WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Northwest Railway Museum Petitioner, vs. City of Snoqualmie 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.: 917624C

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

City of Snoqualmie
Respondent

38624 River Street
Street Address

Snoqualmie, WA 98065
City, State and Zip Code

PO Box 987, Snoqualmie, WA 98065
Mailing Address, if different than the street address

Mayor Matthew R. Larson
Contact Person Name

(425) 888-1555 mlarson@ci.snoqualmie.wa.us
Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway Snoqualmie Parkway

2. Existing railroad Northwest Railway Museum (Snoqualmie Valley Railroad – SNVX)

3. USDOT Crossing No. 917624C

4. GPS location 47.53682 -121.83165

5. Railroad mile post (nearest tenth) 32.24

6. City Snoqualmie County King

Section 4 – Current Highway Traffic Information

1. Name of highway Snoqualmie Parkway

2. Road authority City of Snoqualmie

3. Average annual daily traffic (AADT) 7,300

4. Number of lanes 4

5. Roadway speed 40

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

9. If so, how many school buses travel over the crossing each day? 104

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

Unknown, but local population is expected to grow.

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 x Excursion

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

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 0

Authorized freight train speed 10 Operated freight train speed N/A

6. Average daily train traffic, passenger 2

Authorized passenger train speed 10 Operated passenger train speed 10

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

The Museum anticipates increased train frequency within two 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?

More than 400 feet in both directions.

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, road signs, structures impair but do not fully block the sightlines.

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 1998. It has flashing lights, automatic gates, bells, do not stop on tracks signs, no turns activated by pre-emption, and crossbucks.

Train detection occurs with a style C circuit and conventional track relays, and all crossing control equipment is solid state.

Crossing is located 50 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 21 years old and its design has been implicated in partial activation failures. The existing device has failed once and did not provide the fail safe 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.

The back up batteries – two sets, one with seven cells and the other with six cells – are 21 years old and at the end of their useful life. Petitioner proposes replacement with equivalent-model sealed batteries from GNB. Specifically, the GNB 50G13 (train detection) and GNB 50G15 (lights and gates) model cells will be installed if funding is approved.

Section 8 – Illustration of Proposed Warning Devices

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

There are no visual modifications proposed.

Section 9 – Project Cost Information

1. Breakdown of estimated total cost.

   2 crossing lamp controllers + 1 logic gate, mounting bases with connectors $3,330.
   Interconnecting wire, mounting rack $1,600.
   13 batteries $5,373.
   Labor to design/install 14 hours @ burdened rate of $110 = $1,540.
   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 $1,540.

3. Provide the amount the applicant is requesting from the GCPF grant program.
   $10,603.

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. 917624C

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 Snoqualmie, Washington, on the 15th day of August, 2019.

Matthew R. Larson
Printed name of Respondent

Signature of Respondent's Representative

Mayor
Title

(425) 888-1555 mlarson@ci.snoqualmie.wa.us
Phone number and email address

PO Box 987

Snoqualmie, WA 98065
Mailing address