

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 090810
)	
CITY OF PROSSER, WASHINGTON)	PETITION TO INSTALL HIGHWAY-
_____)	RAIL GRADE CROSSING ACTIVE
Petitioner,)	WARNING DEVICES
)	
vs.)	
BNSF RAILWAY COMPANY)	USDOT CROSSING # 104552E
_____)	
Respondent)	UTC CROSSING # 1C39.20
)	
.....)	
_____)	

2009 MAY 26 AM 8:09

The Petitioner asks the Washington Utilities and Transportation Commission to approve installation of highway-rail grade crossing warning signals.

Section 1 – Petitioner’s Information

_____ CITY OF PROSSER _____ Petitioner
_____ 601 SEVENTH STREET _____ Street Address
_____ PROSSER, WASHINGTON 99350 _____ City, State and Zip Code
_____ N/A _____ Mailing Address, if different than the street address
_____ CHARLES BUSH, CITY ADMINISTRATOR _____ Contact Person Name
_____ 509-786-2332 cbush@cityofprosser.com _____ Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Respondent	<u>BNSF RAILWAY COMPANY</u>
Street Address	<u>2454 OCCIDENTAL AVENUE S #1A</u>
City, State and Zip Code	<u>SEATTLE, WASHINGTON 98134</u>
Mailing Address, if different than the street address	<u>N/A</u>
Contact Person Name	<u>TODD KUHN</u>
Contact Phone Number and E-mail Address	<u>206-625-6146 todd.kuhn@bnsf.com</u>

Section 3 – Crossing Location

1. Existing highway/roadway	<u>CHAPMAN LANE</u>				
2. Existing railroad	<u>BNSF RAILWAY COMPANY</u>				
3. USDOT Crossing No.	<u>104552E</u>	UTC Crossing No.	<u>1C39.20</u>		
4. Located in the	<u>SE</u> 1/4 of the	<u>SE</u> 1/4 of Sec.	<u>36</u> , Twp.	<u>9N</u> , Range	<u>24E</u> W.M.
5. GPS location, if known	<u>Lat. N46°12'50" Long. W119°44'55"</u>				
6. Railroad mile post (nearest tenth)	<u>MP 39.25</u>				
7. City	<u>PROSSER</u>	County	<u>BENTON</u>		

Section 4 – Current Highway Traffic Information

1. Name of highway CHAPMAN LANE

2. Road authority CITY OF PROSSER

3. Average annual daily traffic (AADT) 8 vehicles per hour *

4. Number of lanes 2

5. Roadway speed 20 MPH or less

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

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

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

9. If so, how many school buses travel over the crossing each day? N/A

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

**3. There will be an increase in the AADT from 8 veh/hr to 40+veh/hr upon completion of the Walter Clore Wine Center. Currently, traffic volumes and vehicle trips increase during special events at the Desert Wind Winery, which shares this crossing with the Clore Center. Annual visitation to the Desert Wind Winery and Clore Center is expected to total 20,000 visitors per year.*

Section 5 – Current Crossing Information

1. Railroad company BURLINGTON NORTHERN SANTE FE

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 1 (one)

5. Average daily train traffic, freight 6

Authorized freight train speed 45 mph Operated freight train speed 45 mph

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:

There are no expected changes.

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?

There are no obstacles and sight distance is greater than 400 feet at each approach.

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.

N/A

Section 6 – 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 crossing is STOP controlled. Signs are currently in place prior to approaching the crossing from either side of the road. There are no other warning devices or signs in place.

Desert Wind Winery hosts major events and participates in regional wine festivals increasing visitor count and traffic volume. During these times they implement a safety traffic management action plan which includes the use of temporary roadway signage and traffic flaggers to assure that motorists/visitors can safely cross over the tracks on Chapman Lane.

Section 7 – Description of Proposed Changes

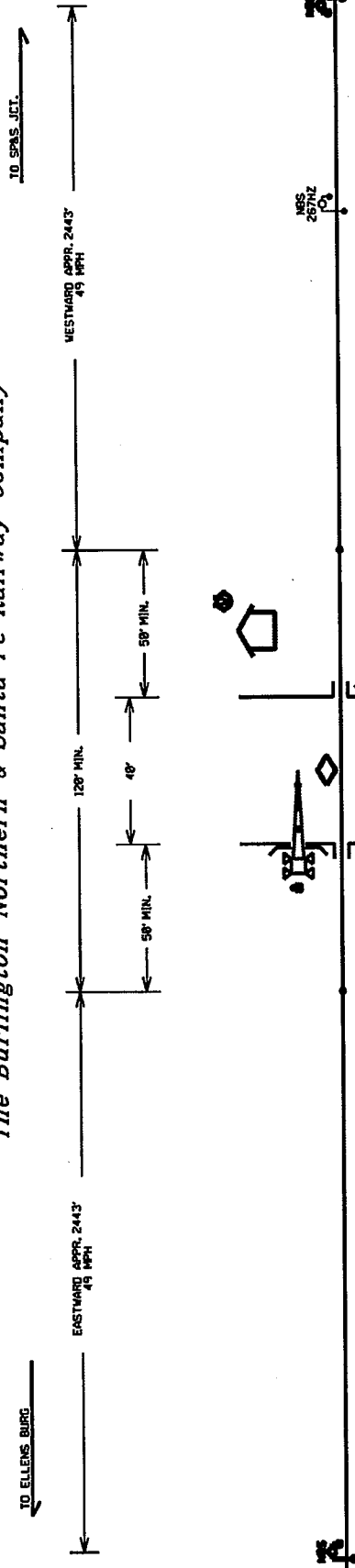
1. Describe in detail the number and type of automatic signals, gates or proposed warning devices, including the proposed circuitry. Include the funding source for the proposed installation.

New automatic flashing lights and gates with constant warning time.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, map or other illustration showing the proposed warning devices.

The Burlington Northern & Santa Fe Railway Company



INSTALL: GATES & FLASHERS
 CONTROL DEVICES: CONSTANT WARNING

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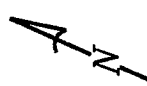
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SALVAGE: NONE

	INSTRUMENT HOUSE
	BELL
	METER
	CROSSING CONTROL CONNECTIONS
	BIDIRECTIONAL CROSSING CONTROL
	UNIDIRECTIONAL CROSSING CONTROL
	COUPLER OR TERMINATION
	GUARD RAIL

Warning device placement:
 Clearance to C.L. Track = Min. 12'
 Edge of Road to C.L. Foundation:
 Min. 4'3" with curb,
 Min. 8'3" without curb,
 Max. 12'
 House Clearance:
 25' Min. to Near Rail
 30' Min. to Edge of Road
 ALL LIGHTS TO BE LED

BNSF RAILWAY CO.
 PROSSER, WA.
 CHAPMAN LANE
 LS: 0048
 M.P. 39.26
 DOT = 104 552 E
 DIVISION NORTHWEST
 SUBDIVISION YAKIMA VALLEY
 KANSAS CITY
 ND SCALE
 DATE: 05/02/06
 FILE: 0048039.26.dgn
 DHP/SMD



Section 9 – 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. 104552E UTC Crossing No. 1C39.20

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 Seattle, Washington, on the 14th day of
May, 20 09.

Todd M. Kuhn

Printed name of Respondent

Todd M. Kuhn

Signature of Respondent's Representative

Manager Public Projects

Title

206-625-6146 todd.kuhn@bnsf.com

Phone number and e-mail address

2454 Occidental Ave S #1A

Seattle, WA 98134

Mailing address