



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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State Of WASH.
UTIL. AND TRANSP.
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Northwest Railway Museum

Petitioner,

vs.

Washington State Department of
Transportation

Respondent

DOCKET NO. TR-

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

USDOT CROSSING NO.: 092040A

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

Section 1 – Petitioner’s Information

Northwest Railway Museum

Petitioner

Signature

9312 Stone Quarry Road

Street Address

Snoqualmie, WA 98065

City, State and Zip Code

PO Box 459, Snoqualmie, WA 98065

Mailing Address, if different than the street address

Richard R. Anderson

Contact Person Name

(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, Suite 2B
Street Address
Olympia, WA 98504
City, State and Zip Code
PO Box 47329 Olympia, WA 98504-7329
Mailing Address, if different than the street address
Connie Raezer, Railroad Liaison
Contact Person Name
360-705-7459 / raezerc@wsdot.wa.gov
Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway	SR 202 (Bendigo Blvd)		
2. Existing railroad	Northwest Railway Museum (Snoqualmie Valley Railroad – SNVX)		
3. USDOT Crossing No.	092040A		
4. GPS location	47.49501 -121.78739		
5. Railroad mile post (nearest tenth)	35.9		
6. City	North Bend	County	King

Section 4 – Current Highway Traffic Information

1. Name of highway SR 202 (Bendigo Blvd) MP 29.95

2. Road authority Washington State Department of Transportation

3. Average annual daily traffic (AADT) 10,000 in 2016

4. Number of lanes 3

5. Roadway speed 30

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:
Unknown, but local population is expected to grow. Impact of proposed (unfunded) downtown bypass route is unknown, but it may result in a net reduction of traffic.

Section 5 – Current Crossing Information

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

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

5. Average daily train traffic, freight 0
Authorized freight train speed 15 Operated freight train speed N/A

6. Average daily train traffic, passenger 2

Authorized passenger train speed 15 Operated passenger train speed 5 - 15

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

The Museum anticipates increased train frequency within five years when additional summer season trains are added.

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?

Less than 50 feet to the west, and about 25 feet to the east.

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, structures, parking lots, garbage dumpsters, public art installations, road signs.

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.

This railroad crossing on SR 202 in downtown North Bend was first equipped with active crossing protection in 1995. It has flashing lights, two cantilevers, automatic gates, and crossbucks.

Train detection occurs with a constant warning time device and all crossing control equipment is solid state.

Crossing is located 150 feet from an intersection and consequently the train detection provides an advance traffic pre-emption.

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.

The petitioner proposes to replace the Harmon/General Electric crossing controller

with solid state relays produced by Alstom. The existing device is 25 years old and its

design has been implicated in partial activation failures. The existing device has failed

once and did not provide the failure indication it was designed to exhibit.

The existing controller is a Harmon/General Electric model CCU-2. Petitioner proposes

to replace it with Alstom model XLC crossing lamp controllers and an Alstom model VLG

Vital Logic Gate. Functionally, the new devices will perform the identical functions the

existing device provides, but they have better reliability, and will fail safe if defective.

There will be no meaningful circuit changes. Only those incidental to interconnecting the

new devices together and modifying wires terminated on AAR terminals to wires terminating

on B style relay bases will be made.

Pursuant to regulation, work will also include the time for a Cadd operator to modify the

drawings.

Section 8 – Illustration of Proposed Warning Devices

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



Section 9 – Project Cost Information

1. Breakdown of estimated total cost.

Crossing lamp controller + logic gate, mounting bases with connectors \$3,330.

Interconnecting wire, mounting rack \$1,600.

Labor to design/install 12 hours @ burdened rate of \$110 = \$1,320.

CADD labor 4 hours @ \$75/hr = \$300

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

The Northwest Railway Museum will contribute the labor to design and install the modifications described herein and valued at \$1,320.

3. Provide the amount the applicant is requesting from the GCPF grant program.
\$5,230.

Section 10 – Project Completion Date

Project completion date: December 1, 2019 or 90 days following execution of a contract, whichever occurs later.

Section 11 – 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 UTC without a hearing.

Dated at Olympia, Washington, on the 15th day of August, 2019.

WSDOT, Connie Raezer
Printed name of Respondent


Signature of Respondent's Representative

Railroad Liaison
Title

360-705-7459 / raezerc@wsdot.wa.gov
Phone number and email address

PO Box 47329

Olympia, WA 98504-7329
Mailing address