TR-060036 (P)

Washington State Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

South Central Region
2809 Rudkin Road, Union Gap
P.O. Box 12560
Yakima, WA 98909-2560

509-577-1600
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 3, 2006

Vicki Elliot
Washington Utilities and Transportation Commission
Assistant Director - Transportation Safety
PO Box 47250
Olympia, WA 98504

Dear Vicki :

Enclosed is a petition to reconstruct a highway-rail grade crossing in Yakima County on US 97. Also enclosed are the executed Respondent's Waiver of Hearing and the plan sheets for the reconstruction.

Please direct all inquiries to Ahmer Nizam at (360) 705-7271.

Sincerely,

James D. Mahuy C, ASST. TRAFFIC ENGR

FOR Rick F. Gifford
SCR Traffic Engineer

DE:de
petition
waiver
plan sheets

cc: J. Anabtawi
A. Nizam

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. TR-060036

Washington State
Department of Transportation
Petitioner

vs.

White Swan
Branch Line
Respondent

PETITION

Road Name US 97

W.U.T.C. Crossing No. 39 A 1.40

D.O.T. Crossing No. 99199T

RECEIVED
RECORDS MANAGEMENT
06 JAN -5 PM 3:
STATE OF WASHINGTON
UTIL. AND TRANSP.
COMM.

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

⊗ directing the reconstruction of a grade crossing;
(construction-reconstruction-relocation)

☐ directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;

⊗ directing replacement of warning devices at an existing crossings;
(replacement-change-upgrade)

☐ allocating funds from the "grade crossing protective fund" for _____ of active warning devices; (installation and/or maintenance)

☐ authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

☐ hearing and order ⊗ order without hearing

[X] Yes [ ] No Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

[ ] Yes [X] No If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Petitioner Don Whitehouse

Don Whitehouse, P.E. WSDOT SCR Reg Administrator
Print Name Title

2809 Rudkin Road
Street Address

Union Gap, WA 98903
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway US 97 mile post 65.11

Existing or proposed railway White Swan Branch Line mile post 1.39

Located in ____ 1/4 of the ____ 1/4 of Sec. ____ Twp. ____ Range ____ W.M.

WUTC crossing number 39 A 1.40 DOT crossing number 99199T

Street US 97 (if applicable) City ____ (if applicable) County Yakima

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier ☒ Logging or Industrial ☐

(b) Main Line ☐ Branch Line ☒ Siding or Spur ☐

(c) Total number of tracks at crossing 1
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:

Passenger 30 MPH Passenger 30 MPH
Freight 25 MPH Freight 25 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains 0 (1/month avg) Freight Trains 6
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification R2 – Rural-Minor Arterial

(b) County Highway - Classification N/A

(c) City Street - Classification N/A

(d) Number of traffic lanes existing in each direction: 2 thru w/ 1 left hand turn lane
Number of additional traffic lanes proposed: none

(e) Posted vehicle speed limit: Automobiles 55 MPH Trucks 55 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 11394, including 1037 trucks and 6 school bus trips. Projected traffic in 20 years: total 16407, including 1493 trucks and 9 school bus trips.

[4]

(a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

(b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

(a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No

(b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

No

[6]

(a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

No. It is not economically feasible to provide grade separation at this time.

(b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

(c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

N/A

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.
West – Private crossing approximately 130 ft
East – Public (planned to become private) 770 ft (Olden Way)

(b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

No - N/A

(c) If so, state approximate cost of highway relocation to effect such changes.

N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

No – this is a safety upgrade to an existing crossing.

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?
No

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from the...North...(direction) an unobstructed view to
right when on highway 300 feet from crossing of ___96_____ feet
right when on highway 200 feet from crossing of ___198_____ feet
right when on highway 100 feet from crossing of ___690_____ feet
right when on highway 50 feet from crossing of ____690_____ feet
right when on highway 25 feet from crossing of ____4000+_____ feet
left when on highway 300 feet from crossing of ____800_____ feet
left when on highway 200 feet from crossing of ____800_____ feet
left when on highway 100 feet from crossing of ____2070_____ feet
left when on highway 50 feet from crossing of _____336_____ feet
left when on highway 25 feet from crossing of _____516_____ feet
Approaching crossing from the ...South... (opposite direction) an unobstructed view to
right when on highway 300 feet from crossing of ___90_____ feet
right when on highway 200 feet from crossing of ___324_____ feet
right when on highway 100 feet from crossing of ___864_____ feet
right when on highway 50 feet from crossing of ____789_____ feet
right when on highway 25 feet from crossing of ____864_____ feet
left when on highway 300 feet from crossing of ____312_____ feet
left when on highway 200 feet from crossing of ____432_____ feet
left when on highway 100 feet from crossing of ____1224_____ feet
left when on highway 50 feet from crossing of _____1950_____ feet
left when on highway 25 feet from crossing of _____1836_____ feet

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection. (Attached)

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?
Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.
N/A

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.
Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.
No.

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

---

[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)
Replace the existing 26' cantilevers and existing flashing lights with 34' cantilevers with flashing lights, supplied by Yakima County. Currently there are 2 sets of lights on each cantilever facing each direction of the highway and 1 set of lights also facing the side street (Branch Road) that parallels the railroad. We also plan on replacing the advanced warning signs.

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . $ 25,000

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . $8,500

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices? *Please see 12-a above.*

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

⊗ Yes ☐ No

[13]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

With a relatively high traffic volumes, low train volumes, current configuration of the railroad, highway and crossroad we are installing a warning system that will provide greater visibility to the highway traffic. Gates would normally be considered at this crossing, but the distance for the gates to span would be approximately 60 feet. Most gates manufactured have a maximum span of 40 feet, making gates unfeasible for this crossing without closing Branch Road. We have also explored several innovative options including in-pavement bollards that recess in to the ground and in-pavement flashers. All options explored were eventually ruled out for feasibility reasons (weather conditions, geometric layout, etc). If in the future highway and train volumes increase grade separation or other emergent solutions should be evaluated as an option.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of White Swan Branch Line

for reconstruction of a highway-rail grade crossing

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

[X] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[ ] The cost of installation (estimated at $ _____)

[ ] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[ ] as apportioned between the parties.

[ ] to be paid by petitioner.

Other conditions to waiver of hearing:

_____

_____

_____

_____

_____

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

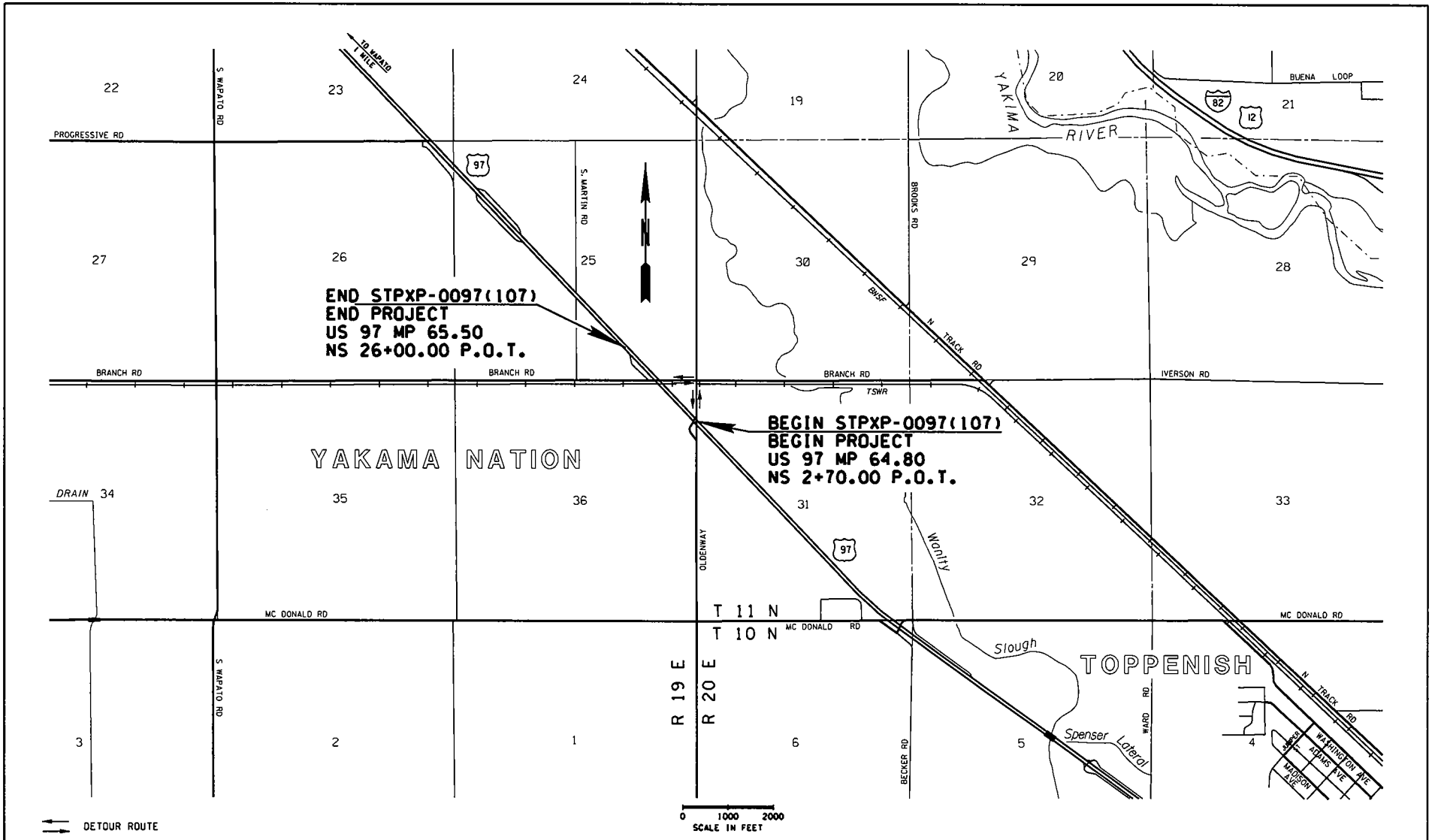
Date at YAKIMA, Washington, on this 20th day of DECEMBER, 2005.

Respondent Yakima County

by _____

Print Name Gary N. Ekstedt, P.E.

Title County Engineer



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DATE	1/3/2006			10	WASH				
PLOTTED BY	eldredd			JOB NUMBER					
DESIGNED BY	D. Eldred			CONTRACT NO.		LOCATION NO.			SHEET OF SHEETS
ENTERED BY	D. Eldred								
CHECKED BY	J. Mahugh								
PROJ. ENGR.	R. Gifford								
REGIONAL ADM.	D. Whitehouse	REVISION	DATE	BY			P.E. STAMP BOX DATE	P.E. STAMP BOX DATE	

Washington State Department of Transportation

US 97
BRANCH ROAD RR CROSSING - SIGNAL IMPROVEMENTS

VICINITY MAP

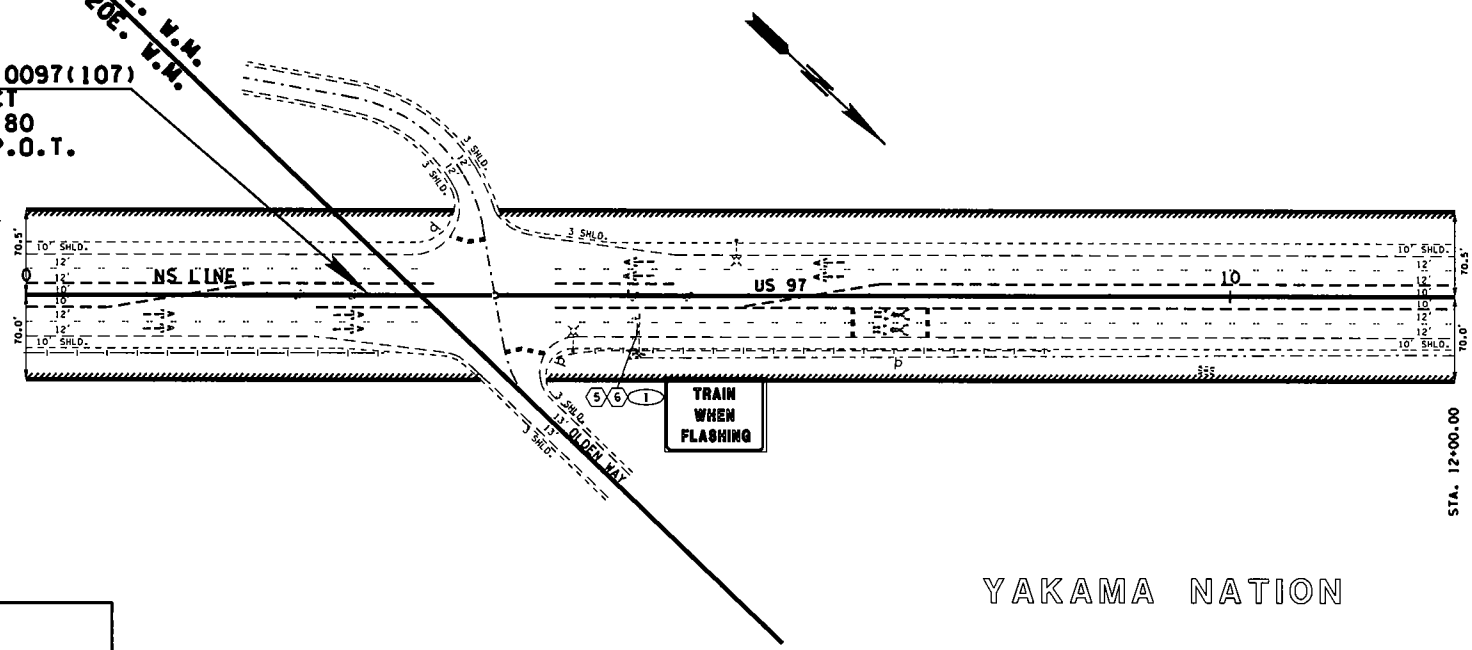
CONSTRUCTION NOTES:

(5) REMOVE EXISTING SIGN AND INSTALL NEW SIGN. SEE SIGN SPECIFICATIONS FOR DETAILS.

(6) REMOVE EXISTING FLASHING BEACONS AND INSTALL NEW 12" AMBER FLASHING BEACONS WITH BACKPLATES AND TUNNEL VISORS.

T.11N. R.19E. W.M.
T.11N. R.20E. W.M.

BEGIN STPXP-0097(107)
BEGIN PROJECT
US 97 MP 64.80
NS 2+70.00 P.O.T.



YAKAMA NATION

LEGEND

SIGN NUMBER	(#)
CONSTRUCTION NOTE	(#)
EXISTING SIGNAL POLE W/ WARNING SIGN	
EXISTING TYPE 1 JUNCTION BOX	
EXISTING CONDUIT	
EXISTING LUMINAIRE	
EXISTING SERVICE CABINET	

0 50 100
SCALE IN FEET

CONSTRUCTION NOTES:

(5) REMOVE EXISTING SIGN AND INSTALL NEW SIGN. SEE SIGN SPECIFICATIONS FOR DETAILS.

FILE NAME	K:\XL2269 US 97 Branch Road RR\US97RRxing.dgn
TIME	3:21:02 PM
DATE	1/3/2006
PLOTTED BY	eldredd
DESIGNED BY	D. Eldred
ENTERED BY	D. Eldred
CHECKED BY	J. Mahugh
PROJ. ENGR.	R. Gifford
REGIONAL ADM.	D. Whitehouse

REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.
JOB NUMBER
CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

US 97
BRANCH ROAD RR CROSSING -
SIGNAL IMPROVEMENTS

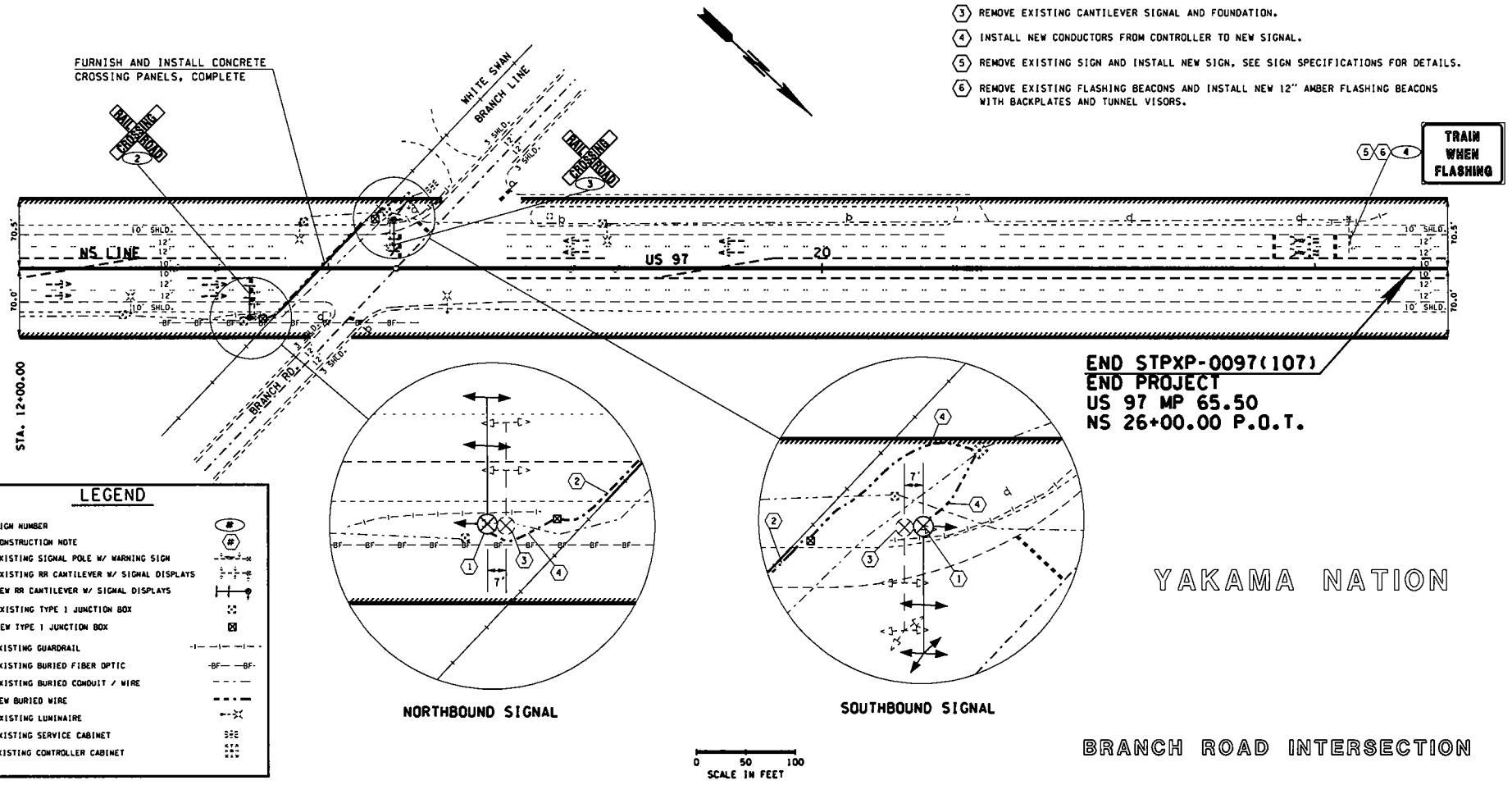
ALIGNMENT/SIGNING PLAN

PLOT2
A1
SHEET OF SHEETS

T.11N. R.19E. W.M.

CONSTRUCTION NOTES:

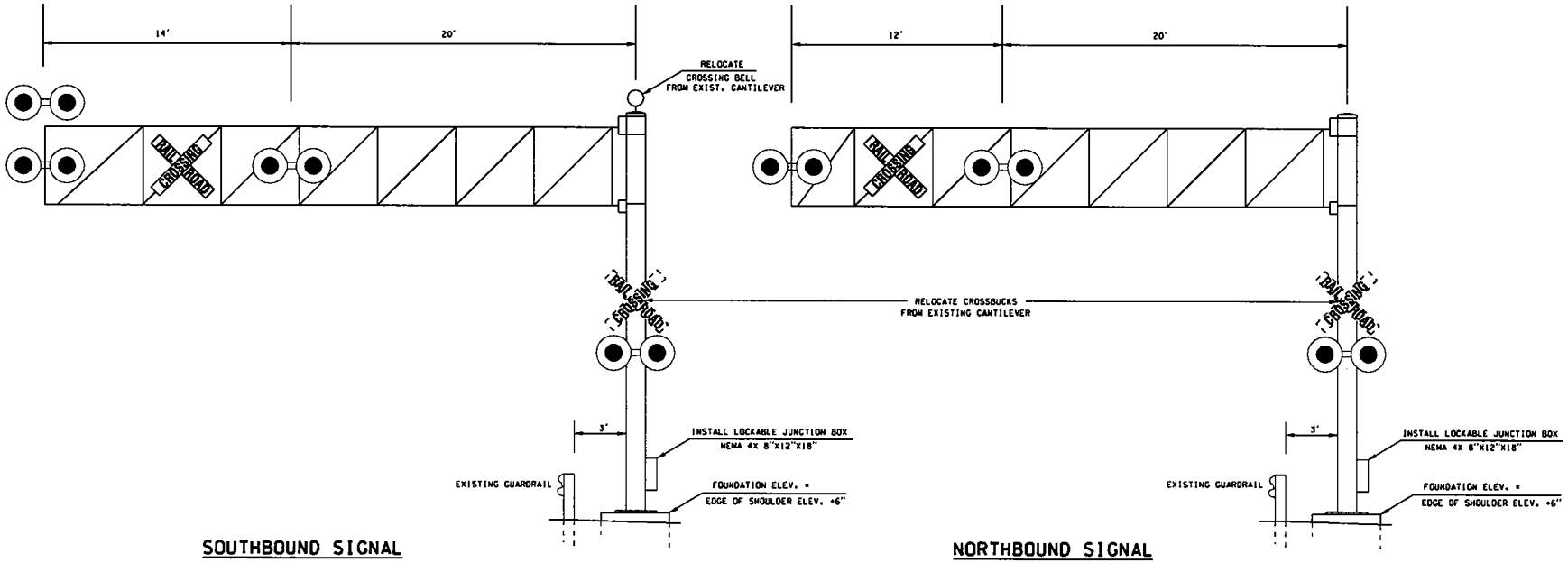
1. CONSTRUCT POUR IN PLACE FOUNDATION AND INSTALL CONTRACTING AGENCY SUPPLIED CANTILEVER SIGNAL.
2. INSTALL 2" CONDUIT AND SIGNAL CONDUCTORS BELOW NEW CROSSING.
3. REMOVE EXISTING CANTILEVER SIGNAL AND FOUNDATION.
4. INSTALL NEW CONDUCTORS FROM CONTROLLER TO NEW SIGNAL.
5. REMOVE EXISTING SIGN AND INSTALL NEW SIGN. SEE SIGN SPECIFICATIONS FOR DETAILS.
6. REMOVE EXISTING FLASHING BEACONS AND INSTALL NEW 12" AMBER FLASHING BEACONS WITH BACKPLATES AND TUNNEL VISORS.



LEGEND

- SIGN NUMBER
- CONSTRUCTION NOTE
- EXISTING SIGNAL POLE W/ WARNING SIGN
- EXISTING RR CANTILEVER W/ SIGNAL DISPLAYS
- NEW RR CANTILEVER W/ SIGNAL DISPLAYS
- EXISTING TYPE 1 JUNCTION BOX
- NEW TYPE 1 JUNCTION BOX
- EXISTING GUARDRAIL
- EXISTING BURIED FIBER OPTIC
- EXISTING BURIED CONDUIT / WIRE
- NEW BURIED WIRE
- EXISTING LUMINAIRE
- EXISTING SERVICE CABINET
- EXISTING CONTROLLER CABINET

FILE NAME	K:\XL2269_US 97 Branch Road RR\US97RRxing.dgn				REGION NO.	STATE	FED.AID PROJ.NO.		PLOT3
TIME	3:21:10 PM				10	WASH		Washington State Department of Transportation	A2
DATE	1/3/2006				JOB NUMBER			US 97 BRANCH ROAD RR CROSSING - SIGNAL IMPROVEMENTS	SHEET OF SHEETS
PLOTTED BY	eldredd				CONTRACT NO.		LOCATION NO.		
DESIGNED BY	D. Eldred						P.E. STAMP BOX DATE	P.E. STAMP BOX DATE	
ENTERED BY	D. Eldred							ALIGNMENT/SIGNING PLAN	
CHECKED BY	J. Mahugh								
PROJ. ENGR.	R. Gifford								
REGIONAL ADM.	D. Whitehouse	REVISION	DATE	BY					



SOUTHBOUND SIGNAL

NORTHBOUND SIGNAL

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TIME	3:21:19 PM								CSD1
DATE	1/3/2006								
PLOTTED BY	eldredd								
DESIGNED BY	D. Eldred								
ENTERED BY	D. Eldred								
CHECKED BY	J. Mahugh								
PROJ. ENGR.	R. Gifford								
REGIONAL ADM.	D. Whitehouse	REVISION	DATE	BY	REGION NO. 10	STATE WASH	FED.AID PROJ.NO.		
					JOB NUMBER				
					CONTRACT NO.		LOCATION NO.		

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

US 97
BRANCH ROAD RR CROSSING
SIGNAL IMPROVEMENTS

CANTILEVER SIGNAL DETAIL

SHEET OF SHEETS

SIGN SPECIFICATIONS
ROADSIDE SIGN STRUCTURES

SIGN NO.	SIGN CODE NUMBER	LOCATION (STATION NO.)	SIGN SIZE X	SIGN SIZE Y	LETTER SIZE OR CODE	COLOR	SHEETING	POST LENGTH H 1	POST LENGTH H 2	POST LENGTH H 3	POST LENGTH H 4	CLEARANCE V	CLEARANCE W	REMARKS
1	SPECIAL	NS 5+09 RT	84"	48"	10"D	BLACK/YELLOW	VIII							REMOVE EXISTING LIGHTED SIGN. INSTALL NEW SIGN BETWEEN BEACONS
2	R15-1	NS 14+18 RT	48"	48"			VIII							INSTALL NEW SIGN BETWEEN SIGNALS. SEE SHEET C5D1
3	R15-1	NS 15+69 LT	48"	48"			VIII							INSTALL NEW SIGN BETWEEN SIGNALS. SEE SHEET C5D1
4	SPECIAL	NS 25+34 LT	84"	48"	10"D	BLACK/YELLOW	VIII							REMOVE EXISTING LIGHTED SIGN. INSTALL NEW SIGN BETWEEN BEACONS

NOTES: FOR STRUCTURE AND MOUNTING DETAILS SEE STANDARD PLAN SHEET SERIES G.
FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS SEE WASHINGTON STATE "SIGN FABRICATION MANUAL"

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DATE	1/3/2006
PLOTTED BY	eldredd
DESIGNED BY	D. Eldred
ENTERED BY	D. Eldred
CHECKED BY	J. Mahugh
PROJ. ENGR.	R. Gifford
REGIONAL ADM.	D. Whitehouse

REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.
JOB NUMBER
CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

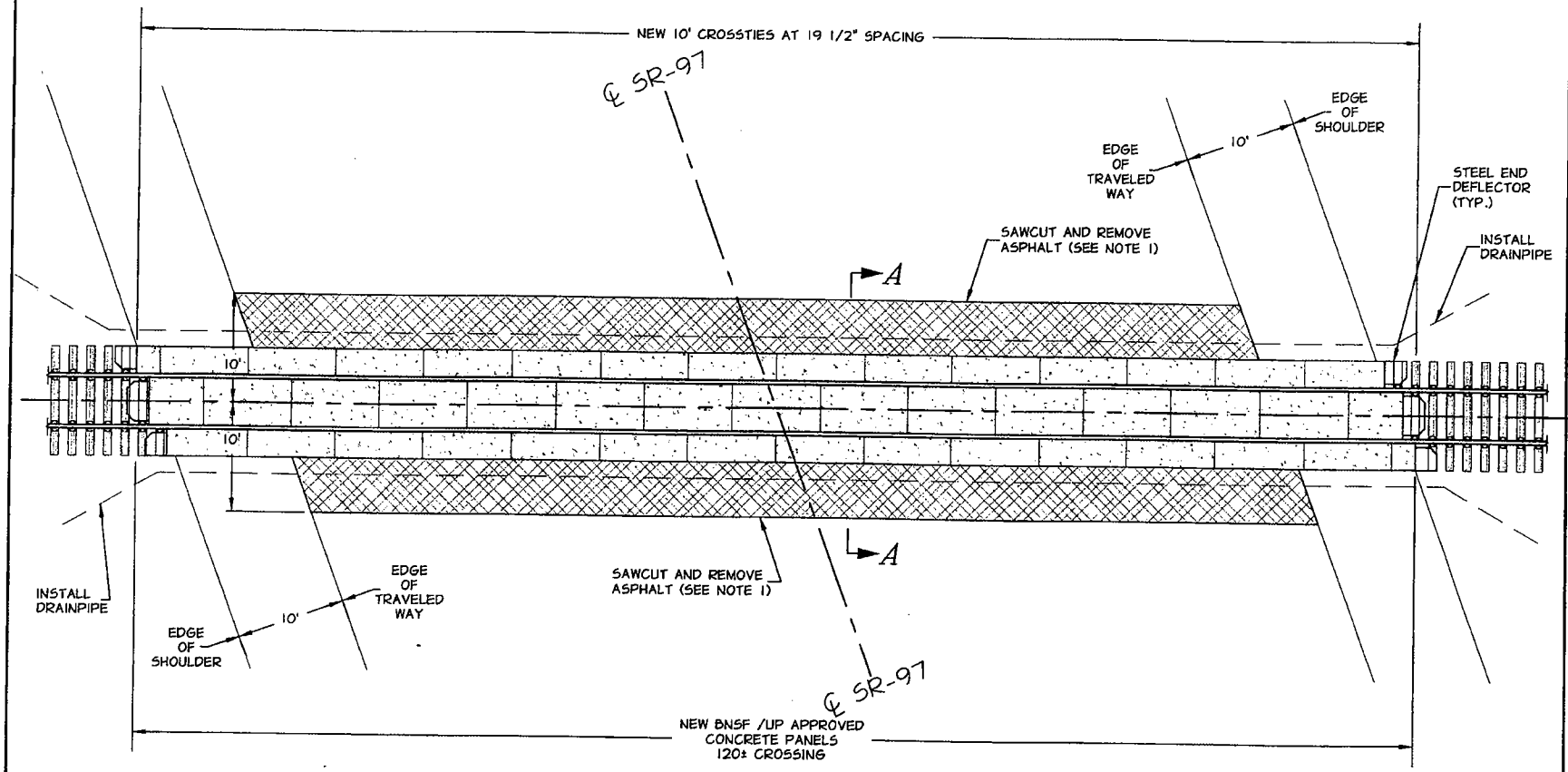
P.E. STAMP BOX DATE

Washington State Department of Transportation

US 97
BRANCH ROAD RR CROSSING - SIGNAL IMPROVEMENTS

SIGN SPECIFICATIONS

PLOT11
S1
SHEET OF SHEETS



PLAN VIEW

NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE ROADWAY MATERIALS TO LIMITS SHOWN. PREPARE SUBGRADE, PLACE CRUSHED SURFACING, AND REPAVE REMOVAL AREA IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET NO. 3 AND TO THE GRADE LINE SHOWN. FINISHED PAVEMENT SURFACE SHALL MATCH NEW CROSSING AND EXISTING PAVEMENT ELEVATIONS. ~~ALL COST FOR THE REMOVAL AND RESTORATION OF THE ROADWAY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR "ROADWAY RESTORATION" PER SQ. YD.~~

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

Washington State Department of Transportation

TSWR GRADE CROSSINGS IMPROVEMENT TS 3185

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER: KENT MCHENRY

DRAWN: K. PFAFF	CHECKED BY: K. MCHENRY
REVISION:	

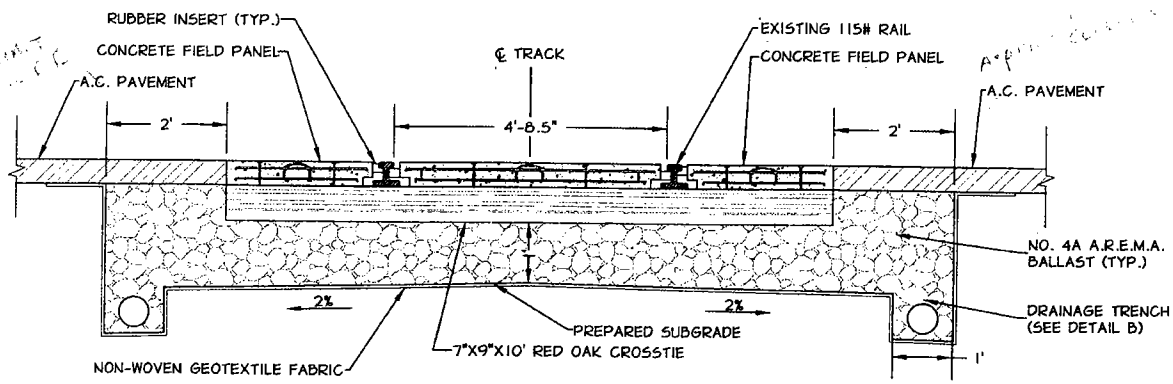
REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	?
JOB NUMBER: ?		
CONTRACT NO.		LOCATION NO.

SR 97
RAILROAD CROSSING
RAILROAD CROSSING
PLAN

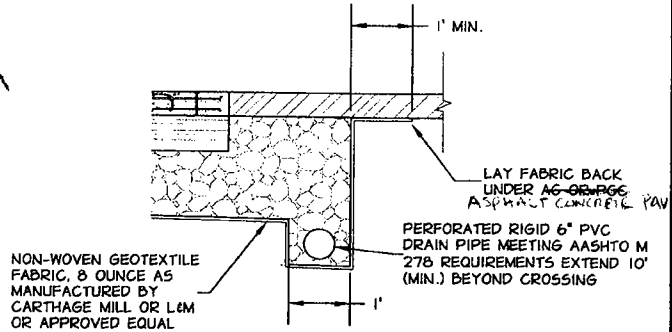
2

2 OF 3

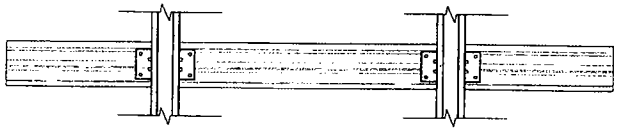
D:\CAD\tswr 3185\3185.dwg, 10/19/2005 9:19:10 AM



TYPICAL CONCRETE CROSSING SECTION A-A
DETAIL 'A'
NOT TO SCALE



DRAINAGE TRENCH DETAIL
DETAIL 'B'
NOT TO SCALE



TANGENT AND CURVED TRACK
(LESS THAN 4 DEGREES)

SPIKING PATTERN
NOT TO SCALE

NOTES:

1. THE TOP OF RAILS PROFILES THROUGH THE CROSSING SHALL FOLLOW DESIGN PROFILES SHOWN ON PLAN AND PROFILE SHEETS.
2. THE CONTRACTOR SHALL PROTECT ALL FOUNDATIONS AND EXISTING UNDERGROUND UTILITIES FROM DAMAGE BY EXCAVATION ACTIVITIES.
3. CONTRACTOR TO NOTIFY THE ENGINEER FOR INSPECTION OF CROSSING SUBGRADE. CONTRACTOR SHALL NOT COVER UP THE SUBGRADE UNTIL AFTER INSPECTION BY ENGINEER.
4. IF ALL OR PART OF THE SUBGRADE CANNOT ATTAIN SUITABLE COMPACTION, CONTRACTOR SHALL OVER EXCAVATE AND PLACE AND COMPACT SUITABLE GRANULAR BACKFILL MATERIAL AS DIRECTED BY THE ENGINEER. REMOVED EXISTING BALLAST IS ACCEPTABLE UNLESS DETERMINED BY THE ENGINEER TO BE UNSUITABLE.
5. REFER TO SPECIFICATIONS FOR LIMITS OF SUBGRADE CONSTRUCTION AND GEOTEXTILES INSTALLATION.

YAKIMA COUNTY PUBLIC WORKS
COMMITMENT • SERVICE • EXCELLENCE

Washington State Department of Transportation

TSWR GRADE CROSSINGS IMPROVEMENT TS 3185

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE:

PROJECT ENGINEER: KENT MCHENRY
DRAWN: K. PFAFF
CHECKED BY: K. MCHENRY
REVISION:

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	?
JOB NUMBER: ?		
CONTRACT NO.		LOCATION NO.

SR 97
RAILROAD CROSSING
RAILROAD CROSSING
DETAILS

3
3 of 3