

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Cascade & Columbia River Railroad

Petitioner,

vs.

Respondent

Washington State Dept. of Transportation
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DOCKET NO. TR- 140759- AF

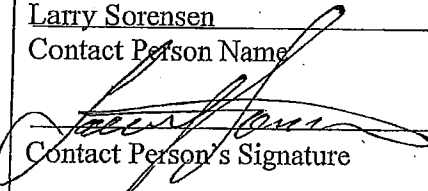
PETITION TO MODIFY HIGHWAY-
RAIL GRADE CROSSING ACTIVE
WARNING DEVICES AND
DISBURSEMENT OF FUNDS
FROM THE GRADE CROSSING
PROTECTIVE FUND

USDOT CROSSING # 096305N

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PROJECT MANAGEMENT
2014 MAY - 1 AM 8:34

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

Cascade & Columbia River Railroad Petitioner
1710 Midway Court Street Address
Centralia, WA 98531 City, State and Zip Code
_____ Mailing Address, if different than the street address
Larry Sorensen Contact Person Name
 Contact Person’s Signature
904-999-5031 larry.sorensen@gwrr.com Contact Phone Number and Email Address

Section 2 – Respondent's Information

<u>Washington State Dept. of Transportation</u> Respondent
<u>310 Maple Park Ave SE</u> Street Address
<u>Olympia, WA 98504-7329</u> City, State and Zip Code
<u>PO Box 47329</u> Mailing Address, if different than the street address
<u>Ahmer Nizam</u> Contact Person Name
<u>360-705-7271, nizama@wsdot.wa.gov</u> Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Highway 155 (Omak Ave)</u>
2. Existing railroad <u>CSCD</u>
3. USDOT Crossing No. <u>096305N</u>
4. Located in the <u>SW</u> 1/4 of the <u>NW</u> 1/4 of Sec. <u>36</u> , Twp. <u>T34N</u> Range <u>R26E W.M.</u>
5. GPS location, if known <u>48.4040500, -1195132400</u>
6. Railroad mile post (nearest tenth) <u>95.67</u>
7. City <u>Omak</u> County <u>Okanogan</u>

Section 4 – Current Highway Traffic Information

1. Name of highway Hwy 155

2. Road authority WSDOT

3. Average annual daily traffic (AADT) (2012) 4000

4. Number of lanes 2

5. Roadway speed 35 MPH

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

7. If so, trucks are what percent of total daily traffic? 10 %

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? 25

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

Section 5 – Current Crossing Information

1. Railroad company Cascade & Columbia River Railroad

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 3

5. Average daily train traffic, freight 12

Authorized freight train speed 20 MPH Operated freight train speed 5 – 20 MPH

6. Average daily train traffic, passenger None

Authorized passenger train speed _____ Operated passenger train speed _____

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

Train traffic is expected to increase, but do not know how much.

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?

N/A

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.

Crossing has two Cantilevers with three sets of flashing lights each, two gate arms with flashing lights, and one bell. Each mast has a Crossbuck sign and 3 Track sign.

Train detection is Motion Sensor on Main Track and Island Presence Detection on two Siding tracks.

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.

Upgrade existing train detection circuitry from Analog Motion Detection (1980's) to Digital Constant Warning, providing for more consistent warning system operation.

Motion Detection causes the crossing warning system to activate whenever a train or car moves toward the crossing. Constant Warning attempts to only cause the crossing warning system to activate when a train or car is within 30 seconds of reaching the crossing.

Also propose to upgrade the Crossbuck signs and Number of Track signs.

Funding to come from the GCPF.

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): _____ N/A _____
Title: _____
Company: _____
Signature: _____
Date: _____

Section 10 – Project Cost Information

1. Breakdown of estimated total cost.
16-2243-10 XP-4 Crossing predictor: one track redundant w/VPM-3, VIO-44R, 20 Amp Crossing Control, and Ground Fault Detector. \$17,276.80; 227561-000 XIP-20 Crossing Interface Panel. \$480.00; Crossbuck Sign \$200.00; 3-Track Sign \$200.00; plus 7.7% sales tax \$1,398.07; plus 3% shipping \$544.70
Total Material Cost \$20,099.57

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

WUTC GCPF grant award to pay full cost of materials. Cascade & Columbia River Railroad will pay for all labor.

2. Provide the amount the applicant is requesting from the GCPF grant program.

\$20,000.00 is requested.

Section 11 – Project Completion Date

Project completion date: June 30, 2015

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. 096305N

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 24th day of
April, 2014.

Ahmer Nizam
Printed name of Respondent

[Signature]
Signature of Respondent's Representative

Manager - Utilities and Railroad
Title

(360) 705-7271 nizam@wsdot.wa.gov
Phone number and e-mail address

310 Maple Park Ave SE

Olympia, WA 98504-7329
Mailing address