

TILITIES AND TRANSPORTATION COMMISSION

) docket no. tr-160273
BNSF Railway) PETITION TO MODIFY HIGHWAY-) RAIL GRADE CROSSING ACTIVE
Petitioner,) WARNING DEVICES AND DISBURSEMENT OF FUNDS
vs. City of Bingen) FROM THE GRADE CROSSING
Respondent.) PROTECTIVE FUND
) USDOT CROSSING # 090168N

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

BNSF Railway			
Petitioner			
2454 Occidental Ave South, Suite 2D	· _ · · · · · · ·	·	
Street Address			
Seattle, Washington 98134			
City, State and Zip Code			
Mailing Address, if different than the street address			
Richard Wagner			
Contact Person Name			<u></u>
Contact Person Name			
Contact Person's Signature			
206-625-6152, Richard.Wagner@bnsf.com			
Contact Phone Number and Email Address			,

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Section 2 – Respondent's Information

City of Bingen
Respondent 112 N. Ash, PO Box 607
Street Address
Bingen, Washington 98605 City, State and Zip Code
Mailing Address, if different than the street address
Jan Brending Contact Person Name
509-493-2122 administrator@bingenwashington.org; mayor@bingenwashington.org Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway Walnut Street	
2. Existing railroad BNSF Railway	-
3. USDOT Crossing No. 0 <u>90168N</u>	
4. Located in the 1/4 of the1/4 of Sec, Twp, RangeW.M.	
5. GPS location, if known	
6. Railroad mile post (nearest tenth) 75.50	
7. City Bingen County Klickitat	

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Section 4 – Current Highway Traffic Information

Please complete all information in this section. Incomplete information may cause delays in the petition approval process.

l. Name of highway W	alnut Street	
2. Road authority	City of Bingen	<u></u>
3. Average annual daily	/ traffic (AADT) 850 in 1987	
4. Number of lanes2	2	
5. Roadway speed2	25 mph	
5. Is the crossing part o	f an established truck route?	Yes <u>X</u> No
7. If so, trucks are what	percent of total daily traffic?	_12
8. Is the crossing part o	f an established school bus route?	Yes NoX
9. If so, how many scho	ool buses travel over the crossing ea	ch day? None
10. Describe any chang	es to the information in 1 through 7	, above, expected within ten years:
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1. Railroad company BNSF Railway
2. Type of railroad at crossing Sommon Carrier Dogging 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 30
Authorized freight train speed Operated freight train speed
6. Average daily train traffic, passenger <u>2</u>
Authorized passenger train speed45 Operated passenger train speed45
 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? About 1500 Ft from the North approach in both directions from the stop bar. From the South approach
1500 feet looking Eastward but 30 feet looking westward.
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. Sight distance is obstructed by a building located to the west of the crossing. Other objects that
obstruct the view includes Rail Cars that sit on ancillary railroad tracks at the crossing.

Section 5 – Current Crossing Information

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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, preemption (advance or simultaneous) and any other warning devices. One advance warning sign and one crossbuck on the north approach only. There are two crossbucks with lights. No gates are present. The train detection circuitry is CTC on the main track. There are pavement markings. There is an advance warning sign present only on the north approach. Stop line north at 15 feet, one stop line south at 15 feet. Two shouldermounted 12" flashing lights (no LEDs). Four flashing light pairs. .

Section 7 – Description of Proposed Changes

1. Describe in detail the number and type of proposed signals, gates or other warning devices, including proposed type of train detection. Include the funding source for the proposed modification, if other funding sources will be used in addition to GCPF.

The modification at the crossing includes updating the lights to LED lights. BNSF Railway will

provide the cost estimate for the upgrade.

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Section 8 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, engineering plan or other illustration showing the proposed crossing modification. N/A

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):	: <u>N/A</u>	
Title:		
Company:		
Company:		· ·
Date:		

Section 10 – Project Cost Information

1.	Breakdown of estimated total cost.
	Gross Project Cost is \$29,395 minus \$10,404 in labor cost covered by BNSF Railway.
2.	Names of the parties contributing to the project and the amount each is contributing.
	BNSF Railway is contributing \$10,404 to the project.
3.	Provide the amount the applicant is requesting from the GCPF grant program.
	\$18,991 (includes cost of materials and contract engineering and taxes)

Section 11 – Project Completion Date

Project completion date: 12.31.2016

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. 090168N

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 Binger	, Washington, on the	<u> </u>	
Formary	,2016.		

Betty Barnes

Printed name of Respondent

Signature of Respondent's Representative

Mayor

Title

509-493-2122 mayor@bingenwashington.org

Phone number and email address

112 N. Ash, PO Box 607

Bingen, Washington 98605

Mailing address