

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- <b>143056 - P</b>
Eastern Washington Gateway Railroad	)	
(EWG)	)	PETITION TO CONSTRUCT OR
_____	)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,	)	GRADE CROSSING
	)	
vs.	)	
City of Airway Heights and	)	
Spokane County	)	
_____	)	
Respondent	)	USDOT CROSSING NO.: 095973N
	)	
	)	

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Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

**All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**

**(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

Construction                       Reconstruction

*Posted  
 Cases email  
 8/6/14*

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 INDEXED  
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**Section 1 – Petitioner’s Information**

Eastern Washington Gateway Railroad (EWG - Railroad Operator)
Petitioner
<i>Andrew Wilson</i> - President
Signature
1312 1st Street - #2
Street Address
Cheney, WA 99004
City, State and Zip Code
620 Kruk Street, Lemont, IL 60439
Mailing Address, if different than the street address
Bill Wolff – Maintenance Director
Contact Person Name
360-303-3461 – b.wolff@ewgrr.com
Contact Phone Number and E-mail Address

**Section 2 – Respondent’s Information**

City of Airway Heights (Road Authority / Owner)
Respondent
1208 S. Lundstrom
Street Address
Airway Heights, WA 99001
City, State and Zip Code
Mailing Address, if different than the street address
Albert Tripp
Contact Person Name
509-244-5978 - atripp@cawh.org
Contact Phone Number and E-mail Address

Spokane County (Railroad Authority /Owner) Respondent
1026 W. Broadway Ave Street Address
Spokane WA, 99260 City, State and Zip Code
_____ Mailing Address, if different than the street address
Chad Coles Contact Person Name
509-477-7450 – CColes@spokanecounty.org Contact Phone Number and E-mail Address

***Section 3 – Proposed or Existing Crossing Location***

1. Existing highway/roadway <u>S. Hayden Road.</u>
2. Existing railroad <u>Spokane County owned Geiger Spur - operated by EWG</u>
3. Location of proposed crossing: Located in the <u>SE</u> 1/4 of the <u>SE</u> 1/4 of Sec. <u>25</u> , Twp. <u>25N</u> , Range <u>41E</u> W.M.
4. GPS location, if known <u>N 47°37'43", W117°33'59"</u>
5. Railroad mile post (nearest tenth) <u>4.75</u>
6. City <u>Airway Heights</u> County <u>Spokane</u>

**Section 4 – Proposed or Existing Crossing Information**

1. Railroad company (Operated by) Eastern Washington Gateway Railroad (EWG)

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 2 (1 Existing – 1 New Proposed)

5. Average daily train traffic, freight 1  
   Authorized freight train speed 10    Operated freight train speed 10

6. Average daily train traffic, passenger 0  
   Authorized passenger train speed NA    Operated passenger train speed NA

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.  
   NA  
\_\_\_\_\_  
\_\_\_\_\_

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   X  

2. If so, describe the purpose of the crossing and the estimated time it will be needed  
   NA  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes  No  NA

Approximate date of removal NA

**Section 6 – Current Highway Traffic Information**

1. Name of roadway/highway S. Hayden Road.

2. Roadway classification Local Access Rd.

3. Road authority City of Airway Heights

4. Average annual daily traffic (AADT) less than 400 – based on consideration of data from City of Airway Heights Traffic Circulation Plan – September 2010

5. Number of lanes Two (2)

6. Roadway speed 25 mph

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

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

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? NA

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

No change of designation expected within 10 years. Moderate growth anticipated related to immediate adjacent development.

**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.  
NA

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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.

NA

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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.

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The existing crossing and proposed crossing are immediately north of S. Hayden Rd

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W. McFarlane Rd. intersection. S. Hayden Rd. is also very low traffic.

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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.

NA

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9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes  X  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.
- It is not feasible because Hayden Rd is already an at-grade railroad crossing. The

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proposal is to add an additional track. However, proposed track centers at the location will

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not allow simultaneous operations on both tracks at the same time.

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**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 South, 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	N/A – T intersection south 25'
Right	200	N/A
Right	100	N/A
Right	50	N/A
Right	25	1000
Left	300	N/A – T intersection south 25'
Left	200	N/A
Left	100	N/A
Left	50	N/A
Left	25	1000

b. Approaching the crossing from North, 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	1000
Right	100	1000
Right	50	1000
Right	25	1000
Left	300	1000
Left	200	1000
Left	100	1000
Left	50	1000
Left	25	1000

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.     NA    

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.

NA

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***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.
- Existing S. Hayden Rd. does not have sidewalks. The proposed project does not dictate

sidewalk. No new sidewalks are proposed.

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***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.

Proposed warning devices include Advance Warning Signs (W10-2 and W10-3 are currently used in lue of W10-1), Crossbucks (R15-1), and Yield Signs (R1-2), (same as existing condition). Number of Tracks Plaque (R15-2P) will be added.

~~Crossbucks will be mounted on common posts with yield signs and number of tracks~~ plaques. A Do Not Stop On Track Sign (R8-8) is proposed for south bound direction.

Streets sign will be mounted on separate post – location YTBD.

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

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes   X  

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.

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On April 2nd 2014 Seaport Steel met with both Spokane County and the City of Airway Heights to voice their desire to expand at the current location in Airway Heights. Please see the attached exhibit, detailing the proposed at grade crossing work related to the project. It is anticipated that this project will allow Seaport Steel to add an additional product line to its existing plant, resulting in creation of multiple living-wage jobs.

The project dictates a new grade crossing due to geometric limitations of the curve that runs between the connecting switch and the new Seaport structure to the north and the limited width of the new Seaport property. The curve is limited to approximately 603' radius which is the tightest curve allowed by the BNSF Design Guidelines for Industry Track Projects (DGFITP) which is the applicable standard adopted by Spokane County and EWG. The existing crossing is a 32' concrete panel crossing and the proposed crossing will be a 32' BNSF common standard concrete panel crossing.

Operations over the reconstructed crossing will remain essentially the same as current / existing operations. Current operations include switching movements 1 to 2 times a week. Eastbound movements are shoving moves with cars moving ahead of locomotives. During these moves, the crossing is protected by railroad crewman on the ground, ensuring highway traffic is stopped or not present before shove moves are made. Operations over the new track will be identical to those over the existing track. Operations over the crossing may increase to 3, or on rare occasion 4, times a week due to the new track and an anticipated increase in rail traffic. Cars spotted for the industry will be left in a position such that they do not obscure sight distance in accordance with the railroads standards. None of the cars handled on the Geiger Spur are Hazmat cars. Hazmat traffic on Hayden Rd. is believed to be very low or non-existent.

Drew Wilson  
President  
Eastern Washington Gateway Railroad  
d.wilson@ewgrr.com  
847-824-1264

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 and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: 095973N \_\_\_\_\_

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 the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at AIRWAY HEIGHTS, Washington, on the 28 day of  
JULY, 20 14.

KELLY WILLIQUETTE  
Printed name of Respondent

[Signature]  
Signature of Respondent's Representative

PUBLIC WORKS DIRECTOR  
Title

CITY OF AIRWAY HEIGHTS  
Name of Company

509-244-5429 kwilliquette@cawh.org  
Phone number and e-mail address

12405 W. 21<sup>ST</sup> AVE

AIRWAY HEIGHTS, WA 99001  
Mailing address

**Section 13 – Waiver of Hearing by Respondent**

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USDOT Crossing No.: 095973N

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 the highway signals inter-tied with the railroad crossing signal system~~ and consent to a decision by the commission without a hearing. N/A

Dated at SPOKANE, Washington, on the 31 day of  
JULY, 20 14.

ROBERT BRUEGGEMAN

Printed name of Respondent

*Robert Brueggeman*

Signature of Respondent's Representative

COUNTY ENGINEER

Title

SPOKANE COUNTY

Name of Company

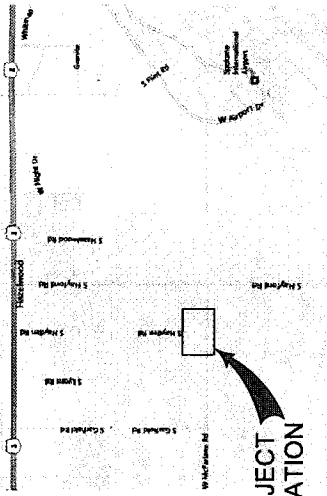
509-477-3600

Phone number and e-mail address

*bbrueggeman@spokanecounty.org*

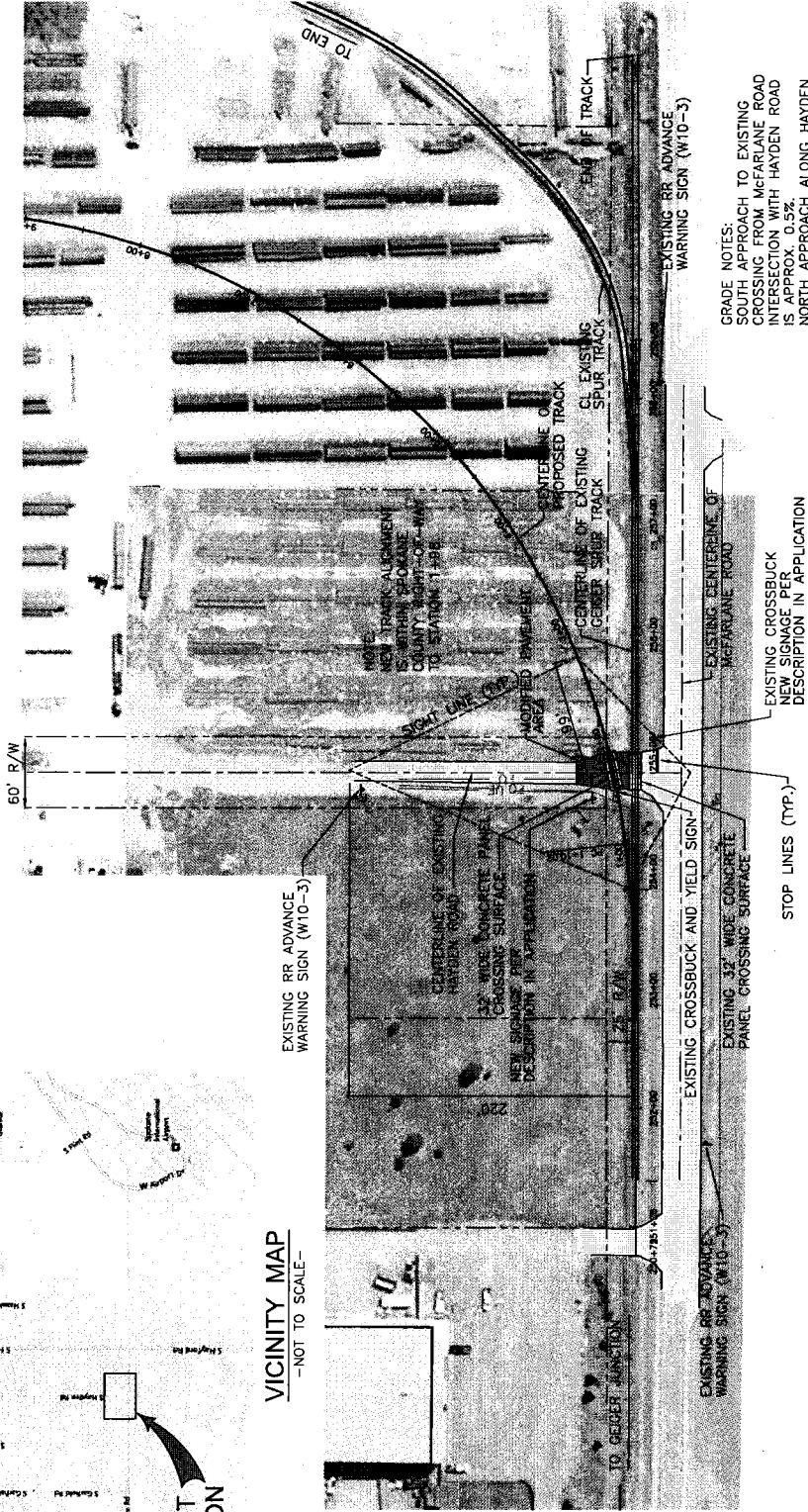
1026 W. Broadway  
Spokane, WA. 99260-0170

Mailing address



**VICINITY MAP**  
-NOT TO SCALE-

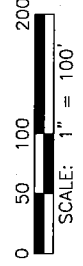
**PROJECT LOCATION**



**PLAN VIEW**

PROPOSED CROSSING LOCATION:  
LAT. 44°37'43"N LONG. 117°33'59"W  
LOCATED IN THE:  
SE 1/4 OF THE SE 1/4 OF SEC. 25, TWP 25N, RAN 41E, W.M.

GRADE NOTES:  
SOUTH APPROACH TO EXISTING CROSSING FROM MCFARLANE ROAD INTERSECTION WITH HAYDEN ROAD IS APPROX. 0.5%.  
NORTH APPROACH ALONG HAYDEN ROAD TOWARDS PROPOSED CROSSING DOES NOT EXCEED 0.3%.  
GRADE OF EXISTING GEIGER SPUR THROUGH PROJECT LIMITS DOES NOT EXCEED 0.05%.



**LEGEND**

(Symbol: Solid line)	EXISTING TRACK
(Symbol: Dashed line)	PROPOSED TRACK
(Symbol: Dotted line)	APPROX. PROPERTY AND RIGHT-OF-WAY LINES



**ILLUSTRATION OF PROPOSED CROSSING CONFIGURATION**  
PROPOSED HAYDEN ROAD AT-GRADE CROSSING  
AIRWAY HEIGHTS, WA  
SPOKANE COUNTY GEIGER SPUR  
MILEPOST 4.775  
DATE: 7/28/74