



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CWW LLC
Petitioner,
vs.
City of College Place
Respondent

DOCKET NO. TR- 220785

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING AND REQUESTING DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND

USDOT: 810015B

State Of WASH. UTIL. AND TRANSP. COMMISSION

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Received Records Management

The Petitioner asks the Washington Utilities and Transportation Commission to approve modifications to warning devices at a highway-rail grade crossing, and to disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

CWW LLC
Petitioner
<i>Jared Jungmann</i>
Signature
709 N 10th ave
Street Address
Walla Walla, WA 99362
City, State and Zip Code
Mailing Address, if different than the street address
Jared Jungmann
Contact Person Name & Signature
509-386-7753 jj@columbiarail.com
Contact Phone Number and Email

Section 2 – Respondent’s Information

City of College Place
Respondent
625 S College Ave
Street Address
College Place, WA 99324
City, State and Zip Code
Mailing Address, if different than the street address
Robert McAndrews
Contact Person Name
509.394.8526 RMcAndrews@cpwa.us
Contact Phone Number and Email

Section 3 – Crossing Location

1. Existing highway/roadway:	Wallula ave.		
2. Existing railroad:	CWW LLC		
3. USDOT Crossing No.:	810015B		
4. GPS location:	46.056328, -118.377513		
5. Railroad mile post (nearest tenth):	29.5		
6. City:	College Place	County:	Walla Walla

Section 4 – Highway Information

1. Name of highway:

2. Road authority:

3. Average annual daily traffic (AADT):

4. Number of lanes:

5. Roadway speed:

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

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

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. Describe any changes to the information in 1 through 9, above, expected within ten years:

None.

11. 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?

East Approach +400'ft
West Approach 300'ft

12. 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.

West Approach has building reducing visibility to 300'ft.

Section 5 – Railroad Information

1. Railroad company:

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:

5. Average daily train traffic, freight:

Authorized freight train speed: Operated freight train speed:

6. Average daily train traffic, passenger:

Authorized passenger train speed: Operated passenger train speed:

7. Describe any changes to the information in 1 through 6 above, expected within ten years:

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.

PMD-2 Logic Unit
7 - GNB G15 Batteries
6 - GNB G11 Batteries
1 - DTC40 Charger
1 - DTC20 Charger
12 - 12" LED Roundels 2
- Gates with LED lights 1
- Bell

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates, other warning devices, and/or changes to train detection circuitry. [\(RCW 81.53.271\)](#)
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.

Would like to replace the "PMD-2 Logic Unit" with a more modern Logic Unit.

The PMD-2 Logic Unit is very old. I have no parts to repair it. When the unit has issues, I have to send parts across the country for repair and take the crossing out of service until the parts are returned. Return time on parts can be over 100 days sometimes.

Section 8 – Illustration of Crossing

Attach a detailed diagram, design drawing, map, or other illustration showing the current and proposed layout of the road, crossing surface, and railway in the vicinity of the crossing, including shoulders, sidewalks, lanes of travel, bike lanes, warning devices, pavement markings and any other applicable crossing conditions.

Section 9 – Traffic Signal Preemption

Are the railroad signals currently interconnected with a traffic signal(s)?

Yes No

Will this project interconnect railroad signals with a traffic signal(s) or modify the existing traffic signal preemption timing?

Yes No

If yes, attach documentation supporting the proposed traffic signal preemption timing calculations (e.g., [TXDOT Guide for Determining Time Requirements for Traffic Signal Preemption at Highway Rail Grade Crossings](#) or similar preemption worksheet/plan), which must be certified by a professional engineer.

Section 10 – Description of Public Safety Need

Describe and support the public safety need for the proposed changes. ([RCW 81.53.261](#))

The proposed changes would give the Signal System a better chance of not malfunctioning. It could be repaired in a timely manner it being a more modern system.

This will keep the Signals operational and less down time for repairs and waiting on parts, increasing the Public safety at these crossings.

Section 11 – Approximate Cost of Installation and Related Work

1. Provide the approximate cost of installation and related work for the proposed changes to signals and/or warning devices:

2. Provide an itemized breakdown of materials, names of the parties contributing to the project, including labor, and the amount each is contributing:

3. Provide the amount requested from the GCPF grant program ([RCW 81.53.271](#)):

Section 12 – Approximate Cost of Annual Maintenance

Provide the approximate cost of annual maintenance for the signals and/or warning devices (RCW 81.53.271):

\$1000/year

Section 13 – Cost Apportionment

If the commission directs the installation of or changes to the warning devices requested in this petition, it will apportion installation and maintenance costs in accordance with the applicable statutes. (RCW 81.53.261-295)

Interested parties may instead enter into an agreement providing for the installation of signals or other warning devices or for the apportionment of the cost of installation and maintenance. (RCW 81.53.261) **If the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:**

Petitioner Signature: _____ Respondent Signature: _____

Section 14 – Project Completion Date

Project completion date: 6-29-23

Section 15 – Waiver of Hearing by Respondent

Waiver of Hearing

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

USDOT Crossing No.

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 have reviewed and have no objection to the proposed traffic signal preemption timing calculations as submitted with this petition. We agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at , Washington, on the 19day of

Printed Name of Respondent



Signature of Respondent's Representative

Title

Phone Number

Email

Mailing Address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 13 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 15). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 8).
 - Proposed traffic signal preemption timing calculations, if applicable (described in Section 9), and identification or documentation that the calculations are certified by a professional engineer.
 - Any other relevant documents to support the petition, including but not limited to support of public need, project information, 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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