

Revised

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

<p>City of Newport _____ Petitioner,</p> <p>vs. Pend Oreille Valley Railroad _____ Respondent</p>	<p>DOCKET NO. TR-161241</p> <p>PETITION TO MODIFY HIGHWAY- RAIL GRADE CROSSING ACTIVE WARNING DEVICES AND INSTALL SIDEWALKS, AND REQUEST FOR DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND</p> <p>USDOT NO.: 058759K</p>
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The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing active warning signals and installation of sidewalks, and disbursement of funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

<p>City of Newport _____ Petitioner</p>
<p>200 S. Washington Avenue _____ Street Address</p>
<p>Newport, WA 99156 _____ City, State and Zip Code</p>
<p>_____ Mailing Address, if different than the street address</p>
<p>Ray King _____ Contact Person Name</p>
<p>(509) 447-5611 rking@newport-wa.gov _____ Contact Phone Number and E-mail Address</p>
<p>_____ Signature</p>

Revised

Section 2 – Respondent's Information

Pend Oreille Valley Railroad Respondent
1981 Black Road Street Address
Usk, WA 99180 City, State and Zip Code
Mailing Address, if different than the street address
Kelly Driver Contact Person Name
(509) 445-1090 kellyd@povarr.com Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway	Union Avenue
2. Existing railroad	Pend Oreille Valley Railroad
3. USDOT Crossing No.	058759K
4. GPS location	48°10'40.42"N, 117°2'33.69"W
5. Railroad mile post (nearest tenth)	1431.3
6. City	Newport
County	Pend Oreille

Section 4 – Project Information

Please attach additional sheets as necessary that provide the following:

1. A detailed summary of the project. If this project is part of a larger project, please provide information about that project as well. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

The City of Newport will be working with the Port of Pend Oreille/Pend Oreille Valley Railroad to repair the existing rail crossing located at Highway 2 and Union Avenue in Newport, WA. The proposed work to the rail crossing is part of a larger street and sidewalk reconstruction project funded by the Washington State Transportation Improvement Board. The rail crossing at US Highway 2 and Union Avenue lies within the limits of the larger project. Due to unforeseen conditions such as the need for track welding, new concrete panels, and 7" thick asphalt within the crossing, the original budget for crossing repairs is not adequate.

The existing pedestrian path at the rail crossing is non-ADA compliant. The GCPF grant would fund the replacement of non-ADA compliant concrete panels with ADA compliant concrete panels with flangeway fillers at the pedestrian crossing. This grant would also fund track welding required in order to install the panels without modification. The existing pedestrian crossing is not ADA compliant because of the gaps between the concrete panels and the rail. The original scope of work included installation of ADA compliant flangeway fillers on the existing concrete panels in the pedestrian crossing to fix this problem. Upon closer inspection, it has been determined that it is not possible to retrofit flangeway fillers on the existing concrete panels. It has also been determined that there are four locations where the rail needs welded together in order to accommodate installation of the flangeway fillers. Detectable warning surfaces will be installed on each side of the crossing, as required by ADA. The completed project will provide the only ADA compliant pedestrian path between southeast Newport and the City's downtown corridor.

Work also includes replacement of the existing asphalt within the limits of the crossing. The existing asphalt has deficiencies including the presence of large patches, spalling, surface roughness, and cracking (see attached pictures). The asphalt is at the end of its lifespan and in need of replacement. Removal of existing asphalt will allow the railroad to replace defective ties within the limits of the crossing. Crushed surfacing will be placed on top of the railroad ballast to provide a firm base for asphalt placement. Asphalt will be paved at 7" depth to provide the longest life possible for the paved crossing.

The existing rail crossing gate arm is not parallel with the adjacent railroad tracks when in the down position. A crosswalk is proposed adjacent to the existing railroad tracks as part of the larger TIB project. The rail crossing arm will be rotated approximately two feet when in the

down position so it is parallel with the adjacent tracks and does not conflict with pedestrians in the crosswalk.

Work performed by Pend Oreille Valley Railroad will include removal and replacement of defective railroad ties, removal and replacement of the existing concrete panels, track welding and rotating the crossing gate arm. The City of Newport will be purchasing materials and providing them to the railroad for installation. The City will be hiring a contractor to perform specialty work such as asphalt placement and sidewalk construction, including installation of detectable warning surfaces.

Section 5 – Current Highway Traffic Information

Please complete all information in this section. Incomplete information may cause delays in the petition approval process.

1. Name of highway City Street only, Union Avenue is the direct access to Highway 2

2. Road authority City of Newport

3. Average annual daily traffic (AADT) 1,643

4. Number of lanes 2

5. Roadway speed 25 mph

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

7. If so, trucks are what percent of total daily traffic? 11%_____

8. Is the crossing part of an established school bus route? Yes X_____ No _____

9. If so, how many school buses travel over the crossing each day? 2_____

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

No changes expected_____

Section 6 – Current Crossing Information

1. Railroad company Pend Oreille Valley Railroad

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 4

5. Average daily train traffic, freight 1 RND TRIP 3 TIMES PER WEEK

Authorized freight train speed 10 mph Operated freight train speed 10 mph or less

6. Average daily train traffic, passenger 0

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 changes are expected.

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?

400 feet minimum, exceeding 400 feet in 3 of 4 directions.

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.

Existing trees and structures limit sight distance to 400 feet.

Section 7 – Current Warning Devices

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

The existing rail crossing has warning lights and crossing arms.



Section 8 – Description of Proposed Changes

1. Describe in detail the proposed changes to the active warning devices. Provide a description of the type of sidewalks proposed. Describe who will maintain the sidewalks.

The lowered position of the crossing arm will be modified slightly to avoid conflict with the pedestrian crossing parallel to the railroad tracks. The position of the warning lights will not be modified. The City of Newport will maintain the proposed sidewalks.

Section 9 – Illustration of Proposed Warning Devices

Attach a detailed diagram, engineering drawing, map or other illustration showing the proposed modifications to the warning devices and sidewalks.

AD

Section 10 – Project Cost Information

1. A cost estimate, including:
 - a. An itemized list of the total costs of the project.
 - b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.
 - c. The amount the applicant is requesting from the GCPF grant program.

Item	Unit	Quantity	Unit Cost	Total Cost
Remove Existing Concrete Panels	Lump Sum	1	\$800	\$800
Purchase New Conc. Panels with Flangeway Fillers	Each	4	\$1,656	\$6,624
Tie Replacement	Each	24	\$175	\$4,200
Shipping	Lump Sum	1	\$1,500	\$1,500
Track Welding	Each	4	\$1,200	\$4,800
Install Conc. Panels	Lump Sum	1	\$2,500	\$2,500
Miscellaneous labor and materials	Lump Sum	1	\$1,200	\$1,200
Detectable Warning Surface	Each	2	\$350	\$700
Crushed Surfacing	Ton	50	\$35	\$1,750
Re-pave Crossing at 7" thickness	Square Yard	428	\$30	\$12,840
Sales Tax (7.6%)	Lump Sum	1	\$2,806	\$2,806
Total				\$39,720

2. The name of the party responsible for long-term maintenance.

Railroad is required to maintain the crossing per WAC 480-62-225 and RCW 81.53.090. City of Newport will maintain sidewalks and surfacing not maintained by the railroad.

Section 11 – Project Completion

1. An estimated timeline of the project.

The project will likely be completed in April and May of 2017. The project will be completed before the June 15th funding deadline.

2. A description of how the project's success would be measured.

The project's success would be measured by the benefit to the residents of Newport. This project will construct the only ADA compliant path connecting southeast Newport to the City's downtown corridor.

3. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

The City of Newport and their consultant, Belsby Engineering, have extensive experience completing grant funded projects. Both have completed numerous state and federally funded projects from funding sources including the Washington State Transportation Improvement Board, CDBG, and WSDOT TAP Funding.

4. Any other information the applicant believes would be useful to the Commission in considering the project.

Replacement of the existing concrete panels, track welding, and 7" thick asphalt was not anticipated as part of the work required to repair the existing rail crossing. Funding for the improvements would be greatly appreciated.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

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

USDOT Crossing No. 058759K

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 signals should be installed and consent to a decision by the commission without a hearing.

Dated at Usk, Washington, on the 22nd day of December, 20 16.

Kelly Driver

Printed name of Respondent



Signature of Respondent's Representative

Manager

Title

Pend Oreille Valley Railroad

Company Name

(509) 445-1090, kellyd@povarr.com

Phone number and email address

1981 Black Road

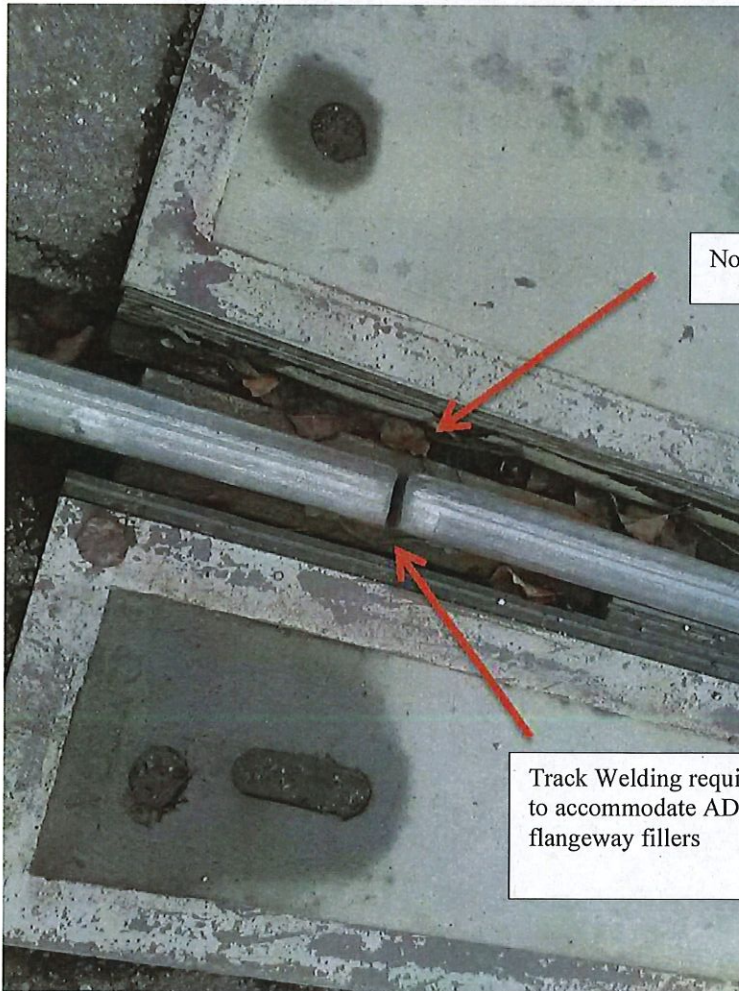
Usk, WA 99180

Mailing address





Failed Asphalt Patch



Non-ADA Compliant walking surface

Track Welding required in (4) locations to accommodate ADA compliant flangeway fillers



Looking North



Looking South