

**BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of the Petition of)	DOCKET TR-100075
)	
THE PORT OF MOSES LAKE,)	ORDER 01
)	
Petitioner,)	ORDER GRANTING PETITION TO
)	CONSTRUCT A PUBLIC RAILROAD-
)	HIGHWAY GRADE CROSSING AT
)	MILE POST 0.9 AT RANDOLPH ROAD
To Construct A Public Railroad-)	
Highway Grade Crossing)	USDOT: #923004C
.....)	

BACKGROUND

1 On January 7, 2010, the Port of Moses Lake (Port) filed a petition with the Washington Utilities and Transportation Commission (Commission), seeking approval to construct a public railroad-highway grade crossing at Mile Post 0.9 at Randolph Road in Grant County. The railroad tracks, which will be classified as an “industrial lead,” will cross Randolph Road at this location.

2 Construction of the rail line and grade crossing is part of Washington State Department of Transportation’s (WSDOT) Northern Columbia Basin Railroad Segment 2 Project. The Port proposes to build the new rail line associated with this crossing to serve a growing demand for rail service on the east portion of the Port’s industrial area.

3 Grant County, the road authority consented to entry of an Order by the Commission without further notice or hearing.

4 Randolph Road is classified as a two-lane, two-way rural major collector with a speed limit of 45 miles per hour. Grant County estimates average annual daily traffic at 1,700 vehicles including commercial motor vehicles. No school busses will use the crossing.

5 The Port plans to build one track through the crossing. Average daily train traffic is estimated to be two freight trains. The maximum train speed will be set at 20 miles per hour. No passenger trains will use this crossing.

- 6 The Port proposes to install active warning devices because of the high frequency of daily vehicle use and the skewed angle of the intersection and crossing. The Port proposes to install the following:
- Shoulder-mounted 12-inch LED lights and gates.
 - Cross-bucks mounted on the signal masts.
 - Pavement markings.
 - Advance warning signs.
 - Skewed crossing signs.
 - Concrete crossing surface.
- 7 The U.S. Department of Transportation, Surface Transportation Board – Section of Environmental Analysis and WSDOT are co-lead agencies for the environmental assessment of the project. These agencies have concluded that the proposed construction, acquisition, and operation of the new rail line in Grant County will not result in a significant environmental impact if the identified mitigation measures recommended in the “Final Environmental Assessment” dated, and published May 8, 2009, are implemented.
- 8 Examination of the petition and consideration of relevant facts support granting the Port’s petition subject to conditions, as outlined in this order.

FINDINGS AND CONCLUSIONS

- 9 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having jurisdiction over public railroad-highway grade crossings within the state of Washington. *Chapter 81.53 RCW.*
- 10 (2) The proposed construction of a crossing involves a public railroad-highway grade crossing, as defined in RCW 81.53.010.
- 11 (3) RCW 81.53.030 and WAC 480-62-150(1)(a) require the commission grant approval prior to constructing a public railroad-highway grade crossing within the state of Washington.

- 12 (4) Commission staff investigated the petition and recommended that it be granted, subject to the following conditions:
- Shoulder-mounted 12-inch LED lights and gates.
 - Cross-bucks mounted on the signal masts.
 - The Port must install advance railroad warning sign W10-1, and pavement markings, which tells travelers to expect a railroad crossing.¹
 - The Port must record emergency contact information on the outside of the bungalow or install emergency notification sign I-13 or I-13a, to provide information to travelers so they can notify the railroad about emergencies at this crossing.
 - The Port must install skewed crossing signs W10-12, which tells travelers that the railroad tracks are not perpendicular to the roadway.
- 13 (5) After examination of the petition filed by the Port of Moses Lake on January 7, 2010, and giving consideration to all relevant matters and for good cause shown, the Commission should grant the petition.

ORDER

THE COMMISSION ORDERS:

- 14 The petition of the Port of Moses Lake to construct a public railroad-highway grade crossing at the intersection of Randolph Road and its industrial lead track in Grant County, Washington, is granted, subject to the following conditions:
- (1) All construction and installations must substantially conform to the petition and engineering design plans filed in this proceeding.

¹ All references to specific signage identification codes must be consistent with the U.S. Department of Transportation, Manual on Uniform Traffic Control Devices (MUTCD), Part 8.

- (2) Mitigation measures identified in the “Final Environmental Assessment” dated May 8, 2009, must be implemented prior to the construction, acquisition and operation of the rail line.
- (3) Shoulder-mounted 12-inch LED lights and gates.
- (4) Cross-bucks mounted on the signal masts.
- (5) The Port must install advance railroad warning sign W10-1, and pavement markings, which tells travelers to expect a railroad crossing.
- (6) The Port must record emergency contact information on the outside of the bungalow or install emergency notification sign I-13 or I-13a, to provide information to travelers so they can notify the railroad about emergencies at this crossing.
- (7) The Port must install skewed crossing signs W10-12, which tells travelers that the railroad tracks are not perpendicular to the roadway.
- (8) Traffic control devices, advance warning signs, and pavement markings must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (9) Upon completion of the authorized construction, Petitioner must notify the Commission within 30 days. Acceptance of the changes is subject to inspection by Commission Staff, verifying that the crossing is in full compliance with applicable laws, regulations, and the conditions as specified in this order.

The Commissioners, having determined this Order to be consistent with the public interest, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective January 28, 2010.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

DAVID W. DANNER, Executive Director and Secretary