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February 9, 2004

Ahmer Nizam
Washington Utilities and Transportation Commission
Attn: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
Olympia, WA 98504-7250

RECEIVED
RECORDS MANAGEMENT
04 FEB 11 AM 8:13
STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

RE: WUTC Grade Crossing Protection Program Application Submission --
***Yakima County Wesley Road / Toppenish, Simcoe
& Western Railroad Crossing Improvements***

Dear Mr. Nizam:

Yakima County is pleased to have the opportunity to submit the enclosed Grade Crossing Protection Funds Application for the Wesley Road / Toppenish, Simcoe & Western Railroad Crossing Improvements for your consideration.

If you have any questions regarding this project, or need additional information on any of the submittals, please contact Mr. Kent McHenry, Mr. Alan Adolf, or myself at (509) 574-2300.

Sincerely,

Gary Ekstedt, P.E.
Assistant Director

Enclosure



Grade Crossing Protection Fund APPLICATION FOR FUNDING

[Yakima County – Wesley Road / TSWR Crossing Improvements]

The Commission's objectives in distributing monies from its Grade Crossing Protective Fund (GCPF) are as follows: To reduce accident/incident frequency and severity at both public and private railroad crossings; and to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad rights-of-way. Any public, private, or nonprofit entity may submit an application to the Commission for GCPF monies.

The focus of the GCPF program is to fund projects that demonstrate a need for improved public safety related to one of the following four categories:

- **Grade crossing safety projects** (the Commission's original GCPF program).
- **Trespass prevention projects.** Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad rights-of-way; pedestrian warning devices; establishing new public grade crossings; installing channeling devices; media/public relations campaigns; and enforcement-related activities.
- **Private crossing safety improvements.** Examples of projects in this category include private crossing closures; installation of private crossing-specific warning devices; installation of nighttime/off-hours locked gates; and improvements to reflectorization/conspicuousness of existing warning devices.
- **Miscellaneous safety projects.** Examples of projects in this category include improvements to motorists' ability to see approaching trains, including the removal of physical obstructions; participation in roadway improvements at or approaching grade crossings; and mitigation of crossing closures.

All projects that fall within any of these four general categories are eligible for funding consideration.

Applicant Name: Gary N. Ekstedt, PE – Assistant Director – Yakima County Public Works

Organization: Yakima County

Address: 128 N. 2nd Street, Room 408, Courthouse

Yakima, WA 98901

Office Phone: (509) 574-2300

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Type of Application: Grade Crossing Safety Project

Private crossing safety improvement

Trespass prevention

Miscellaneous

Please list all of the other companies (e.g., railroad companies) organizations, or state or local agencies that may be involved in implementing this proposal and the name, address and phone number of each.

Yakima County is the sole agency involved in this project.

Contact: Yakima County Public Works
Kent McHenry, Traffic Engineering Manager
128 N. 2nd Street, Room 408, Courthouse
Yakima, WA 98901
(509) 574-2300

Note: Requests for public grade crossing safety projects will be continue to be processed through the Commission's regular petition process.

Project Information – Please attach additional information if needed.

- 1) *Provide a detailed summary of the hazard being addressed, including any accident/incident information or other supporting data. If filing this application electronically, photographs, drawings, or other optional materials that are not in electronic format may be sent to the mailing address specified in the “instructions” section and should be clearly identified as an attachment to your application:*

In 2001, Yakima County, in partnership with the Washington State Department of Transportation (WSDOT) Rail Office, the Yakima County Development Association, the Bureau of Indian Affairs, and Yakama Forest Products (YFP), constructed a 6300-foot rail spur extension from the Toppenish, Simcoe & Western Railroad (TSWR) western terminus near White Swan, WA, to access YFP’s Small Log Mill and an additional 3600-foot extension in 2002 to YPF’s Large Log Mill.

The second extension required the crossing of the recently realigned Wesley Road (under construction at the time by the BIA). Wesley Road (30 feet wide with two 11-foot lanes and 4-foot shoulders) is the primary access road for YFP for both logging trucks and employee vehicles. Increased traffic created by the opening of the Large Log Mill in 2002 by from both employee and logging vehicles will/have create(d) increased vehicle/locomotive conflict at the aforementioned crossing. In 2004, YFP and the Yakima County project approximately 1500(+) rail cars will utilize this crossing.

Requiring rail operation staff to board/deboard the train to perform flagging activities puts these workers at risk of injury and forces them into direct conflict with vehicle traffic.

- 2) *Provide a detailed description of your proposed project and explain how its implementation will eliminate or mitigate the hazard. If available, please attach any drawings or construction plans for your proposed project (see section 1 if filing electronically):*

Yakima County is actively pursuing the acquisition of a shoulder-mounted signalization system. This signal system would include flashing lights, bells, and associated electronics. However, Yakima County does not have sufficient funding to complete the installation of this signal system.

At present, rail operators must position flaggers at the rail crossing. While the use of flaggers meets basic rail safety requirements, the installation of shoulder-mounted bells and flashing lights will provided improved motorist awareness. The signals will eliminate the need for flaggers, resulting in increased safety of rail crews.

- 3) *Provide cost estimates, including those related to long-term maintenance:*

Yakima County requests \$20,000 to cover installation costs of the crossing signal. This installation will include electronics and the shoulder-mounted signals.

Long-term maintenance costs will be the responsibility of the railroad operator and funded though revenue generated through freight rail operations.

4) *Estimated timeline of project, if approved:*

Yakima County will install the crossing signal system within 90 days of receipt of funds.

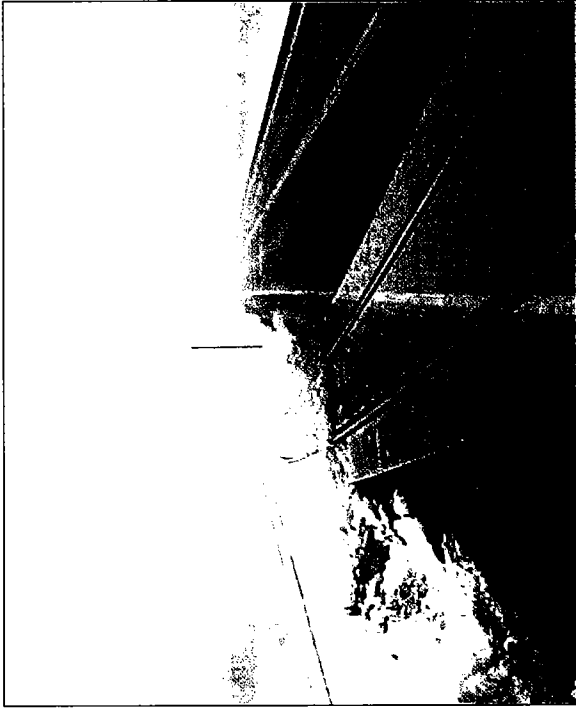
5) *If known, provide a description of how the project's success would be measured:*

This projects success will be measured by the elimination / prevention of motor vehicle/ rail collisions at this crossing.

Other measurable factors may include 1) reduced (or eliminated) direct-conflict between flaggers and vehicle traffic; 2) reduced potential for injury for flaggers boarding/deboarding train, and 3) improved freight loading efficiency for railroad operator.

6) *Other comments:*

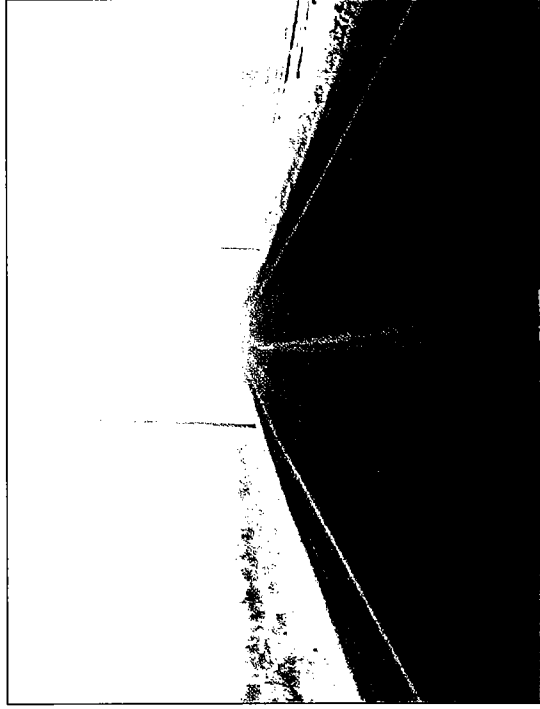
Photographs of Railroad crossing attached.



1) TSWR Switch and crossing of Wesley Road (looking South)



2) Trucks delivering logs to Yakama Forest Products crossing TSWR / Wesley Road Crossing (looking Southeast).



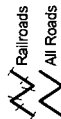
3) Approaching rail crossing (facing north). Northbound Cross buck but southbound cannot. Unable to see train if crossing can be seen from west



4) Approaching rail crossing (facing south) Southbound Cross buck can be seen, but northbound cannot. Unable to see train if crossing from east

Wesley Rd. RR X-ing

TSWR & Wesley Rd
Grade Crossing Protective
Fund Application



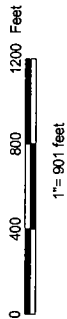
Yakama Forest Projects
(Mill #1)

TSWR Railroad

Yakama Forest Products
(Mill #2)

2002 Ortho-photo mosaic
taken 7/31 & 8/1

Parcel Lot lines are for visual display
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