UTC
TILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

The Northwest Railway Museum Petitioner, vs. Washington State Department of Transportation Respondent	)	DOCKET NO. TR- 121622-P PETITION TO MODIFY HIGHWAY-RAIL GRADE CROSSING ACTIVE WARNING DEVICES AND DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND USDOT CROSSING # 092040 A

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RECEIVED RECORDS MANAGEMENT

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner's Information

The Northwest Railway Museum
Petitioner

38625 SE King Street
Street Address

Snoqualmie, Washington, 98065-0459
City, State and Zip Code

PO Box 459
Mailing Address, if different than the street address

Richard R. Anderson
Contact Person Name

Richard R Anderson
Contact Person's Signature

425-888-3030 Ext 7201 richard@trainmuseum.org
Contact Phone Number and Email Address

Section 2 – Respondent's Information

Washington State Department of Transportation
Respondent

310 Maple Park Avenue SE
Street Address

Olympia, WA 98504
City, State and Zip Code

PO Box 47329, Olympia, WA 98504
Mailing Address, if different than the street address

Ahmer Nizam
Contact Person Name

(360) 705-7271 Nizam, Ahmer [nizama@wsdot.wa.gov]
Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway SR 202/Bendigo Street

2. Existing railroad Northwest Railway Museum/Snoqualmie Valley Railroad

3. USDOT Crossing No. 092040 A

4. Located in the NE 1/4 of the NE 1/4 of Sec. 9, Twp. 23 N, Range 8 East W.M.

5. GPS location, if known _____

6. Railroad mile post (nearest tenth) 35.9

7. City North Bend County King

Section 4 – Current Highway Traffic Information

1. Name of highway SR 202/Bendigo Street (Main Street)

2. Road authority WSDOT

3. Average annual daily traffic (AADT) 11,060

4. Number of lanes 3

5. Roadway speed 30

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

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

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? 6, subject to final confirmation from Snoqualmie Valley School District.

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

New drug store to be constructed adjacent to the crossing in 2013 which will generate additional traffic but also inject traffic into the queue for the traffic lights between the crossings and the light. Additional homes and businesses are being constructed in Snoqualmie and North Bend, which is expected to further increase traffic count.

Section 5 – Current Crossing Information

1. Railroad company Northwest Railway Museum (Snoqualmie Valley Railroad)

2. Type of railroad at crossing □ Common Carrier □ Logging □ Industrial

□ Passenger X Excursion

3. Type of tracks at crossing X Main Line □ Siding or Spur

4. Number of tracks at crossing 1 on SR 202 and 2 on Main Street

5. Average daily train traffic, freight 0

Authorized freight train speed 10 east, 5 west Operated freight train speed 10 east, 5 west

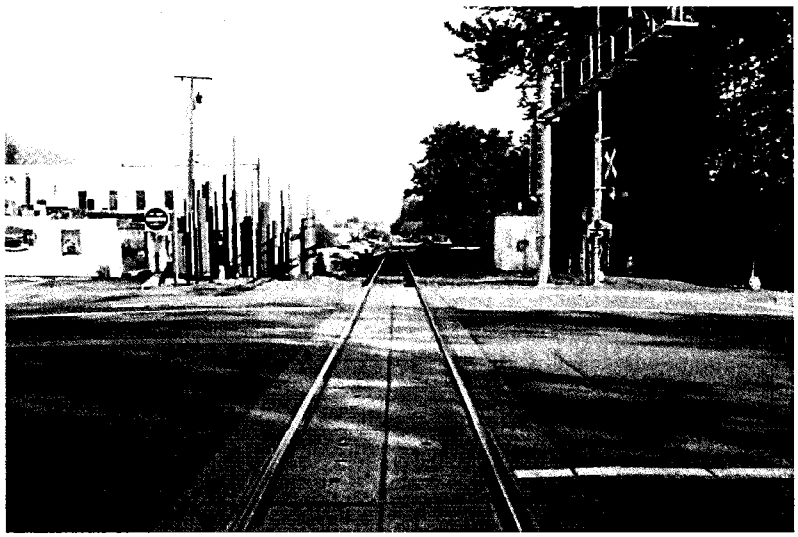
6. Average daily train traffic, passenger 2

Authorized passenger train speed 10 east, 5 west Operated passenger train speed 10 east, 5 west

7. Describe any changes to the information in 1 through 4, above, expected within ten years:

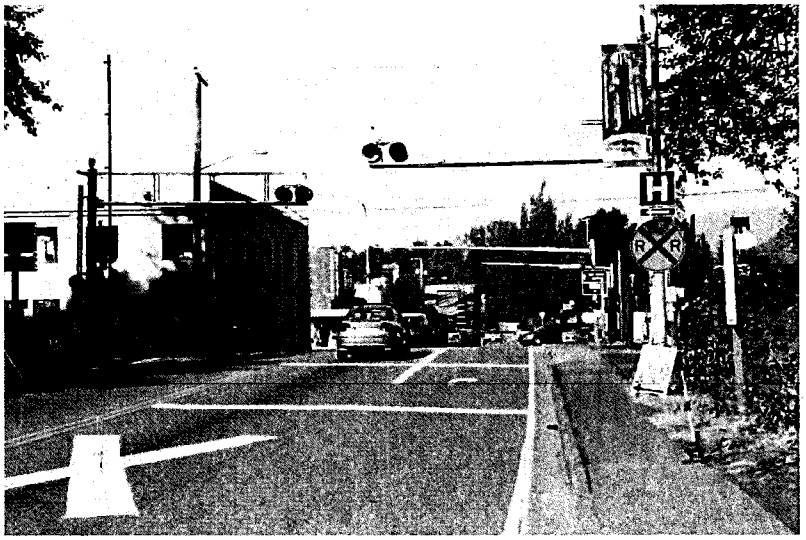
Passenger counts have been slowly increasing and the number of trains will continue to rise. Most operations now occur on Saturdays and Sundays, April – October. In ten years the museum expects to operate at least one weekday per week, June – September, and an average of 2 weekdays per month for school programs year 'round.

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?



Sight distances are obscured by trees, buildings, sculptures, and the crossing signals themselves. West bound traffic can see to the right for approximately 1,000 feet and to the left for about 50 feet. East bound traffic can see to the right for about 50 feet and to the left for about 75 feet. Photo included herein is an east bound view of the tracks at the crossing. Main Street is in the distance.

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.



Trees, buildings, sculptures, signal house, dumpsters, landscaping, banners, sandwich boards, highway signs, 2nd traffic lane (other vehicles), vehicles parked in the lane, rail spur.

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.

There are no physical changes to warning devices proposed at this time, just crossing modifications to Main Street in North Bend to increase the west bound approach circuit to a minimum of 270 feet from present 238 feet.

Lights/Gates Crossing has an existing pair of cantilever structures with a pair of front/back lights over each side of the roadway. A second pair of front/back lights is shoulder-mounted on each side of the roadway. Safetran S-20 crossing gates are located on either side of the road. A set of cross bucks are mounted on the crossing signal mast on each side of the road. This equipment was salvaged from the Burlington Northern Raymond Branch in 1995.

Train detection/warning circuits Circuitry is a Harmon style C SCX-1 with a Harmon solid state CCU-2 to control lights all installed new in 1995. SCX-1 is programmed with traffic pre-emption delay and a conventional relay activates the pre-emption circuit for the traffic lights at the corner of Bendigo Street and North Bend Way, which is located approximately 150 feet from the crossing.

Other features East (geographical south) of the crossing is the intersection of Bendigo Street and Park Street that was signalized in 2010. The crossing is 403 feet from the intersection; there is no pre-emption control from the railroad crossing.

Crossing construction. Crossing surface consists of Premier concrete tubs and welded rail that were installed new in 2000. There are a total of 15 pair of insulated joint bars required for this crossing.

Section 7 – Description of Proposed Changes

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

The Museum proposes to increase the westbound minimum warning time by increasing the length of the approach circuit to a minimum of 270 feet. Extending the length of the circuit requires installation of welded rail in the next crossing to railroad east, Main Street.

The existing west bound approach block is 238 feet long generating (at 5 MPH) a total warning time of 32 seconds. After allowing for activation delay, seven seconds of pre emption, and a required minimum gate down time of five seconds, a stop watch has confirmed that there is no margin for error: a train at five mph arrives at the crossing after the gates have been down for approximately five seconds.

During heavy traffic, queues do not always properly clear before the crossing gates come down adding further urgency to ensuring sufficient warning time so as to avoid emergency stops or collisions.

Section 8 – Illustration of Proposed Warning Devices

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

Section 9 – Use of Surplus Equipment

If surplus or used equipment is being installed as part of the project, please review the following statement and sign, accepting the terms and conditions.

"The recipient of surplus equipment voluntarily accepts the equipment as is. Proper installation and testing is required per Code of Federal Regulations 49, prior to activating the signal equipment. The recipient assumes full responsibility for functionality of the equipment."

Name (print): _____
Title: _____
Company: _____
Signature: _____
Date: _____

Section 10 – Project Cost Information

1.Breakdown of estimated total cost.

Crossing tubs – donated by City of Redmond, trucking cost	$1,700.
Replacement shunt boot and bolts for tubs	$2,300.
Replacement rail, new or welded relay	$8,900.
Compromise joints, eight pair	$2,400.
Labor, install panels, rail, and joints, relocate insulated joints	$19,000.
Replace asphalt between tracks and in approaches	$8,000.
Total	$42,300.

2. Names of the parties contributing to the project and the amount each is contributing.

Grade Crossing Protective Fund, Washington State	$20,000.
City of North Bend, waive $9,000 in user fees	$9,000.
Northwest Railway Museum, a non profit corporation	$13,300.

Section 11 – Project Completion Date

Project completion date: As soon as practicable after approval of GCFP request and petition.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

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

USDOT Crossing No. 092040A

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 modified and consent to a decision by the commission without a hearing.

Dated at Olympia, Washington, on the 2nd day of October, 2012.

Ahmer Nizam

Printed name of Respondent

Signature of Respondent's Representative

Manager- Utilities & Railroad

Title

360-705-7271 nizama@wsdot.wa.gov

Phone number and e-mail address

310 Maple Park Ave SE

Olympia, WA 98504

Mailing address M.S. 47329