



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Department of Transportation

Petitioner,

vs.

Kennewick Terminal Railway aka KET LLC
Respondent

DOCKET NO. TR-

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING

USDOT: 808925X

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of warning devices at a highway-rail grade crossing.

Section 1 – Petitioner’s Information

Washington State Department of Transportation

Petitioner

Signature

310 Maple Park Avenue, SE, SUITE 2B

Street Address

Olympia, WA 98504

City, State and Zip Code

PO Box 47329, Olympia WA 98504-7329

Mailing Address, if different than the street address

Connie Raezer

Contact Person Name & Signature

360-705-7459 or raezerc@wsdot.wa.gov

Contact Phone Number and Email Address

Section 2 – Respondent's Information

KET LLC Respondent
709 North 10 th Avenue Street Address
Walla Walla, WA 99362 City, State and Zip Code
Mailing Address, if different than the street address
Paul Didelius – Owner/President Contact Person Name
509-492-3553 or pd@columbiarail.com Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>State Route 397</u>
2. Existing railroad <u>KET Railroad</u>
3. USDOT Crossing No. <u>808925X</u>
4. GPS location <u>46.2106600 -119.1071200</u>
5. Railroad mile post (nearest tenth) <u>12.830</u>
6. City <u>Kennewick</u> County <u>Benton</u>

Section 4 – Vehicle Traffic

1. Name of highway State Route 397

2. Road authority Washington State Department of Transportation

3. Average annual daily traffic (AADT) 16,000 (2016)

4. Number of lanes 5

5. Roadway speed 35 mph

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

7. If so, trucks are what percent of total daily traffic? 6%

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? 10 (estimated)

10. Describe any changes to the information in 1 through 7, above, expected within ten years:
Local development of housing and businesses is expected to increase vehicle traffic counts.

Section 5 – Current Crossing Information

1. Railroad company KET Railroad (UP is still showing on FRA report, line was sold)

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 less than one a day 6 a week at last report
Authorized freight train speed 10 mph Operated freight train speed 6-7

6. Average daily train traffic, passenger n/a
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:

No known

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?

NB on 397 = More than 300 feet to the east and more than 300 feet to the west

SB on 397 = More than 300 feet to the west and more than 200 feet to the east

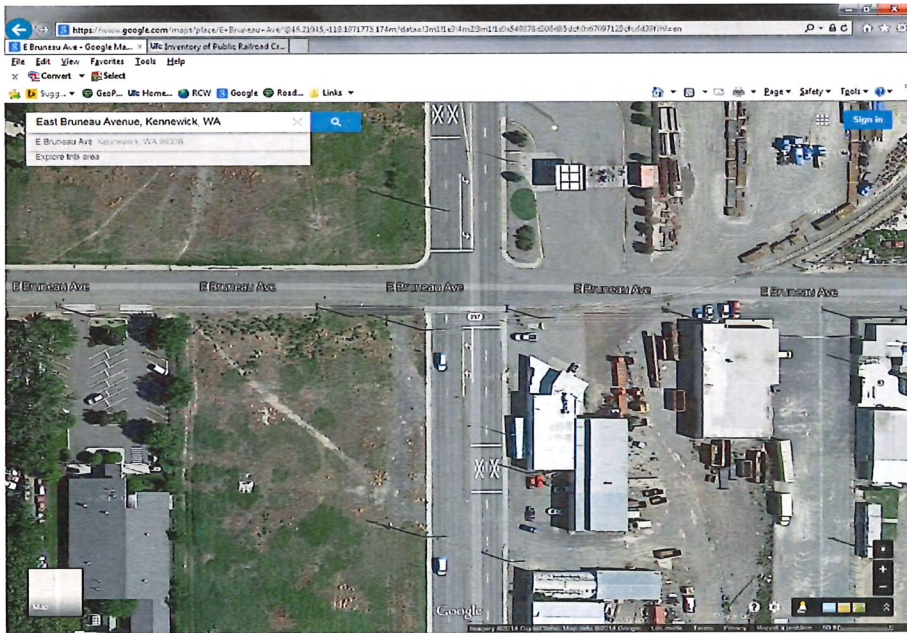
9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

There is some brush in the way, track curvature into industrial area on the east side of crossing

Section 6 – Current Warning Devices

Provide a complete description of the warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry and any other warning devices.

This is currently a passive crossing, with advance warning signs (W10-01) and stop bars as well as appropriate pavement markings.



Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates or other warning devices, and/or changes to train detection circuitry. Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. (Attach additional information sheets, if needed.)

Install Train detection island circuit, which will require all train movements to stop and proceed after signals activate. Install new track and crossing surface as required to support track circuitry. Install Cantilever-mounted signals that extends to at least the center of the innermost (left turn) lane. One set of sidelight flashers on SE quadrant will be directed west towards eastbound Bruneau traffic (mounted on tip of SE cantilever), and one set of sidelight flashers directed east towards westbound Bruneau traffic. Install signal cabinet/house. Modify sidewalk to direct pedestrians behind cantilever foundation on NW quadrant. Install updated signs on all approaches.

Improvements will be funded under Section 130.

Railroad will maintain rail infrastructure and road authority will maintain, sidewalks, pavement markings and signage as prescribed in law.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed design diagram, drawing, map or other illustration showing all proposed modifications, including signals, signage, pavement markings, sidewalks, etc.

See attached plans prepared by KET Railroad

Section 9 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signal system at the following crossing.

USDOT Crossing No. 808295X

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 signal system should be modified and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of _____, 2020.

Paul Didelius
Printed name of Respondent

Signature of Respondent's Representative

Owner/President
Title

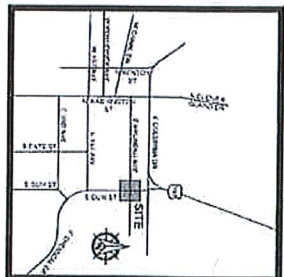
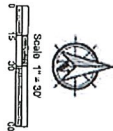
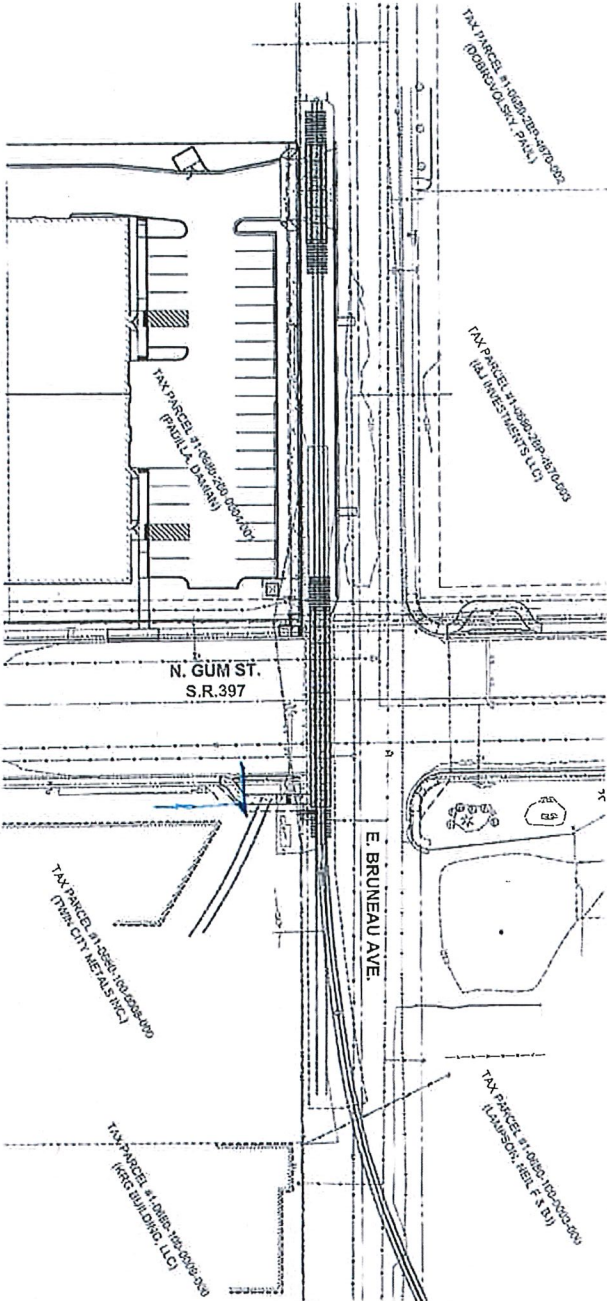
509-492-3553 or pd@columbiarail.com
Phone number and e-mail address

709 North 10th Avenue

Walla Walla, WA 99362
Mailing address

BRUNEAU ROAD CROSSING

LOCATED IN A PORTION OF THE NORTHERN 1/2 OF SECTION 6, TOWNSHIP 8 NORTH, RANGE 30 EAST, W.M.



VICINITY MAP
NOT TO SCALE

OWNER/DEVELOPER:
FRONTIER RAIL
225 SE 3RD AVE
PORTLAND, OR 97214
(503) 888-6011

ENGINEER:
THOMAS WISER, P.E.
TULLA, INC. 09/30/2004
(503) 891-6095

CIVIL:
JASON MATTOX, PE
400 BRADLEY BLVD.
SUITE 108
PORTLAND, WA 98152
(503) 942-1600

SURVEYOR:
ALEX MARAZZO, R.S.
400 BRADLEY BLVD.
SUITE 108
PORTLAND, WA 98152
(503) 942-1600

Sheet Index

G1	COVER SHEET AND GENERAL NOTES
R1	PLAN
R2	PROFILE
R3	NORTH CANTILEVER
R4	SOUTH CANTILEVER

GENERAL NOTES:

1. BASIS OF ELEVATION: CITY OF KENNEBECK BENCHMARK 15972 3-1/2" BRASS CAP IN MONUMENT CASE, HD D CITY OF KENNEBECK DATA NAVD 89 ELEVATION OF 346.674' PER SURVEY IN BOOK 1 OF SURVEYS AT PAGE 1540.

2. THE CONTRACTOR SHALL SCHEDULE A PRECONSTRUCTION MEETING WITH THE CITY OF KENNEBECK AND THE PORTLAND AND KENNEBECK WATER DEPARTMENT 2 WEEKS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.

3. 48 HOUR NOTICE TO THE CITY OF KENNEBECK, (503) 888-6421, IS REQUIRED PRIOR TO ANY ACTIVITY WITHIN THE STORM OR SANITARY OR ANY ACTIVITY INVOLVING CITY SEWER STORAGE OR WATER.

4. A MINIMUM OF TWO BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL CALL 811 (UTILITY LOCATIONS) FOR LOCATION MARK-UP OF EXISTING UTILITIES.

5. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PLANS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS REQUIRED PRIOR TO DISRUPTION OF ANY TRAFFIC. A TRAFFIC PLAN SHALL BE PREPARED AND SHALL COMMERCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.

6. AT THE END OF EACH DAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING THE ROADWAY TO ORIGINAL TRAVEL CONDITIONS. ROADWAY BACK TO COMPLETE VEHICULAR TRAVEL THIS SHALL INCLUDE BUT NOT LIMITED TO, ALL TRENDLINES BACK FILLED OR COVERED WITH DEVICES APPROVED BY THE CITY ENGINEER. ALL EQUIPMENT, SUPPLIES AND MISCELLANEOUS ITEMS REMOVED FROM THE RIGHT-OF-WAY.

7. EROSION, SEDIMENT, AND AIR QUALITY CONTROL SHALL COMPLY WITH BENTON COUNTY AIR QUALITY CONTROL ORDINANCES, AND THE NOTE AND DETAILS ON THESE PLANS.

8. TRENCH EXCAVATION WITHIN THE PROJECT SHALL COMPLY WITH WASHINGTON STATE DEPARTMENT OF LABOR AND INDUSTRIES SAFETY STANDARDS FOR CONSTRUCTION WORK, PART N, EXCAVATION, TRENCHING, AND SHORING (WAC 296-155-650 THRU WAC 296-155-86411).

9. SITE GRADING, STREET, STORM SEWER, SANITARY SEWER, AND PORTABLE WATER SYSTEM CONSTRUCTION MATERIALS, AND WORKMANSHIP SHALL CONFORM TO THE 2018 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION FOR ROAD AND MUNICIPAL CONSTRUCTION STANDARDS OF THE CITY OF KENNEBECK (BENTON COUNTY DEPARTMENT).

10. ALL ELECTRICAL SYSTEMS, STREETLIGHTS, AND ELECTRICAL CROSSING LOCATION CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE 2018 STANDARD SPECIFICATIONS OF BENTON COUNTY PUBLIC UTILITY DISTRICT.

11. ALL IRRIGATION SYSTEMS, IRRIGATION MAINS, AND IRRIGATION SERVICE CROSSING LOCATION CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE 2018 STANDARD SPECIFICATIONS OF KENNEBECK IRRIGATION DISTRICT.

12. THE CONTRACTOR SHALL AT ALL TIMES OBSERVE AND COMPLY WITH ALL FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, AND REGULATIONS WHICH IN ANY MANNER AFFECT THE CONDUCT OR SAFETY OF THE WORK.

13. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO BEGINNING CONSTRUCTION.

14. EXISTING UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED BY THE CONTRACTOR. OTHER UTILITIES MAY EXIST THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXPLORATION AHEAD OF THE WORK TO DETERMINE EXACT UTILITY LOCATIONS.

15. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL LOCATE AND VERIFY EXISTING UTILITY LOCATIONS AND ELEVATIONS WHERE INTERFERENCE WITH NEW UTILITIES MAY OCCUR.

CITY OF KENNEBECK		BENTON PUD	
Approved by City of Kennebec Public Works	DATE	Approved by Benton PUD	DATE
CASCADE NATURAL GAS		FRONTIER	
Approved by Cascade Natural Gas	DATE	Approved by Frontier	DATE
CHARTER COMMUNICATIONS		PRELIMINARY	
Approved by Charter Communications	DATE	NOT FOR CONSTRUCTION REVIEW	

KENNEBECK TERMINAL RAILROAD 425 SE 3RD AVE., SUITE 206 PORTLAND, OR 97214 (503) 888-6011	BRUNEAU ROAD CROSSING KENNEBECK, WA COVER SHEET AND GENERAL NOTES	PBS PBS Engineering and Environmental Inc. 455 E. 1st Ave. Ste. 106 Portland, OR 97202 (503) 888-1800 pbsra.com	WRE WISER RAIL ENGINEERING Thomas W. Wisner, P.E. 2152 S. Lewis Ave. Tualatin, Oregon 97146 503-833-0000

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KENNEWICK TERMINAL RAILROAD

BRUNEAU ROAD CROSSING
KENNEWICK, WA

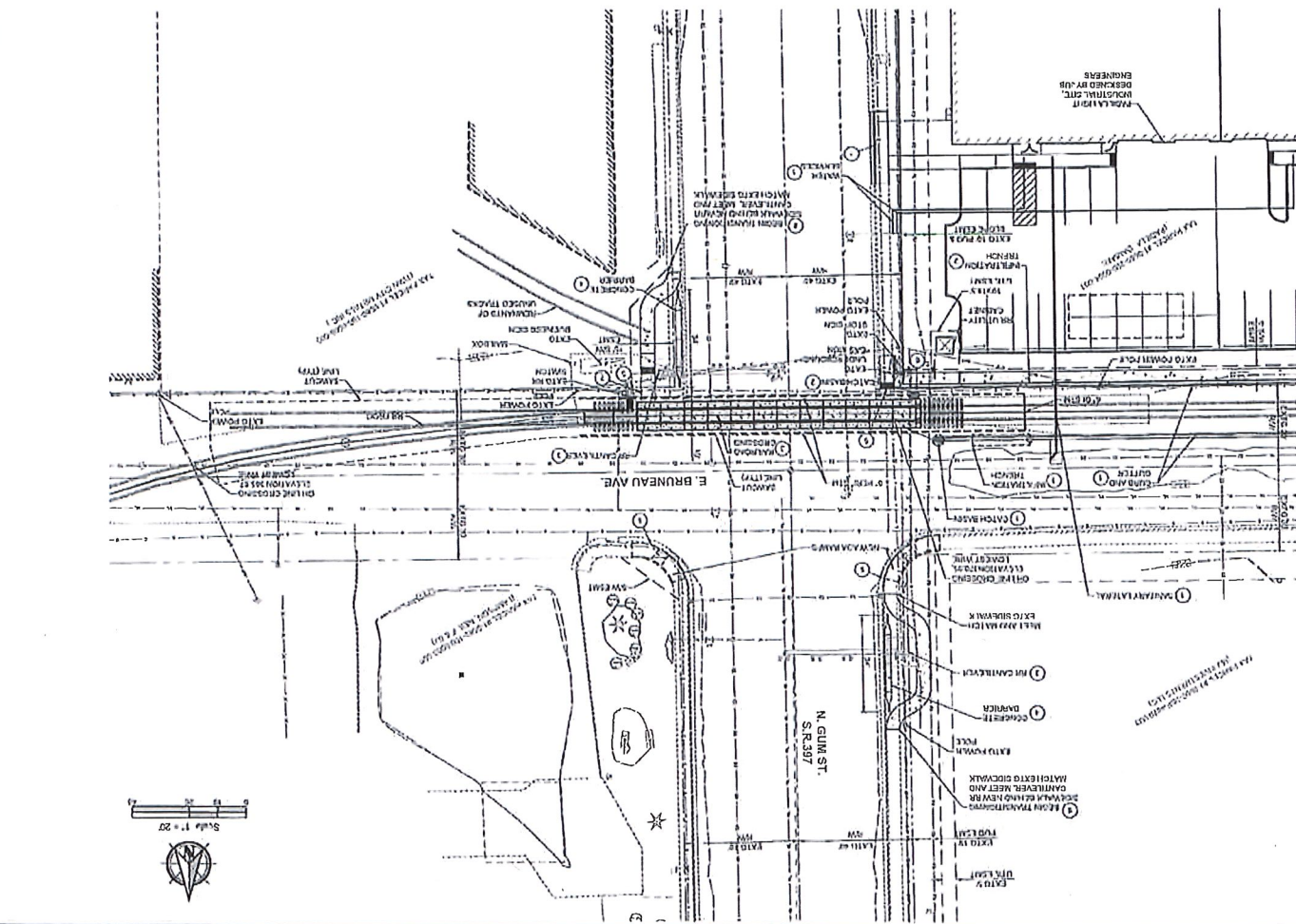
PRELIMINARY

425 SE 3RD AVE., SUITE 206
PORTLAND, OR 97214
(971) 888-6011

SITE AND UTILITY PLAN

PBS
Engineering and
Construction
10000 SW 24th Ave.
Portland, OR 97223
503.241.3888
pbse.com

WRE
WHEELBURN ENGINEERING
21000 SW 10th Ave.
Portland, OR 97223
503.241.3888
wre.com



REDUCED DRAWINGS - DO NOT SCALE

PRELIMINARY NOT FOR CONSTRUCTION

KENNEWICK TERMINAL RAILROAD

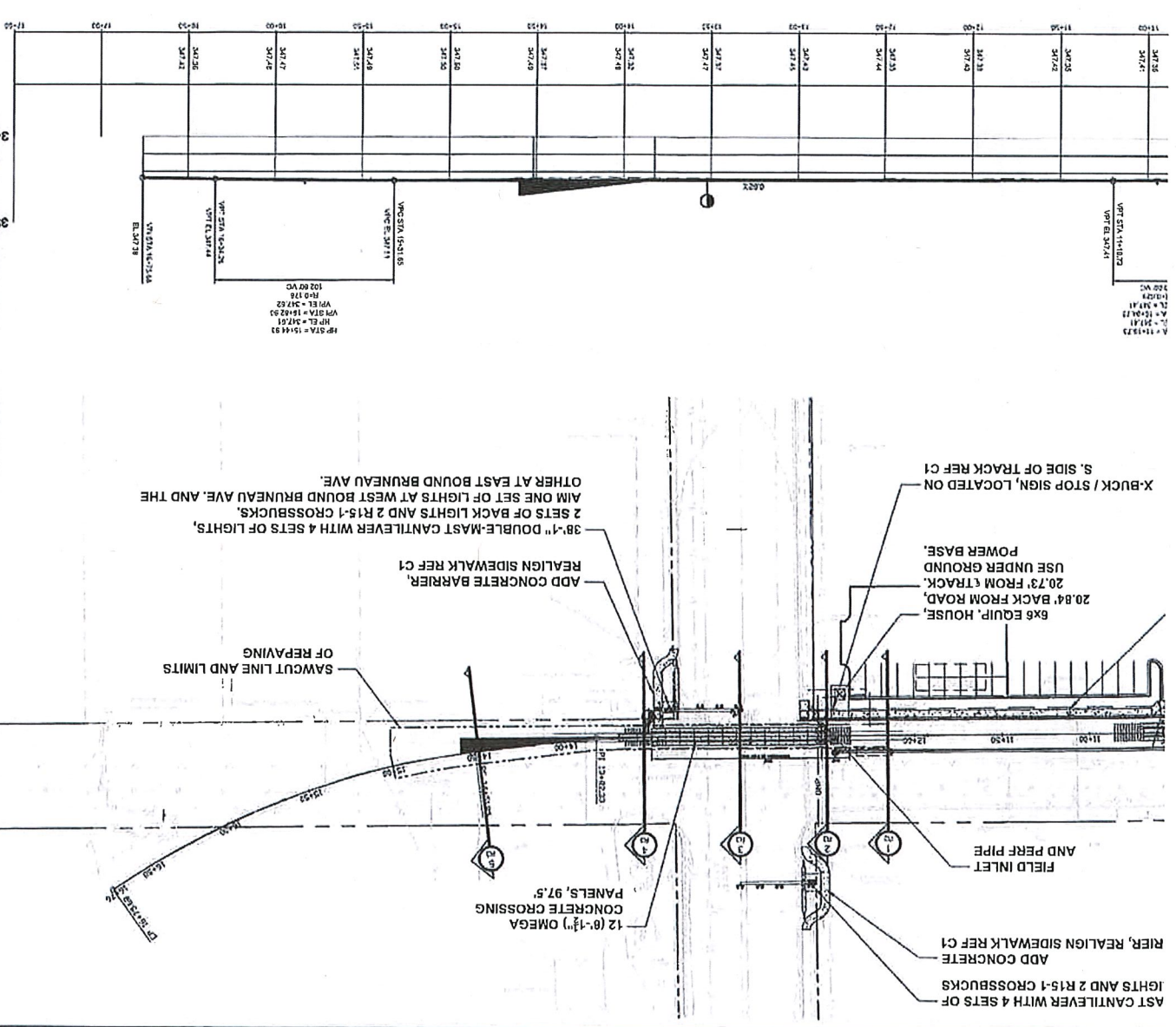
425 SE 3RD AVE., SUITE 208
PORTLAND, OR 97214
(503) 818-6011

BRUNEAU ROAD CROSSING

KENNEWICK, WA
PLAN & PROFILE



Thomas W. Wiley, P.E.
2225 SW 10th Ave.
Knappton, Oregon 97137
503 / 51-0500



REDUCED DRAWINGS - DO NOT SCALE

NO.	DATE	DESCRIPTION
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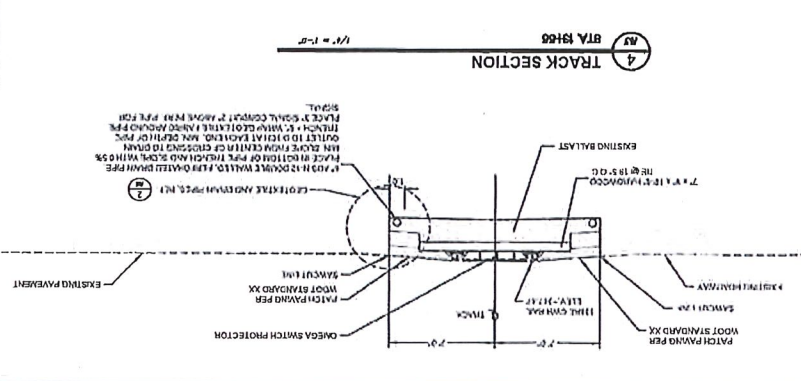
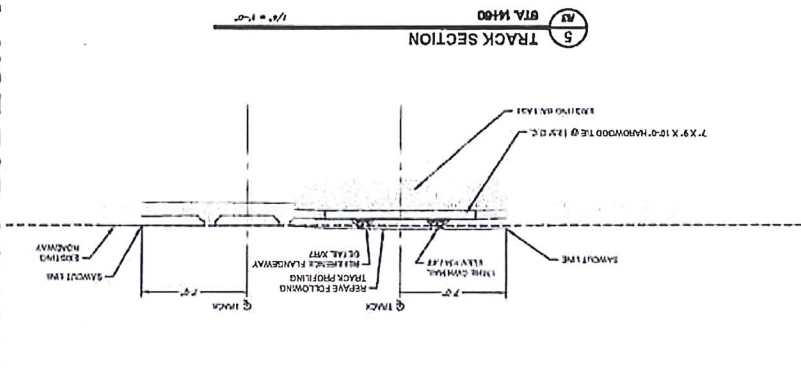
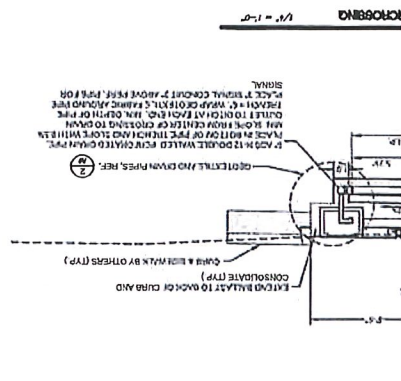
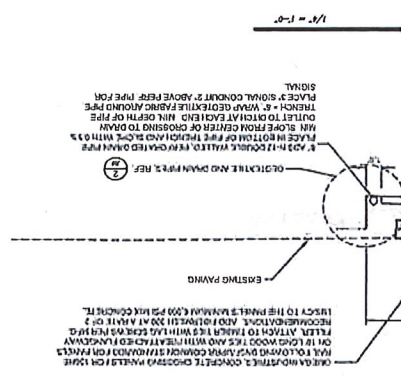
PRELIMINARY NOT FOR CONSTRUCTION

KENNEWICK TERMINAL RAILROAD
 425 SE 3RD AVE., SUITE 206
 PORTLAND, OR 97214
 (971) 918-5011

BRUNEAU ROAD CROSSING
 KENNEWICK, WA
 SECTIONS



WIE
 Thomas W. Wilson, P.E.
 2000 SE 10th Ave.
 Portland, OR 97214
 503.787.0095



REDUCED DRAWINGS - DO NOT SCALE

PRELIMINARY NOT FOR CONSTRUCTION

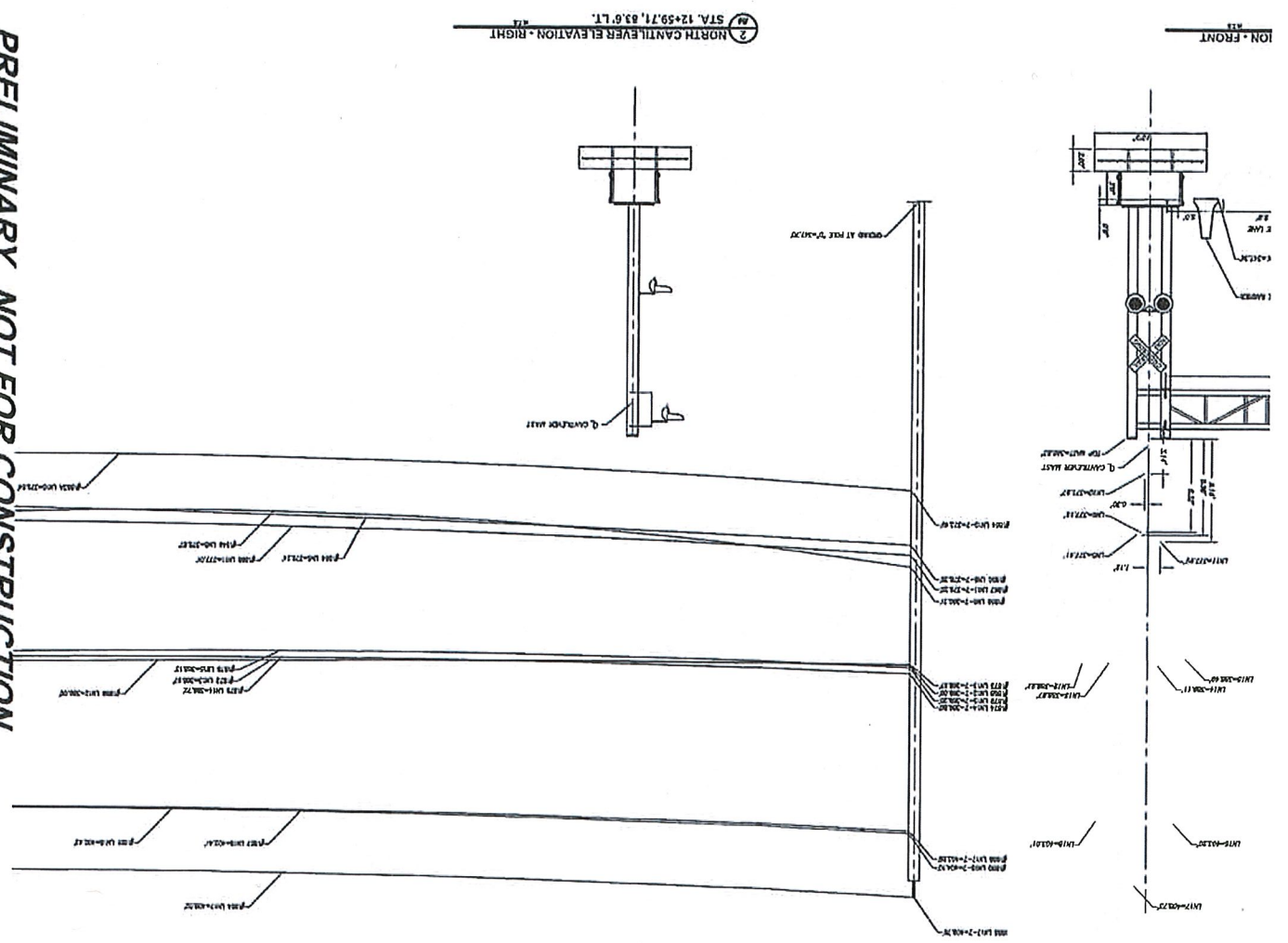
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KENNEWICK TERMINAL RAILROAD
425 SE 390 AVE., SUITE 206
PORTLAND, OR 97214
(503) 818-5011

BRUNEAU ROAD CROSSING
KENNEWICK, WA
NORTH CANTILEVER
ELEVATIONS

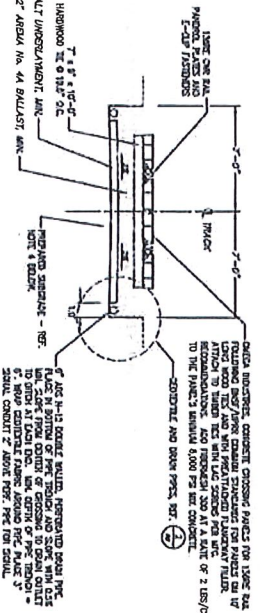


WFE
WILSON FIELD ENGINEERING
Thomas W. Wilson, P.E.
3275 SE Main Blvd.
Vancouver, Oregon 98683
503 / 571-6529



ION - FRONT

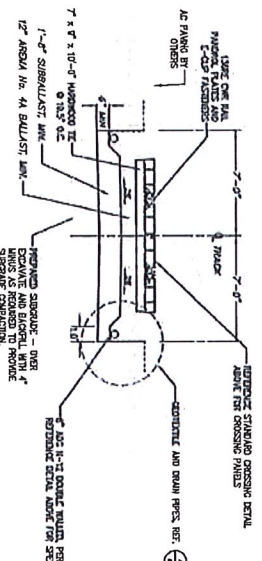
STA. 12+59.71, 83.0' LT.
NORTH CANTILEVER ELEVATION - RIGHT



1. THE TOP OF EACH PAVEMENT SECTION SHALL FOLLOW EXACT PROFILE SHOWN ON PLAN AND PROFILE DRAWING.
2. THE CROSSINGS SHALL PROVIDE ALL NECESSARY AND EXTRA UNDERPASS UNDERPASS RISES FROM GRADE OF DRAINAGE OPENING.
3. CONTRACTOR TO VERIFY THE DIMENSIONS FOR UNDERPASS OF CROSSING STRUCTURE. CONTRACTOR SHALL NOT EXCEED THE SUBGRADE UNTIL AFTER INSPECTION BY ENGINEER.
4. IF ALL OR PART OF THE SUBGRADE IS TO BE REMOVED, CONTRACTOR SHALL RECONSTRUCT TO ORIGINAL GRADE AND COMPACT TO THE PROPOSED FINISH SURFACE. CONTRACTOR SHALL SUBMIT A PROPOSED RECONSTRUCTION PLAN TO THE ENGINEER FOR APPROVAL.
5. FOLLOWING FINISH, CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED. CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED. CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED. CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED.
6. CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED. CONTRACTOR SHALL PROVIDE AND COMPLY WITH A VIBRATORY SHOULDER COMPACTOR MEETING ONE OF THE MODEL LISTED.
7. ADD AN INCH OF TYPED TIES TO PROTECT FLAT BEARING SURFACE.
8. ONE PANEL "TYPED" TEST BY STANDING ON ONE CORNER AND TYPING TO CHECK INFLUENCE WITH ROOF WEIGHT.
9. WHEN "TYPED" PANELS WITH PILES TO ATTEMPT TO REMOVE ANY EXCESS PANELS VARY THAT ALL THE RISE LEVEL.
10. IF THE PANEL IS DAMAGED REMOVE, CHANGING IT TO ROCK, REMOVE IT TO THE ROADWAY SURFACE AND PLACE IT IN THE SHOULDER OR OUTSIDE OF THE ROADWAY.
11. PRE-CAST BUILT UP RAILS (18\"/>

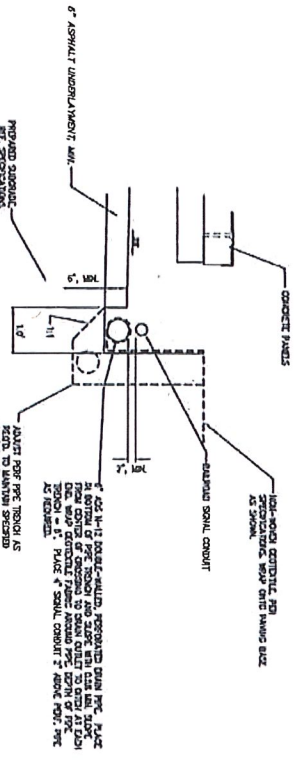
1 TYPICAL CROSSING SECTION
1/4" = 1'-0"

WET WEATHER CONDITIONS, ONLY



1. THE USE OF THE ALTERNATE WET WEATHER CROSSING SECTION IS SUBJECT TO THE APPROVAL OF THE PORT VY, ENGINEERING AND SHALL NOT BE USED WITHOUT THE CROSSING OWNER'S APPROVAL.
2. EXISTING STANDBY CROSSING SECTION FOR IMPROVEMENT OF CROSSING PANELS.

3 ALTERNATE CROSSING SECTION
1/4" = 1'-0"
WET WEATHER CONDITIONS



2 SECTION - TYPICAL DRAINAGE TRENCH
1/4" = 1'-0"

4 SECTION - ALTERNATE DRAINAGE TRENCH
1/4" = 1'-0"
WET WEATHER CONDITIONS

REDUCED DRAWINGS - DO NOT SCALE

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	BY	CHKD.	APP'D.	DESCRIPTION
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

KENNEWICK TERMINAL RAILROAD
425 SE 3RD AVE., SUITE 206
PORTLAND, OR 97214
(971) 818-6011

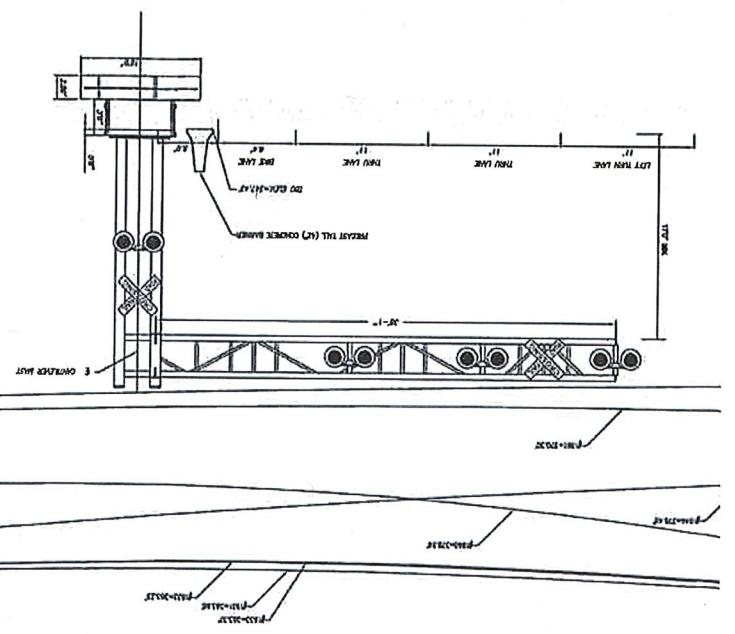
BRUNEAU ROAD CROSSING
KENNEWICK, WA
DETAILS



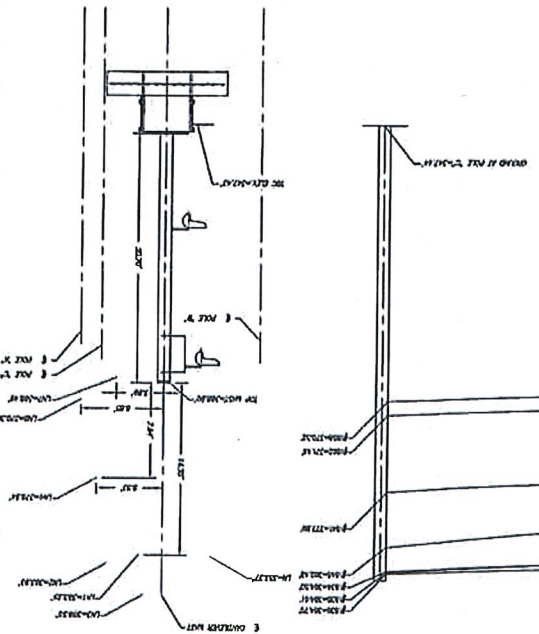
WRE
WISOR PAUL & ENGINEERING
Thomas W. Wisor, P.E.
22753 SW 10th Lane
Tualatin, Oregon 97062
503 / 691-6955

REDUCED DRAWINGS - DO NOT SCALE

1 SOUTH CANTLEVER - FRONT
STA. 13+40.37, 15.0' RT.



2 SOUTH CANTLEVER - RIGHT
STA. 13+40.37, 15.0' RT.



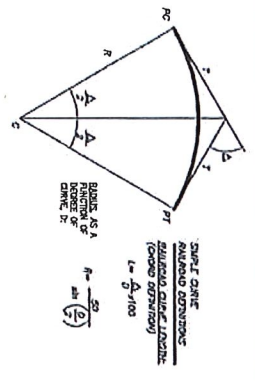
PRELIMINARY NOT FOR CONSTRUCTION

Revision table with columns for revision number, description, and date.

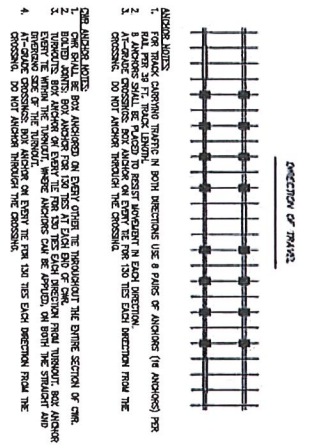
KENNEWICK TERMINAL RAILROAD
425 SE 3RD AVE., SUITE 206
PORTLAND, OR 97214
(503) 818-5011

BRUNEAU ROAD CROSSING
KENNEWICK WA
SOUTH CANTLEVER
ELEVATIONS

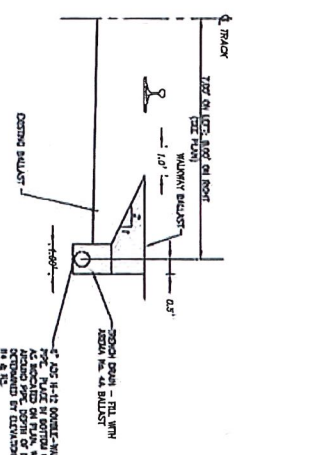




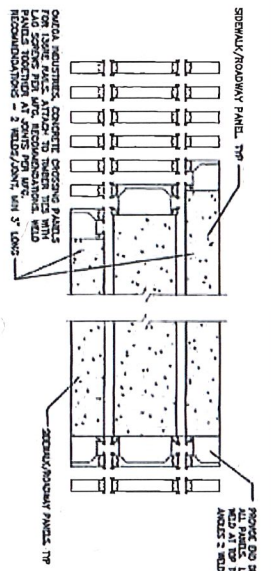
1 CURVE GEOMETRY
A12



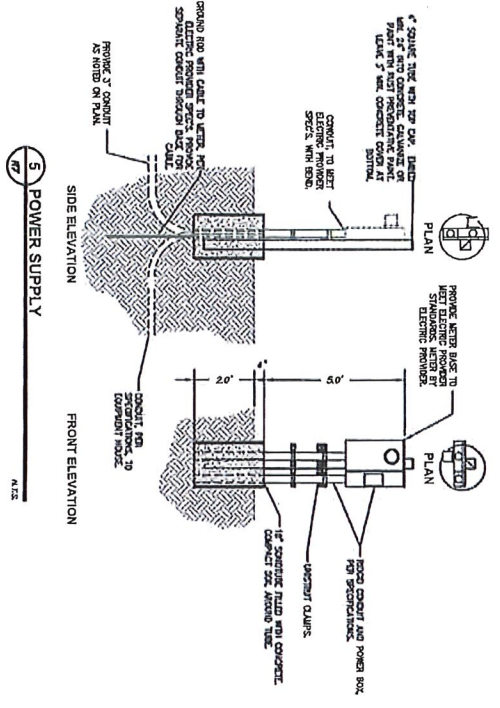
4 ANCHOR PATTERN - TIMBER TIES
A12



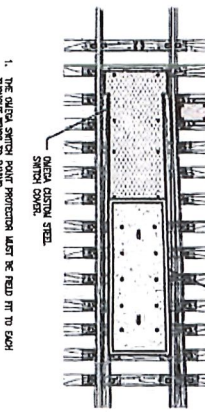
7 TRENCH DRAIN DETAIL
RT. SIDE SHOWN, LT. SIDE SIMILAR
A12



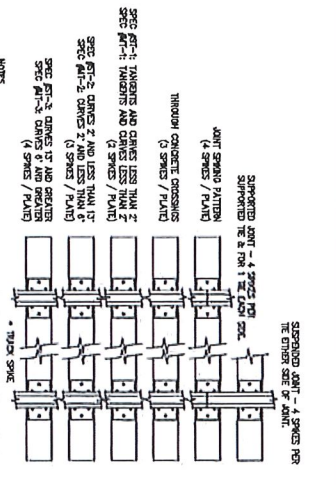
2 TYP. CROSSING PANEL DETAIL
A12



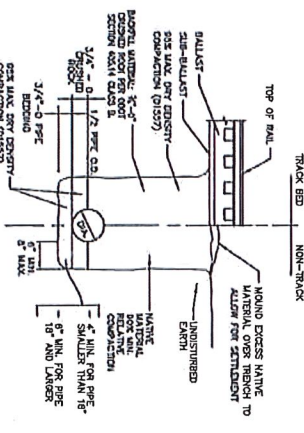
5 POWER SUPPLY
A12



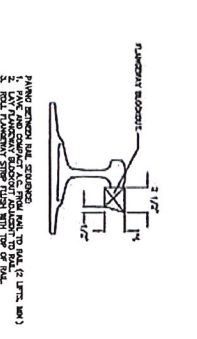
8 OMEGA SWITCH POINT PROTECTOR
A12



3 TYP. SPIKING PATTERNS
A12



6 PIPE BEDDING DETAIL
A12



9 ASPHALT PAVING FLANGEWAY
A12

REDUCED DRAWINGS - DO NOT SCALE

PRELIMINARY NOT FOR CONSTRUCTION

KENNEWICK TERMINAL RAILROAD		BRUNEAU ROAD CROSSING KENNEWICK, WA			
425 SE 3RD AVE., SUITE 206 PORTLAND, OR 97214 (971) 818-6011		DETAILS			
DATE	DESCRIPTION	BY	CHECKED		
01/15/10	ASPHALT PAVING FLANGEWAY	RT			
01/15/10	PIPE BEDDING DETAIL	RT			
01/15/10	TYP. SPIKING PATTERNS	RT			
01/15/10	POWER SUPPLY	RT			
01/15/10	TYP. CROSSING PANEL DETAIL	RT			
01/15/10	ANCHOR PATTERN - TIMBER TIES	RT			
01/15/10	TRENCH DRAIN DETAIL	RT			
01/15/10	OMEGA SWITCH POINT PROTECTOR	RT			