WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Port of Moses Lake Petitioner, vs. Port of Moses Lake, Respondent.	)	DOCKET NO. TR-100076 PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING TURNER 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 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 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 Turner Road

2. Existing railroad Proposed Operator - Columbia Basin Railroad

3. Location of proposed crossing:
   Located in the SW 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 - 1.6

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 Turner Road

2. Roadway classification Private Road (local use only)

3. Road authority _____

4. Average annual daily traffic (AADT) 50 or less

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? 10%

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:

Turner Dr. intersects Randolph Rd. And is one of the main access road 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 others in the area. Due to the large amount of available industrial property and services in this area, it is anticipated that this area will experience large industrial growth within the five (5) to ten (10) years. Randolph Rd. will

continue to be the main arterial service this industrial area. This is the justification for extending rail to meet the existing needs 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

As indicated in "Section 6-Current Highway Traffic Information" the east portion of the Port's industrial area has a number of large industrial 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 are locating 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 this 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 economic loss for the greater Moses Lake area.

Section 12 – Waiver of Hearing by Respondent

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

_____

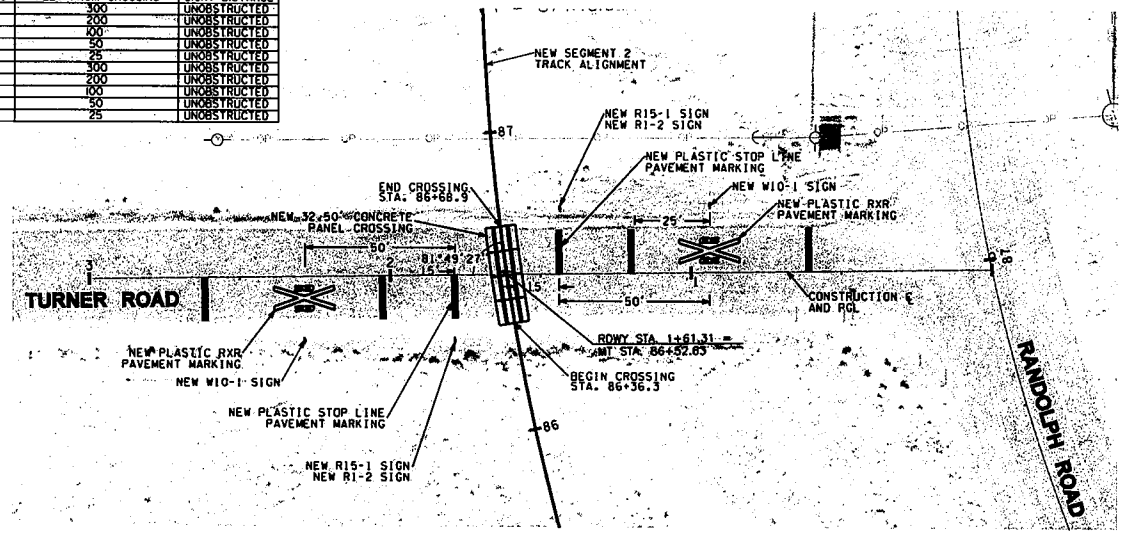
_____
Mailing address

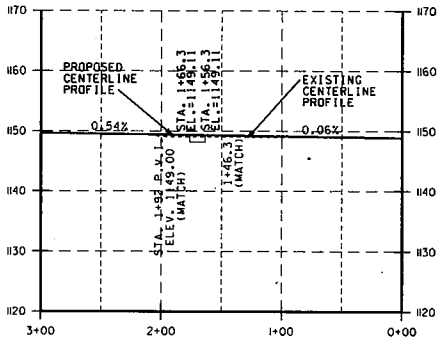
SIGHT DISTANCE

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

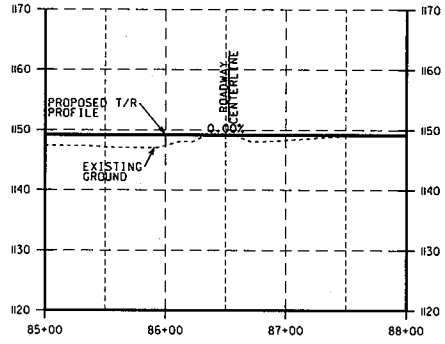
MUTCD CODE	DESCRIPTION
W10-1	RAILROAD ADVANCE WARNING
R1-2	YIELD SIGN
R15-1	CROSS BUCK





TURNER ROAD

SCALE: 1"=100' HORIZ.
1"=20' VERT.



SEGMENT 2
TRACK PROFILE

SCALE: 1"=100' HORIZ.
1"=20' VERT.

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

DATE DATE

Washington State Department of Transportation

NORTH COLUMBIA BASIN
CROSSING PLAN
SEGMENT 2
TURNER ROAD

ROADWAY PLAN AND PROFILE

SHEET 1 OF 1 SHEETS