

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF PALOUSE,

Petitioner,

vs.

WASHINGTON STATE DEPARTMENT OF
TRANSPORTATION, and

WASHINGTON AND IDAHO RAILWAY,
INC.,

Respondents

DOCKET NO. TR-

PETITION TO RECONSTRUCT A
HIGHWAY-RAIL GRADE
CROSSING AND INSTALL
SIDEWALKS AT MILL STREET AT
WHITMAN STREET IN PALOUSE

USDOT NO.: 857867M

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

Construction

Reconstruction

Section 1 – Petitioner’s Information

City of Palouse

Petitioner

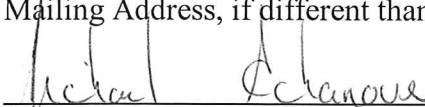
PO Box 248

Street Address

Palouse, WA 99161

City, State and Zip Code

Mailing Address, if different than the street address



Signature

Mayor Michael Echanove

Contact Person Name

Kyle Dixon (509) 878-1811 cityclerk@palouse.com (Kyle Dixon)

Contact Name, Phone Number, and E-mail Address

Section 2 – Respondents' Information

Washington State Department of Transportation - State Rail Office – Freight Systems Division
Respondent #1
PO Box 47407
Street Address
Olympia, WA 98504-7407
City, State and Zip Code
WSDOT Eastern Region/ 2714 N. Mayfair Street, Spokane, WA 989207-2050
Mailing Address, if different than the street address
Bob Westby
Contact Person Name
(509) 324-6086 WestbyB@wsdot.wa.gov
Contact Phone Number and E-mail Address

Washington & Idaho Railway, Inc. (WIR)
Respondent #2
417 S. Park Ave.
Street Address
Rosalia, WA 99170
City, State and Zip Code
Mailing Address, if different than the street address
Brandon Stuller, Operations Manager
Contact Person Name
(509) 202-2102 b.stuller@wirailway.com
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Mill Street at W. Whitman Street Intersection

2. Existing railroad WSDOT/WIR

3. Location of proposed crossing:
Located in the ___ 1/4 of the ___ 1/4 of Sec. ___ , Twp. ___ , Range ___ W.M.

4. GPS location 46.91037,-117.07896

5. Railroad mile post (nearest tenth) 0.1

6. City Palouse County Whitman

Section 4 – Proposed or Existing Crossing Information

1. Railroad company WSDOT (owner) / WIR (operator)

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 per week
Authorized freight train speed 10 Operated freight train speed 10

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

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

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 Mill Street at West Whitman Street

2. Roadway classification Local collector

3. Road authority City of Palouse

4. Average annual daily traffic (AADT) 10

5. Number of lanes 2

6. Roadway speed 25

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

8. If so, trucks are what percent of total daily traffic? 5%

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

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:

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

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

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

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

N/A

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

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

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.

N. Mary Street – USDOT 857868U

Bridge Street/SR-27 USDOT 857869B

Rail runs down middle of W. Whitman Street – not possible to divert traffic.

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 NORTH, 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	25
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	25
Left	200	
Left	100	
Left	50	
Left	25	

b. Approaching the crossing from SOUTH, 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	25
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	25
Left	200	
Left	100	
Left	50	
Left	25	

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.

1.13% to 0.56% grade along railroad tracks on W. Whitman Street.

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 – Sidewalks

1. Provide the following information:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

Section 11 – 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. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

No active warning devices will be installed.

2. Provide an estimate for maintaining the signals for 12 months. _____

3. 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 12 – 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 or modifying an existing crossing. Provide project specific information.

This project involves the reconstruction of the road and tracks on Whitman Street, including replacement of the road bed and installation of new sidewalks, curbing, lighting, and landscaping between Mill and Bridge Streets. The railroad tracks, which run down the center of Whitman Street, will be replaced and distinct travel lanes will be established on either side of the tracks. Curbing and crosswalks will be installed to provide pedestrians with safer travel options.

Warning devices at the Mill Street crossing consist of crossbucks, yield signs, ENS signs and retro-reflective tape on the sign posts. The project involves replacement of the yield signs with stop signs, and the addition of advance warning signs and pavement markings.

Section 13 – 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.

USDOT Crossing No.: 857867M

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 Spokane, Washington, on the 27th day of
February, 20 17.

Bob Westby
Printed name of Respondent


Signature of Respondent's Representative

Rail, Freight and Ports Division
Title

Washington State Department of Transportation
Name of Company

(509) 324-6086
Phone number and e-mail address

2714 N. Mayfair St.

Spokane, WA 99207-2050
Mailing address

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Brandon Stuller
Printed name of Respondent

Brandon Stuller
Signature of Respondent's Representative

Operations Manager
Title

Washington & Idaho Railway, Inc.
Name of Company

(509) 202-2102
Phone number and e-mail address

417 South Park Ave.

Rosalia, WA 99170
Mailing address