

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Waitsburg

Petitioner,

vs.

Port of Columbia (Rail Owner)

Columbia Rail Group (Rail Operator)

Respondent.

DOCKET NO. TR-

PETITION TO MODIFY A HIGHWAY-RAIL GRADE CROSSING

USDOT CROSSING NO.: 808612H

The Petitioner asks the Washington Utilities and Transportation Commission (UTC) to approve modification of a highway-rail grade crossing under RCW 81.53.060. Modifications can include, but are not limited to, constructing median barriers, realigning a highway or railroad tracks, widening highways, constructing multiple tracks, or changes to crossing surfaces that alter the dimensions of an existing surface, the angle at which the tracks intersect a highway, or the vertical alignment of a crossing.

Section 1 – Petitioner’s Information

City of Waitsburg

Petitioner

[Handwritten Signature]

Signature

PO Box 35

Mailing Address

Waitsburg, WA 99361

City, State and Zip Code

Randy Hinchliffe

Contact Person Name

509-337-6371 | administrator@cityofwaitsburg.com

Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Port of Columbia

Respondent

1 Port Way

Street Address

Dayton, WA 99328

City, State and Zip Code

Mailing Address, if different than the street address

Jennie Dickinson

Contact Person Name

509-382-2577 | jennie@portofcolumbia.org

Contact Phone Number and E-mail Address

Columbia Rail Group

Respondent

709 N. 10th Avenue

Street Address

Walla Walla, WA 99362

City, State and Zip Code

Mailing Address, if different than the street address

Paul Didelius

Contact Person Name

509-492-3553 | pd@columbiarail.com

Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Mill Race Road

2. Existing railroad Columbia-Walla Walla Railway, LLC CWW LLC

3. GPS location 46° 16' 24.53" N, 118° 09' 10.99" W

4. Railroad mile post (nearest tenth) 59.6

5. City Waitsburg County Walla Walla

line owned
by Part of
Columbia

Section 4 – Railroad Information

1. Railroad company Port of Columbia/Columbia Rail Group CWW

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 40 movements per year
Authorized freight train speed 10 mph Operated freight train speed 10 mph

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

Section 5 – Current Highway Traffic Information

1. Name of roadway/highway Mill Race Road

2. Roadway classification Major Collector

3. Road authority City of Waitsburg

4. Average annual daily traffic (AADT) 260

5. Number of lanes 2

6. Roadway speed 20 mph

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 X No

10. If so, how many school buses travel over the crossing each day? 4

11. Describe any changes to the information in 1 through 10, above, expected within ten years:
No significant changes anticipated.

Section 6 – Description of Public Safety Need

Describe and support the public safety need for the proposed changes. (RCW 81.53.060)

Crossing Geometry:
Horizontal Alignment-The existing roadway intersects the crossing at approximately a 35 degree angle with a 120' radius curve approaching the crossing from the southwest. The crossing angle will remain unchanged due to existing site and right of way constraints, however the curve radius approaching the tracks will be increased to 160' to improve sight distance.
The existing road width of approximately 20 feet will be increased to 30' which allows the increase in approach radii and improved sight distance.

Vertical Alignment-The existing roadway approach slopes vary from 4% to 6%. The approach slopes are being flattened to approximately 0.4%.

Pavement surface: The existing pavement surface at the crossing is in poor condition and will be replaced.

Section 7 – Proposed Crossing Modifications

Provide a detailed description of the proposed modifications to the crossing.

Passive warning devices will include MUTCD-compliant crossbuck (R15-1) assemblies with yield signs (R1-2), emergency notification system signs (I-13), and retroreflective strips on the sign supports on both approaches to the crossing. An advance warning sign (W10-1) will be posted in either direction on Mill Race Road. Grade crossing pavement markings will be added on both approaches to the crossing.

This is a reconstruction project of an existing paved road. This project will enhance the existing road by widening the travel lanes and paved shoulders, and making minor grade adjustments to improve road grades at the railroad approaches. The new railway crossing will be constructed to meet AREMA design standards referencing Burlington Northern Santa Fe and Union Pacific standard plans. Signage and striping will be in accordance with the latest MUTCD standards.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction after modification.

a. Approaching the crossing from west _____, 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	1200
Right	200	1100
Right	100	1000
Right	50	950
Right	25	925
Left	300	1500
Left	200	1600
Left	100	1700
Left	50	1750
Left	25	1775

b. Approaching the crossing from east _____, 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	650
Right	200	550
Right	100	450
Right	50	450
Right	25	450
Left	300	700
Left	200	800
Left	100	900
Left	50	950
Left	25	975

2. Will the modified 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 modified 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 Modified Crossing

Attach a detailed diagram, construction plans, design drawings, map or other illustration showing the following:

- ◆ Proposed modifications.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view identified in Section 9.
- ◆ Traffic control layout showing the existing and proposed signage and pavement markings.

Section 10 – Cost Apportionment

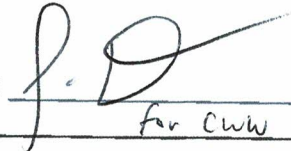
If the commission approves the modifications to the crossing requested in this petition, it will apportion costs in accordance with the applicable statutes. (RCW 81.53.130).

In the alternative, if the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:

Petitioner Signature:



Respondent Signature:



for CWV

Section 11 – Waiver of Hearing by Respondent

Waiver of Hearing

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

USDOT Crossing No.: 808612H

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree to the crossing modifications and consent to a decision by the UTC without a hearing.

Dated at Dayton, Washington, on the 19th day of January, 20 21.

Jennie Dickinson

Printed name of Respondent



Signature of Respondent's Representative

Executive Director/Port of Columbia

Title/Company

509-382-2577 | jennie@portofcolumbia.org

Phone number and e-mail address

1 Port Way, Dayton, WA 99328

Mailing address

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

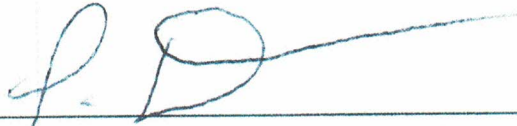
USDOT Crossing No.: 808612H

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree to the crossing modifications and consent to a decision by the UTC without a hearing.

Dated at Walla Walla, Washington, on the 24th day of Feb, 2021.

Paul Didelius

Printed name of Respondent



Signature of Respondent's Representative

Owner/President/Columbia Rail Group

Title/Company

509-492-3553 | pd@columbiarail.com

Phone number and e-mail address

709 N. 10th Ave., Walla Walla, WA 99362

Mailing address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 10 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 11). *If respondent fails to sign Waiver, advise UTC staff on submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 9).
 - Any other relevant documents to support the petition, including but not limited to support of public need, project documents, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents to Records@utc.wa.gov.

Questions: For questions, please contact:

<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Betty Young Rail Safety Program Advisor betty.young@utc.wa.gov (360) 292-5470</p>
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