WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Port of Moses Lake Petitioner, vs. Grant County, Respondent.	)	DOCKET NO. TR- 100675 PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING RANDOLPH ROAD

2010 JAN -7 PM 3:41

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
Contact Person Name

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

Section 2 – Respondent's Information

Grant County
Respondent

124 Enterprise Str.SE
Street Address

Ephrata, WA 98823
City, State and Zip Code

Mailing Address, if different than the street address

Derek Pohle
Contact Person Name

509-754-6082 - dpohle@co.grant .wa.us
Contact Phone Number and E-mail Address

Section 3 – Proposed Crossing Location

1. Existing highway/roadway Randolph Road

2. Existing railroad Proposed Operator - Columbia Basin Railroad

3. Location of proposed crossing:
   Located in the SE 1/4 of the NE 1/4 of Sec. 33, Twp. 20N, Range 28E W.M.

4. GPS location, if known

5. Railroad mile post (nearest tenth) Proposed - 0.9

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 Randolph Road

2. Roadway classification FFC 07 – H 135, truck route T3, Rural major collector

3. Road authority Grant County

4. Average annual daily traffic (AADT) 1700

5. Number of lanes 2

6. Roadway speed 45

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

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

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 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. Elevating the track over the road would impact FAA glide slope clearance currently met.

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 furnish and install shoulder masts with light/gates. Also proposed are a concrete crossing surface, pavement markings, guard rails protecting masts, luminars, 6x6 bungallo, skewed crossing sings 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 $405,000.00 including tax.

2. Provide an estimate for maintaining the signals for 12 months. (Not yet obtained from RR)

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
Randolph 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

_____

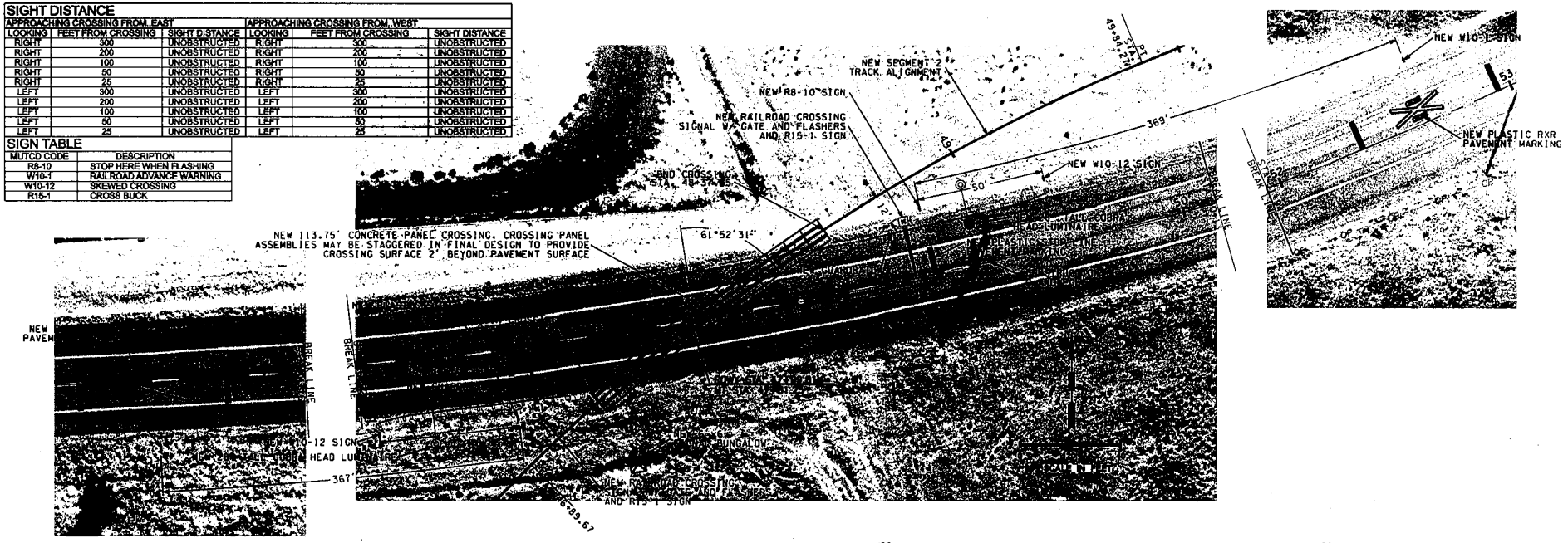
_____
Mailing address

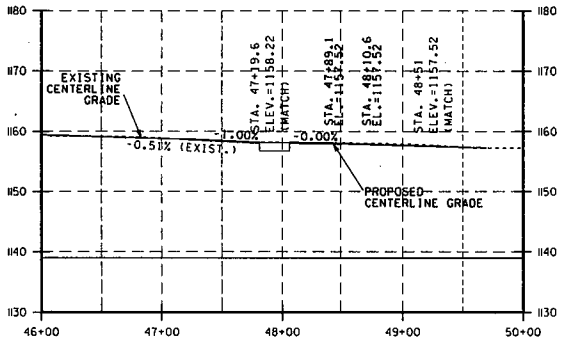
SIGHT DISTANCE

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

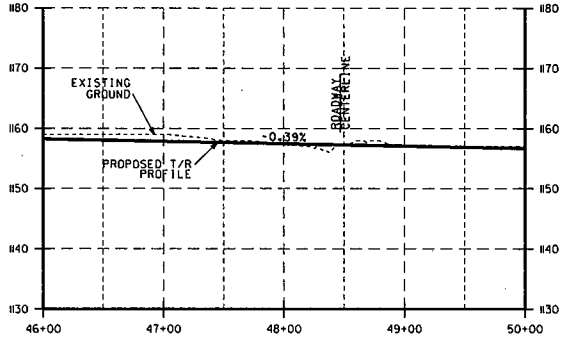
SIGN TABLE

MUTCD CODE	DESCRIPTION
R8-10	STOP HERE WHEN FLASHING
W10-1	RAILROAD ADVANCE WARNING
W10-12	SKEWED CROSSING
R15-1	CROSS BUCK





RANDOLPH ROAD
SCALE, 1"=100' HORIZ.
1"=20' VERT.



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

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

Washington State Department of Transportation

NORTH COLUMBIA BASIN
CROSSING PLAN
SEGMENT 2
RANDOLPH ROAD

SHEET 1 OF 1 SHEETS