

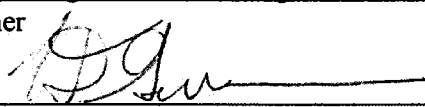
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- 130319- P
	)	
<u>City of College Place, Washington</u>	)	PETITION TO RECONSTRUCT A
Petitioner,	)	HIGHWAY-RAIL GRADE
	)	CROSSING
vs.	)	
	)	
<u>Union Pacific Railroad &amp; Watco Companies</u>	)	
Respondent	)	USDOT CROSSING NO.:
.....	)	

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 MANAGEMENT

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

**Section 1 – Petitioner’s Information**

<u>City of College Place, Washington</u>
Petitioner
 - CITY ENGINEER
Signature
<u>625 South College Ave., College Place, WA 99324</u>
Street Address
<u>College Place, WA 99324</u>
City, State and Zip Code
Mailing Address, if different than the street address
<u>Mr. Robert Gordon, City Engineer</u>
Contact Person Name
<u>Phone: (509) 525-0510 Email: rgordon@ci.college-place.wa.us</u>
Contact Phone Number and E-mail Address

*Section 2 – Respondent's Information*

Union Pacific Railroad

Respondent

9451 Atkinson Street

Street Address

Roseville, California 95747

City, State and Zip Code

Mailing Address, if different than the street address

Terrel A. Anderson

Contact Person Name

(916) 789-5134, Cell (916) 390-3693, Email: tanders@up.com

Contact Phone Number and E-mail Address

Watco Companies

Respondent

325 Mill Road

Street Address

Lewiston, ID 83501

City, State and Zip Code

Mailing Address, if different than the street address

Dan Garrett

Contact Person Name

(208) 743-2559, Cell (208) 790-1754, Email: dgarrett@watcocompanies.com

Contact Phone Number and E-mail Address

**Section 3 – Crossing Location**

1. Existing highway/roadway College Avenue Crossing

2. Existing railroad Union Pacific Railroad (line leased by Watco Companies)

3. Location of crossing planned for reconstruction:  
Located in the NE1/4 of the SW1/4 of Sec. 25, Twp. 7N, Range 35E W.M.

4. GPS location, if known 46° 3'15"N, 118° 23'18.44"W

5. Railroad mile post (nearest tenth) 28.97

6. City College Place County Walla Walla

**Section 4 – Crossing Information**

1. Railroad company Watco; Track Owner is Union Pacific

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 train per day  
Authorized freight train speed 10 mph Operated freight train speed \_\_\_\_\_

6. Average daily train traffic, passenger 0  
Authorized passenger train speed \_\_\_\_\_ Operated passenger train speed \_\_\_\_\_

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.  
\_\_\_\_\_

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  College Avenue

2. Roadway classification  Principal Arterial

3. Road authority  City of College Place, Washington

4. Average annual daily traffic (AADT)  3,100 existing; 4,340 10-year forecast

5. Number of lanes  2

6. Roadway speed  <30 mph speed governed by stop control, 100 feet south of railroad centerline

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

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

9. Is the crossing part of an established school bus route? Yes  x  No \_\_\_\_\_

10. If so, how many school buses travel over the crossing each day?  14

11. Describe any changes to the information in 1 through 7, above, expected within ten years:  
 Proposed intersection / crossing plan attached

\_\_\_\_\_

*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   x  

2. If a safer location exists, explain why the crossing should not be relocated to 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   x        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.

Commercial building within 20' of tracks on northwest corner of crossing. Barrier cannot be removed or relocated. Traffic signs and warning crossing lights will be implemented. A tree is located within approximately 45' of tracks on northeast corner of crossing. The tree is not proposed to be relocated or removed. Signage and crossing lights and arms will be implemented.

5. Is it feasible to construct an over-crossing or under-crossing as an alternative to an at-grade crossing?

Yes \_\_\_\_\_      No   x  

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

There is not sufficient right-of-way. The costs would make these options impractical.

Existing commercial buildings in the area would have to be removed.

\_\_\_\_\_

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   x  

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   x   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.

Damson Street Crossing: east along track approximately 1,300'. Diversion of traffic to Damson Street would then trigger reconstruction of Damson Street crossing. Diversion of traffic would also cause major disruption in traffic patterns in community.

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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: 350'  
NE quadrant: 250'  
SW quadrant: +500'  
SE quadrant: +500'

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 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 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.

There will be three automatic signals constructed; each will service a single lane of traffic.

All signals will be placed 4'-3" behind curb. All will include a drop gate with red

lights positioned on the arm. Each post will include a set of red flashing lights and a

crossbuck sign.

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

Yes  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.

A diagnostic meeting was held on January 29, 2013 between the City of College Place, Walla Walla County, UPRR and Watco representatives, and Kathy Hunter with UTC to review proposed project.

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

**Waiver of Hearing**

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

USDOT Crossing No.: 810011Y

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 Roseville, <sup>California</sup> Washington, on the 4<sup>th</sup> day of  
March, 2013.

Terrel A. Anderson, Union Pacific Railroad  
Printed name of Respondent

  
Signature of Respondent's Representative

Manager Industry and Public Project  
Title

**Terrel A. Anderson  
Mgr. - Industry & Public Projects  
Union Pacific Railroad Company  
9451 Atkinson Street  
Roseville, CA 95747**

(916) 789-5134, Cell (916) 390-3693, Email: tanders@up.com  
Phone number and e-mail address

9451 Atkinson Street

Roseville, California 95747  
Mailing address

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Dated at Lewiston, <sup>Idaho</sup>~~Washington~~, on the 5<sup>th</sup> day of March, 2013.

Dan Garrett, Watco Companies  
Printed name of Respondent

  
Signature of Respondent's Representative

Road Master  
Title

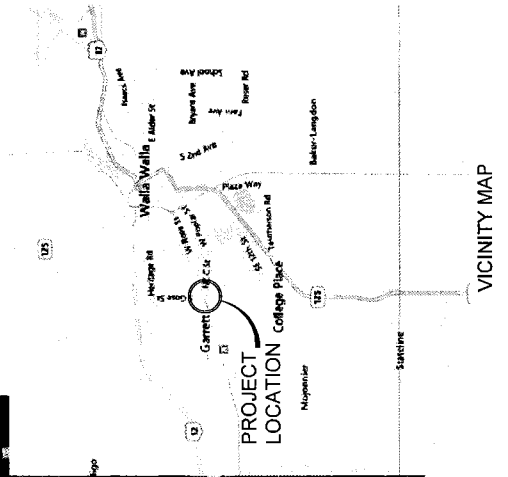
(208) 743-2559, Cell (208) 790-1754,  
Email: dgarrett@watcocompanies.com  
Phone number and e-mail address

325 Mill Road

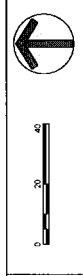
Lewiston, ID 83501  
Mailing address



LOCATION MAP



VICINITY MAP



**GENERAL SHEET NOTES**  
1. ALL ROADWAY DIMENSIONS ARE TO TOP BACK OF CURB UNLESS SPECIFIED OTHERWISE.

- SHEET KEYNOTES**
- 1 AUTOMATIC ROADWAY GATE ASSEMBLY WITH CROSSBUCK ASSEMBLY. SEE DETAIL A5
  - 2 24" RETROREFLECTIVE WHITE STOP BAR
  - 3 GRADE CROSSING PAVEMENT MARKINGS - RETROREFLECTIVE WHITE
  - 4 DIRECTIONAL ARROW - RETROREFLECTIVE WHITE
  - 5 "ONLY" PAVEMENT MARKING - RETROREFLECTIVE WHITE
  - 6 8" SOLID WHITE STRIPING
  - 7 4" SOLID DOUBLE YELLOW STRIPING
  - 8 NEW LANDSCAPED AREA
  - 9 NEW DECORATIVE CONCRETE MEDIAN WITH MOUNTABLE CURBS
  - 10 4" DOTTED WHITE STRIPING
  - 11 PEDESTRIAN WARNING SIGNAL. SEE DETAIL A4

