



)	DOCKET NO. TR-160331
Town of St. John)	
_____)	PETITION TO MODIFY HIGHWAY-
Petitioner,)	RAIL GRADE CROSSING ACTIVE
)	WARNING DEVICES AND
vs.)	DISBURSEMENT OF FUNDS
)	FROM THE GRADE CROSSING
Washington State Department of)	PROTECTIVE FUND
Transportation,)	
)	
Palouse River and Coule City Railroad)	USDOT CROSSING # 809294C
_____)	
Respondents.)	
.....)	

STATE OF WASH
UTIL. AND TRANSP
COMMISSION

2016 MAR 25 AM 8:41

UTILITY
RECORDS MANAGEMENT

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

Town of St. John

Petitioner

1 East Front Street

Street Address

St. John, WA 99171

City, State and Zip Code

P.O. Box 298

Mailing Address, if different than the street address

Rodger Bly, Water/Sewer/Street Superintendent

Contact Person Name

509-648-3644 (shop) 509-288-2056 (cell) rodgerblycityguy@yahoo.com

Contact Phone Number and Email Address

Signature

Section 2 – First Respondent's Information

Washington State Department of Transportation

Respondent

2741 N Mayfair Street

Street Address

Spokane, WA 99207

City, State and Zip Code

Mailing Address, if different than the street address

Bob Westby

Contact Person Name

509-324-6086 - westbyb@wsdot.wa.gov

Contact Phone Number and Email Address

Signature

Section 2 - Second Respondent's Information

Palouse River and Coulee City Railroad

Respondent

325 Mill Road

Street Address

Lewiston, ID 83501

City, State and Zip Code

P.O. Box 53501

Mailing Address, if different than the street address

Dan Garrett

Contact Person Name

208-790-1754 - dgarrett@watcocompanies.com

Contact Phone Number and Email Address

Signature

Section 3 – Crossing Location

1. Existing highway/roadway <u>Park Avenue</u>
2. Existing railroad <u>Palouse River and Coulee City</u>
3. USDOT Crossing No. <u>809294C</u>
4. Located in the <u>SE</u> 1/4 of the <u>NE</u> 1/4 of Sec. <u>1</u> , Twp. <u>18 N</u> , Range <u>41 E W.M.</u>
5. GPS location, if known <u>N 47° 05' 11.21"</u> <u>W 117° 34' 52.78"</u>
6. Railroad mile post (nearest tenth) <u>17.71</u>
7. City <u>St. John</u> County <u>Whitman</u>

Section 4 – Project Information

Please complete all information in this section – attach additional sheets as necessary that provide the following:

- a. A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

In the last three year there have been no pedestrian or vehicular accidents on Park Avenue. However with the heavy traffic during harvest, daily school bus traffic during school, and vehicular traffic the rail crossing shows severe signs of wear and tear. The improved crossing will create a smooth, even at-grade crossing.

- b. A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.

See attachment for information

Section 5 - Current Highway Traffic Information

Please complete all information in this section. Incomplete information may cause delays in the petition approval process.

1. Name of highway Park Avenue

2. Road authority Town of St. John

3. Average annual daily traffic (AADT) 750

4. Number of lanes 2

5. Roadway speed 25 mph

6. Is the crossing part of an established truck route? Yes No

7. If so, trucks are what percent of total daily traffic? N/A

8. Is the crossing part of an established school bus route? Yes No

9. If so, how many school buses travel over the crossing each day? 8 to 10 per school day

10. Describe any changes to the information in 1 through 7, above, expected within ten years:
None

Section 6 - Current Crossing Information

1. Railroad company Palouse River and Coulee City

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 mph Operated freight train speed 10 mph

6. Average daily train traffic, passenger 0
Authorized passenger train speed N/A Operated passenger train speed N/A

7. Describe any changes to the information in 1 through 4, above, expected within ten years:
None

8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?
Northbound and southbound vehicles looking west over 1,500 feet. Northbound vehicle looking east - over 400 feet. Southbound vehicle looking east approximately 300 feet.

9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.
For the southbound vehicle looking east, there is a curve and an embankment.

Section 7 - Current Warning Devices

1. Provide a complete description of the warning devices currently located at the crossing, including signs, gates, lights, train detection circuitry, preemption (advance or simultaneous) and any other warning devices.
There are railroad grade crossing advanced warning signs and shoulder-mounted flashing light signals with an AC/DC circuit with a TD-4 controlling the 3 track Circuits and 8 insulated joints and 3 Ring-10 diodes out on the track.

Section 8 – Description of Proposed Changes

1. Describe in detail the number and type of signals, gates or proposed warning devices, including the proposed type of train detection. Include the funding source for the proposed installation, if other funding sources will be used in addition to GCPF.

See Attachment

Section 9 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, engineering plan or other illustration showing the proposed crossing modification.

See attached drawings.

Section 10 – Use of Surplus Equipment

If surplus or used equipment is being installed as part of the project, please review the following statement and sign, accepting the terms and conditions.

“The recipient of surplus equipment voluntarily accepts the equipment as is. Proper installation and testing is required per Code of Federal Regulations 49, prior to activating the signal equipment. The recipient assumes full responsibility for functionality of the equipment.”

No surplus equipment will be used as part of this project

Section 11 – Project Cost Information

1. A cost estimate, including:

- a. Breakdown of estimated total cost:

\$40,000 (\$37,967 from CDL Electric plus \$2,033 contingency)

- b. Names of the parties contributing to the project and the amount each is contributing:

Town of St. John - \$20,000

GCPF Grant Program - \$20,000

- c. Provide the amount the applicant is requesting from the GCPF grant program:

\$20,000

2. The name of the party responsible for long-term maintenance.

Washington State Department of Transportation/Palouse River and Coulee City Railroad

Section 12 – Project Completion

1. An estimated timeline of the project.

**Project award date: April 2016
Project start date: June 2016
Project completion date: August 2016**

2. A description of how the project's success would be measured.

The project's success would be measured by completing the project on time and under budget. In addition, quality control of construction materials and methods would ensure an acceptable finished product.

3. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

Over the past few years the Town of St. John with the assistance from Anderson Perry & Assoc. has handled various project which included grant assistance and various associated requirements. The applicant experience includes managing grant requirements for various water, sewer, stormwater and road reconstruction projects.

4. Any other information the applicant believes would be useful to the Commission in considering the project.

N/A

Section 11 – Waiver of Hearing by Respondent

Waiver of Hearing

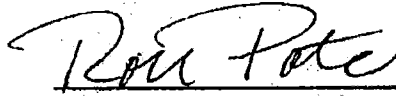
The undersigned represents the Respondent in the petition to install highway-rail grade crossing warning signals at the following crossing.

USDOT Crossing No. 809294C

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning signals should be installed and consent to a decision by the commission without a hearing.

Dated at OLYMPIA, Washington, on the 11th day of MARCH, 2016.

Ron Pate
Printed name of Respondent


Signature of Respondent's Representative

Rail Director
Title

Washington State Department of Transportation
Company Name

360-705-6903 PateRD@wsdot.wa.gov
Phone number and email address

PO Box 47407

Olympia, WA 98504-7407
Mailing address

Section 13 - Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signals at the following crossing:

USDOT Crossing No. 809294C

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning signals should be modified and consent to a decision by the commission without a hearing.

Dated at COLfak, Washington, on the 14th day of March, 20 16.

Dan Garrett

Printed name of Respondent



Signature of Respondent's Representative

Palouse River and Coulee City Railroad

Title

208-790-1754 - dgarrett@watcocomapnies.com

Phone number and email address

325 Mill Road

Lewiston, ID 83501

Mailing address

ATTACHMENT 1**TOWN OF ST. JOHN UTILITIES AND TRANSPORTATION COMMISSION APPLICATION
FOR SOUTH PARK AVENUE RAILROAD CROSSING WARNING DEVICES*****Section 4 – Project Information*****B. DETAILED PROJECT SUMMARY**

Several years ago, the Town of St. John established a goal to improve Park Avenue from the Town limits through the downtown area (Front Street). At the Town limits, Park Avenue becomes Endicott-St. John Road. Park Avenue/Endicott-St. John Road is the only direct link between the Towns of Endicott and St. John and is of increased importance due to the fact that the two communities share a school district.

The Town envisions completing the project in three phases. Phase I extends from the bridge by Broadway Street through the Nob Hill Street intersection. This phase was constructed in 2013 with Transportation Improvement Board (TIB) assistance. Phase II is proposed to extend from the south end of Phase I to the Town limits and Phase III is proposed to extend from the north end of Phase I to Short Street. Additional funding from TIB in 2015 extended Phase II to include a portion of Phase III so that Phase II now includes extends the north end of Phase I to Front Street.

Phase II consists of three distinct sections. The first section from Nob Hill Street to the railroad tracks just south of Railroad Avenue is urban in nature. Residential lots are located on both sides of the street, a few sections of old sidewalk are present, and the wide shoulder areas are covered with gravel or asphalt pavement. The water main and services were replaced in 2011, and the private utilities are relatively new and outside the proposed street section. The existing storm drain line appears to be in good condition. The sewer mains are located behind the houses, so no sewer pipes are present in this section. Past excavations revealed a variety of thicknesses for the asphalt surfacing and aggregate base. Due to these varying thicknesses and some cross slope issues, adding curbs without rebuilding the street section would be difficult. The Town's preference is to reconstruct this section to match Phase I.

The second section starts at the railroad tracks and extends south to Brights Street. This section of road is approximately 20 feet wide with ditches on both sides and provides access (mostly off of Brights Street) for four homes. A 3-year old water main, a second main in good condition, and private underground utilities are present. The railroad right-of-way and tracks are owned by the Washington State Department of Transportation (WSDOT). The wooden railroad crossing is in poor condition. The Town's preference is for this section to act as a transition from urban to rural. The Town proposes a curbed street on one side approximately 16 feet wide with two lanes and an asphalt pedestrian path on one side. The existing ditch on the west side would remain, and the other would be replaced with a storm drain pipe to be connected to the existing storm drain pipe. The Town proposes to patch, prelevel, overlay, and widen the existing roadway. This will both reuse existing materials and allow for one lane traffic (flagged) during construction, which is important given that there is no convenient detour route. The proposal also includes replacing the existing asphalt crossing with concrete panels extending a few feet on either side of the new asphalt road and wooden railroad crossing with a new wooden crossing that matches the proposed street width. WSDOT has supported this change.

The third section is from Brights Street to the Town limits. This area is, and will likely remain, rural in nature with farm style development. The street in this section is approximately 20 feet wide with gravel shoulders, ditches, and a few driveways. Town utilities are not present. The Town proposes to patch, prelevel, and overlay this section and let the street continue its current functions.

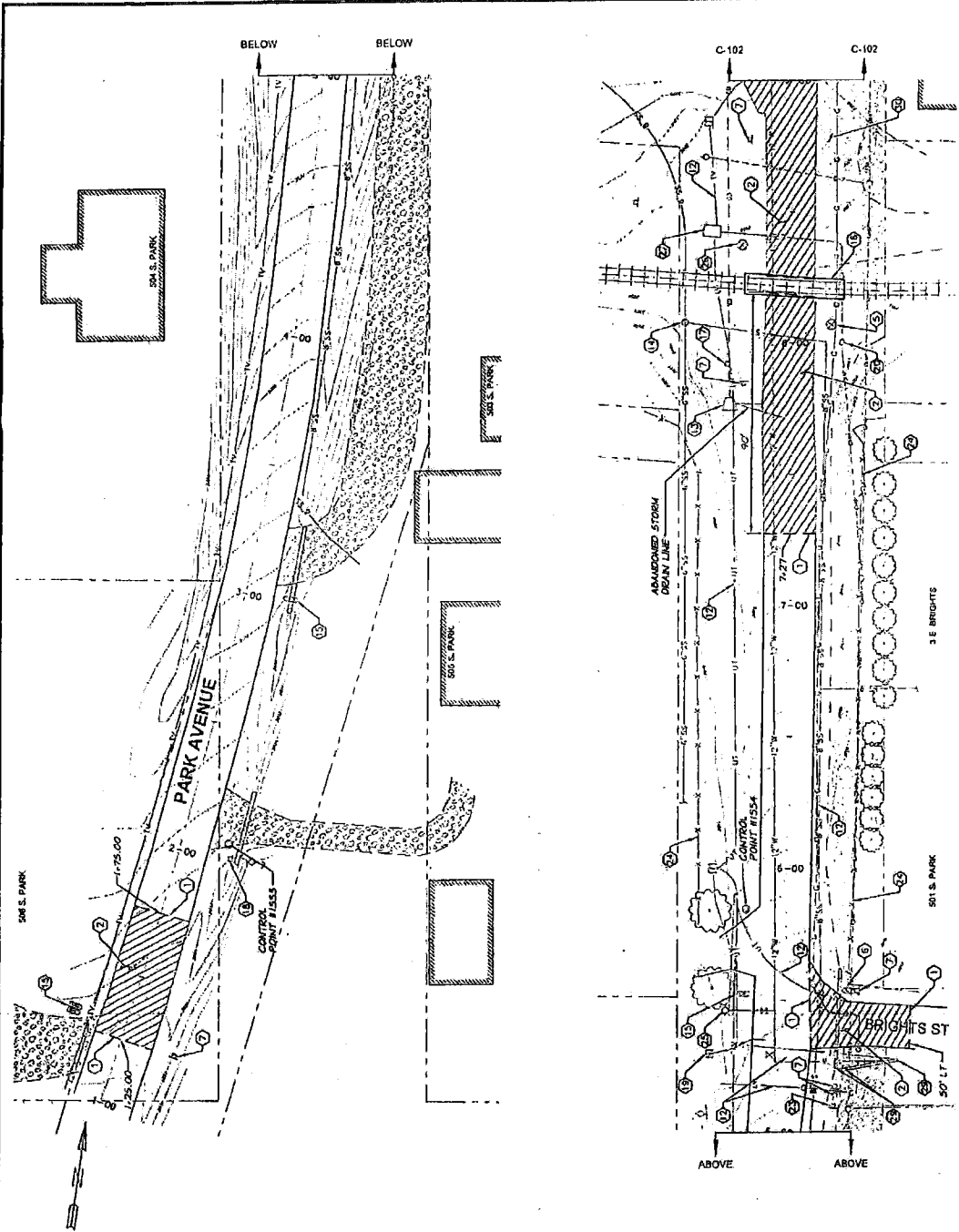
Section 8 – Description of Proposed Changes

Currently, there are two shoulder-mounted flashing light signals adjacent to Park Avenue on either side of the railroad crossing. The existing crossing surface is hot mix asphalt. The existing roadway width at the crossing is approximately 18 feet. The Town is working with the rail owner (Washington State Department of Transportation), the Railroad Company (WATCO), and the train operator (Palouse River Coulee City) to improve the street crossing the rail, as well as the crossing. The plans include installing widening the crossing to 25 feet, install a new concrete crossing, relocating north bound shoulder-mounted flashing light impacted by the roadwork, upgrading the wiring to meet the current standards in the Manual on Uniform Traffic Control Devices, installing curb and gutter along the east side of the street south of the tracks and on both sides of the road north of the tracks.

The pedestrian crossing on the east side of the track will not be a typical crossing, since Park Avenue transitions from a rural setting to an urban at the railroad tracks. There are only a hand full of residences located south of the railroad tracks and with the limited pedestrian access as well as grading obstacles, the asphalt roadway will be extended to the new curb and gutter location and stripped to provide a clear route of pedestrian travel should a route be needed.

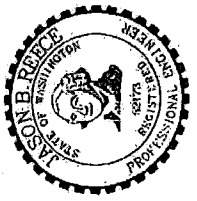
A gravel detour will be used to re-route traffic while the road crossing is being constructed. The gravel will consist of railroad ballast material over the tracks and within a few feet of the crossing. The remaining material used to complete the detour will be a crushed surfacing aggregate. Once the crossing is completed the gravel around the railroad tracks will be removed.

The Town with funding assistance from the Washington State Transportation upgrading the crossing to concrete will be a joint effort between the Town and WATCO. The work on the light relocation and wiring upgrades will be completed by CDL Electric working for WATCO. The Town will be responsible for the cost of the work by CDL Electric. This request is to help pay for the work by CDL Electric.



- DEMOLITION NOTES**
- 1 SAWCUT EXISTING ASPHALT OR CONCRETE.
 - 2 REMOVE EXISTING ASPHALT PAVEMENT.
 - 3 REMOVE EXISTING CURB.
 - 4 REMOVE EXISTING CONCRETE.
 - 5 EXISTING BARRIAD WARNING LIGHT AND SIGNS TO BE RELOCATED OR REPLACED WITH NEW SIGNS OUTSIDE OF NEW CURB LINE. SEE SHEET C-102 FOR APPROXIMATE LOCATION AND SHEET C-103 FOR ADDITIONAL INFORMATION.
 - 6 REMOVE EXISTING MAILBOX AND/OR NEWSPAPER BOX. SEE PLAN AND PROFILE SHEETS FOR EXACT LOCATIONS.
 - 7 REMOVE EXISTING SIGN AND POST AND DELIVER TO CITY SHOP.
 - 8 REMOVE TREE AND TREE STUMP.
 - 9 PROTECT EXISTING TREE/SHRUB.
 - 10 REMOVE AND RELOCATE EXISTING WATER METER AND BOX. PROTECT EXISTING CONCRETE.
 - 11 PROTECT EXISTING PRIVATE UTILITIES.
 - 12 REMOVE EXISTING STORM DRAIN STRUCTURE.
 - 13 PROTECT EXISTING MANHOLE.
 - 14 REMOVE EXISTING MAILBOX OR NEWSPAPER BOX.
 - 15 REMOVE EXISTING RAILROAD RAILS AND TIES. SEE SHEET C-402.
 - 16 REMOVE AND REINSTALL EXISTING SIGN AND POST. SEE SHEET C-102/C-110 FOR LOCATION.
 - 17 PROTECT EXISTING SIGN AND POST.
 - 18 PROTECT EXISTING WATER METER.
 - 19 EXISTING ELECTRIC METER/POLE FOR DIALCROSSING TO BE RELOCATED BY OTHERS. SEE SHEET C-402 FOR ADDITIONAL INFORMATION.
 - 20 PROTECT EXISTING CATCH BASIN, FRAME, AND GRATE.
 - 21 NOT USED.
 - 22 PROTECT EXISTING GAS LINE MARKER.
 - 23 PROTECT EXISTING FENCE.
 - 24 PROTECT EXISTING FIRE HYDRANT.
 - 25 PROTECT EXISTING BARRIAD WARNING LIGHT.
 - 26 PROTECT EXISTING BARRIAD CONTROL STRUCTURE.
 - 27 REMOVE AND ROTATE EXISTING CATCH BASIN TO MATCH NEW CURB.
 - 28 CUT LAST 1-2' OFF CURBPIPE OR AS NEEDED TO REMOVE DAMAGED SECTIONS.
 - 29 REMOVE EXISTING GRAVEL SURFACING IN FRONT OF 411 S. PARK. STOCK PILE ON PROPERTY. COORDINATE LOCATION WITH CONTRACTOR.
 - 30 PROTECT EXISTING WATER METER, SETTER, AND METER BOX. SEE PLAN AND PROFILE SHEETS FOR DETAILS.

- LEGEND**
- REMOVE ASPHALT/CONCRETE
 - REMOVE CEMENT CONCRETE
 - REMOVE CURB OR PIPE
 - SAW-CUT LINE
 - REMOVE TREE AND STUMP



SHEET
C-101
5 OF 24

TOWN OF ST. JOHN
PARK AVENUE RECONSTRUCTION PHASE II CITY LIMITS TO HILL STREET AND PARK AVENUE BRIDGE TO FRONT STREET
2016

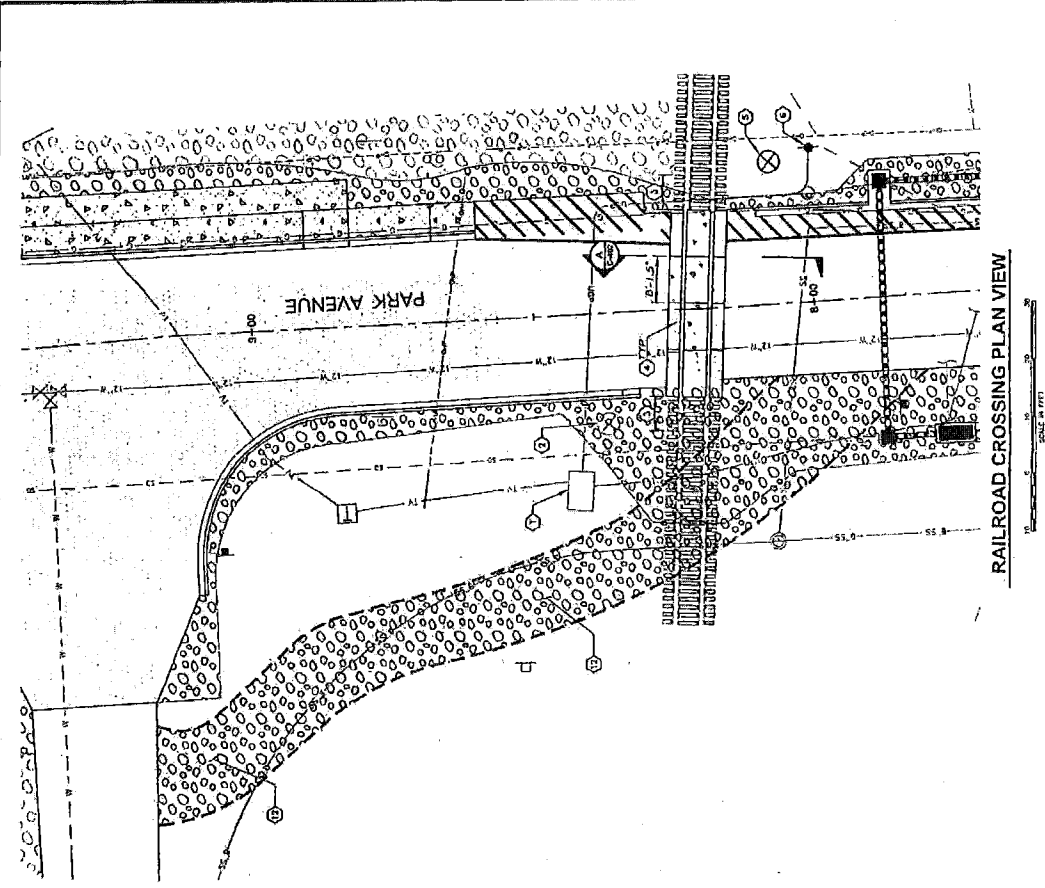
Anderson Perry & Associates, Inc.
ENGINEERS & ARCHITECTS
11100 15th Avenue NE, Seattle, WA 98125
TEL: 206.281.1111 FAX: 206.281.1112

THIS DRAWING HAS BEEN REVIEWED FOR CONFORMANCE WITH THE CITY OF ST. JOHN. ADJUST SCALE ACCORDINGLY. BAR SCALE SHOWN IS ACCURATE.

DATE	BY	DESCRIPTION
06/20/16	J. BERRY	ISSUED FOR PERMITS
03/01/16	J. BERRY	ISSUED FOR PERMITS

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SITE PREPARATION PLAN - STA 1+00 TO STA 8+00



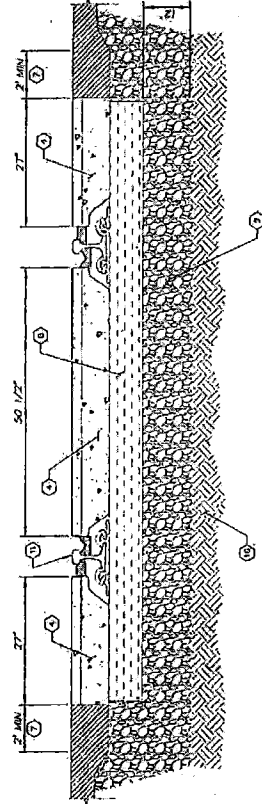
RAILROAD CROSSING PLAN VIEW

GENERAL NOTES

1. THE RAIL RIGHT-OF-WAY IS OWNED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) AND THE TRACKS ARE LEASED TO MATCO. THE CONTRACTOR WORKING FOR ST. JOHN, MODOT, AND MATCO AND CO. ELECTRIC SHALL BE RESPONSIBLE FOR THE RAILROAD TRACKS AND ALL NECESSARY PERMITS. THE RESPONSIBILITIES OF THE OTHER PARTIES ARE DESCRIBED IN GENERAL NOTES 2, 3, AND 4. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND COORDINATING THE WORK.
2. WORK AND MATERIALS BY CONTRACTOR SHALL BE COMPLETED TO THE EAST OF CENTERLINE AND SIDE TRAIL TO THE CROSSING 10' WEST AND 21' EAST OF CENTERLINE AND SIDE TRAIL TO THE CROSSING 10' WEST AND 21' EAST OF CENTERLINE AND SIDE TRAIL TO THE CROSSING. THE CONTRACTOR SHALL REMOVE ALL MATERIALS, THE REMOVAL SHALL EXTEND TO AT LEAST 5' WHICHEVER IS LONGER. CONCRETE PANELS OR PAINT THE RAIL JOINTS. PROVIDE NEW BALLAST, TIES, CONCRETE PANELS, LIES, AND HARDWARE WHERE NECESSARY. REMOVE EXISTING BALLAST, TIES, CONCRETE PANELS, LIES, AND HARDWARE. REPLACE BALLAST AND INSTALL CONCRETE CROSSING PANELS. PROVIDE AND PLACE GRAVEL BASE, TEMPORARY GRAVEL AND PAVEMENT ON BOTH SIDES OF THE CROSSING. PROVIDE ELECTRICAL CONDUIT AS NEEDED BY MATCO AND/OR THE RAILROAD ELECTRICAL SUBCONTRACTOR.
3. WORK AND MATERIALS BY MATCO:
 - RAILROAD ELECTRICAL CONDUIT
 - BALLAST
 - TIES
 - TAMP SETTING FOR PROFILE/ALIGNMENT.
4. WORK AND MATERIALS BY CO. ELECTRIC (THE TOWN OF ST. JOHN WILL PAY MATCO TO PAY CO. ELECTRIC FOR THEIR WORK):
 - RELOCATE EXISTING METERS TO THE SOUTH SIDE OF THE TRACKS
 - RELOCATE/REPLACE THE METERS POLE
 - RELOCATE EXISTING METERS POLE TO THE SOUTH SIDE OF THE TRACKS AND FROM THE METERS POLE TO THE LIGHT POLES
 - REPLACE ALL OTHER WIRING AND CONNECTIONS ASSOCIATED WITH THE CROSSING. SEE APPENDIX D FOR THE CO. ELECTRIC PROPOSAL.

CONSTRUCTION NOTES

1. EXISTING ELECTRICAL CONTROL BUILDING TO REMAIN.
2. EXISTING WARNING LIGHTS TO REMAIN.
3. REMOVE AND REPLACE 5 TIES ON EITHER SIDE OF NEW CROSSING.
4. 4 - 8' x 12" LONG PRECAST CONCRETE CROSSING PANELS, PLACE 15' LEFT AND 17.5' RIGHT OF THE ROADWAY AND RAIL CENTERLINE INTERSECTION.
5. RELOCATE WARNING LIGHTS ADJACENT TO NORTH BOUND LINE BY OTHERS.
6. NEW OR RELOCATED DROP/METER POLE, BY CO. ELECTRIC.
7. N/A APPROACH 7" THICK, MINIMUM 2' FROM CROSSING.
8. NEW 7' x 9' x 10' HARDWOOD INDUSTRIAL GRADE OR GRADE 5 TIES.
9. 12" RAILROAD BALLAST, SEE APPENDIX C OF THE CONTRACT DOCUMENTS FOR REQUIREMENTS.
10. COMPACT SUBGRADE PER STANDARD SPECIFICATIONS.
11. NEW 13/17/33 LB RAIL, PROVIDED AND SET BY MATCO.
12. CONSTRUCT A LIMITED USE RAILROAD TRACK UNDERDRY. USE RAILROAD BALLAST ADJACENT TO AND ACROSS THE TRACKS AND USE CRUSHED GRAVEL UNDERDRY. BALLAST AND LOCATION TO BE AS NEEDED. UPON COMPLETION REMOVE THE BALLAST FROM THE TRACK AREA.



RAILROAD CROSSING SECTION VIEW



TOWN OF ST. JOHN
 PARK AVENUE RECONSTRUCTION PHASE II CITY LIMITS TO MOH
 HILL STREET AND PARK AVENUE BRIDGE TO FRONT STREET
 2016

**Anderson
 Perry
 & Associates, INC.**
 1650 N. 16TH ST. SUITE 200
 SPOKANE, WA 99207

RAILROAD TRACK CROSSING PLAN AND DETAILS

SHEET
C-402
 20 OF 24

DATE: 05/10/2016	TIME: 10:00 AM	PROJECT: PARK AVENUE RECONSTRUCTION PHASE II
DRAWN BY: J. REICHE	CHECKED BY: D. JALGA	DATE: MARCH 01, 2016
SCALE: N.T.S.	PROJECT NO: 160331-001	CONTRACTOR: ST. JOHN, WA, ANDERSON-PERRY & ASSOCIATES, INC.