	RIGHT	RIGHT
R15-2	CROSS BUCK	RIGHT	RIGHT
R15-3	CROSS BUCK	LEFT	LEFT
R15-4	CROSS BUCK	LEFT	LEFT
R15-5	CROSS BUCK	LEFT	LEFT
R15-6	CROSS BUCK	LEFT	LEFT
R15-7	CROSS BUCK	LEFT	LEFT
R15-8	CROSS BUCK	LEFT	LEFT
R15-9	CROSS BUCK	LEFT	LEFT
R15-10	CROSS BUCK	LEFT	LEFT
R15-11	CROSS BUCK	LEFT	LEFT
R15-12	CROSS BUCK	LEFT	LEFT



**FORBES ROAD**  
SCALE: 1"=100' HORIZ.  
1"=20' VERT.

FILE NAME	DATE	DESIGNED BY	CHECKED BY	PROJ. ENGR.	REGIONAL ADM.

DATE	DESIGNED BY	CHECKED BY	PROJ. ENGR.	REGIONAL ADM.

DATE	DESIGNED BY	CHECKED BY	PROJ. ENGR.	REGIONAL ADM.

DATE	DESIGNED BY	CHECKED BY	PROJ. ENGR.	REGIONAL ADM.

REVISION

NO.	DATE	BY	DESCRIPTION
1			
2			
3			

FED. AID PROJ. NO.

WASH. STATE

10 WASH.

CONTRACT NO.

CHANG 1078

LOCATION NO.

Department of Transportation

NORTH COLUMBIA BASIN  
SEGMENT 2  
CROSSING PLAN  
FORBES ROAD

ROADWAY PLAN AND PROFILE

SHEET 1 OF 1