

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. 090168N

4. Located in the ___ 1/4 of the ___ 1/4 of Sec. ___, Twp. ___, Range _____ W.M.

5. GPS location, if known _____

6. Railroad mile post (nearest tenth) 75.50

7. City Bingen County Klickitat

Section 5 – Current Crossing Information

1. Railroad company BNSF Railway

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 30
 Authorized freight train speed 45 Operated freight train speed 45

6. Average daily train traffic, passenger 2
 Authorized passenger train speed 45 Operated passenger train speed 45

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

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 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 shoulder-

mounted 12" flashing lights (no LEDs). Four flashing light pairs.

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): _____ N/A _____
 Title: _____
 Company: _____
 Signature: _____
 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 Bingen, Washington, on the 19th day of February, 2016.

Betty Barnes

Printed name of Respondent

Betty Barnes

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