



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington Eastern Railroad, LLC

Petitioner,

vs.

City of Cheney

Respondent

DOCKET NO. TR-2206⁵³

PETITION TO MODIFY WARNING
DEVICES AT A HIGHWAY-
RAILROAD GRADE CROSSING
AND REQUESTING
DISBURSEMENT OF FUNDS FROM
THE GRADE CROSSING
PROTECTIVE FUND

USDOT: 066318H

The Petitioner asks the Washington Utilities and Transportation Commission to approve modifications to warning devices at a highway-rail grade crossing, and to disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

Washington Eastern Railroad, LLC

Petitioner

Signature

111 South LeFevre St.

Street Address

Medical Lake, WA 99022

City, State and Zip Code

1027 South Main Street, Joplin, MO 64801

Mailing Address, if different than the street address

Bruce Carswell

Contact Person Name & Signature

(575) 361-1810 bcarswell@jag-transport.com

Contact Phone Number and Email

Section 2 – Respondent's Information

City of Cheney
Respondent
609 2nd Street
Street Address
Cheney, WA 99004
City, State and Zip Code
Mailing Address, if different than the street address
Todd Ableman, Public Works Director
Contact Person Name
(509) 498-9293 tableman@cityofcheney.org
Contact Phone Number and Email

Section 3 – Crossing Location

1. Existing highway/roadway:	Betz Road		
2. Existing railroad:	Washington Eastern Railroad		
3. USDOT Crossing No.:	066318H		
4. GPS location:	47.507377, -117.564881		
5. Railroad mile post (nearest tenth):	1.97		
6. City:	Cheney	County:	Spokane

Section 4 – Highway Information

1. Name of highway:

2. Road authority:

3. Average annual daily traffic (AADT):

4. Number of lanes:

5. Roadway speed:

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

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

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?

10. Describe any changes to the information in 1 through 9, above, expected within ten years:

Average vehicle growth rate is estimated at 2% annually which would estimate the AADT to approximatley 18,400 in 2032.

11. 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?

westbound traffic – 550 feet to west, 1400 feet to east
eastbound traffic – 900 feet to east, 350 feet to west
Right turn lane off SR-904 - 500 feet to west, 700 feet to east

12. 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.

NW quadrant of crossing has trees and billboard support obstructing view at eastbound stop bar.

Section 5 – Railroad Information

1. Railroad company:

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:

5. Average daily train traffic, freight:

Authorized freight train speed: Operated freight train speed:

6. Average daily train traffic, passenger:

Authorized passenger train speed: Operated passenger train speed:

7. Describe any changes to the information in 1 through 6 above, expected within ten years:

Possible increase in train traffic with development of Spokane County airport rail center project

Section 6 – Current Warning Devices

Provide a complete description of the warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry, and any other warning devices.

Grade crossing currently consists of a GE PMD-3 crossing controller, LED lights, Siemens model S-40 gate mechanisms. Standard cantilever with flashers over travel lanes. Inter-connection with crossing lights on SR-904 and traffic lights at intersection of SR-904 and Betz Road.

Eastbound travel lanes have pavement markings and W10-1 AWS 250 feet from crossing. Westbound travel lanes do not have any markings or AWS.

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates, other warning devices, and/or changes to train detection circuitry. [\(RCW 81.53.271\)](#) Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. Attach additional information sheets, if needed.

Upgrades all crossing lights to 12" LED's. Upgrade all gate lights to LED. Update "As in Service" (AIS) drawings.

Section 8 – Illustration of Crossing

Attach a detailed diagram, design drawing, map, or other illustration showing the current and proposed layout of the road, crossing surface, and railway in the vicinity of the crossing, including shoulders, sidewalks, lanes of travel, bike lanes, warning devices, pavement markings and any other applicable crossing conditions.

Section 9 – Traffic Signal Preemption

Are the railroad signals currently interconnected with a traffic signal(s)?

Yes No

Will this project interconnect railroad signals with a traffic signal(s) or modify the existing traffic signal preemption timing?

Yes No

If yes, attach documentation supporting the proposed traffic signal preemption timing calculations (e.g., [TXDOT Guide for Determining Time Requirements for Traffic Signal Preemption at Highway Rail Grade Crossings](#) or similar preemption worksheet/plan), which must be certified by a professional engineer.

Section 10 – Description of Public Safety Need

Describe and support the public safety need for the proposed changes. ([RCW 81.53.261](#))

No change to preemption timing

Section 11 – Approximate Cost of Installation and Related Work

1. Provide the approximate cost of installation and related work for the proposed changes to signals and/or warning devices:

\$22,214.51 Material and contract labor, including tax

2. Provide an itemized breakdown of materials, names of the parties contributing to the project, including labor, and the amount each is contributing:

\$2,214.51, Washington Eastern Railroad

3. Provide the amount requested from the GCPF grant program ([RCW 81.53.271](#)):

\$20,000

Section 12 – Approximate Cost of Annual Maintenance

Provide the approximate cost of annual maintenance for the signals and/or warning devices (RCW 81.53.271):

Section 13 – Cost Apportionment

If the commission directs the installation of or changes to the warning devices requested in this petition, it will apportion installation and maintenance costs in accordance with the applicable statutes. (RCW 81.53.261-295)

Interested parties may instead enter into an agreement providing for the installation of signals or other warning devices or for the apportionment of the cost of installation and maintenance. (RCW 81.53.261) **If the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:**

Petitioner Signature: _____ Respondent Signature: _____

Section 14 – Project Completion Date

Project completion date:

Section 15 – Waiver of Hearing by Respondent

Waiver of Hearing

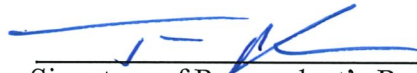
The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning devices at the following crossing.

USDOT Crossing No.

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 have reviewed and have no objection to the proposed traffic signal preemption timing calculations as submitted with this petition. We agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at , Washington, on the day of

Printed Name of Respondent



Signature of Respondent's Representative

Title

Phone Number

Email

Mailing Address

Section 15 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning devices at the following crossing.

USDOT Crossing No.

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 have reviewed and have no objection to the proposed traffic signal preemption timing calculations as submitted with this petition. We agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of _____

Printed Name of Respondent

Signature of Respondent's Representative

Larry Rasmussen
Title

Phone Number

Email

Mailing Address

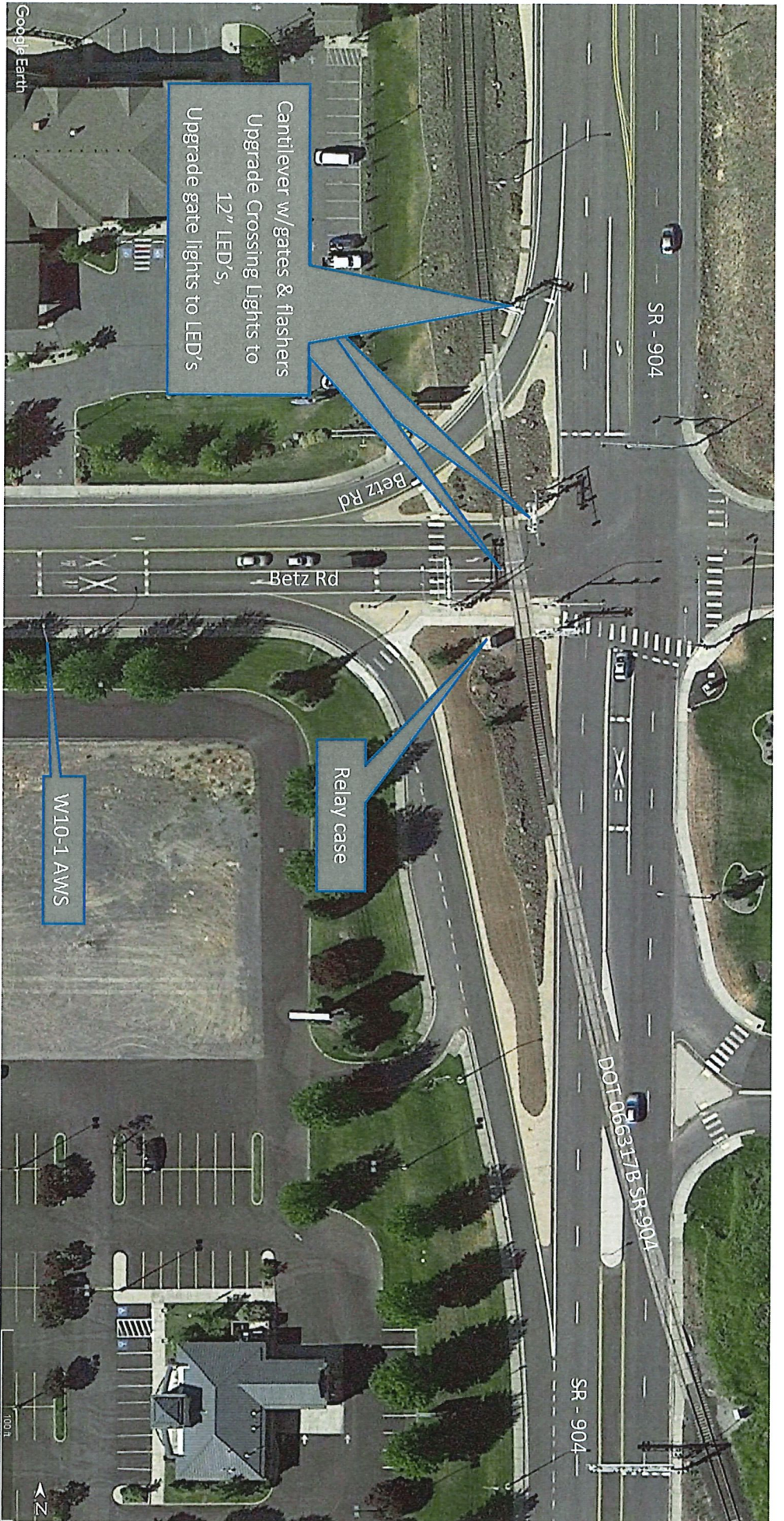
Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 13 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 15). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 8).
 - Proposed traffic signal preemption timing calculations, if applicable (described in Section 9), and identification or documentation that the calculations are certified by a professional engineer.
 - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents to records@utc.wa.gov.

Questions: For questions, please contact:

<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Betty Young Rail Safety Program Advisor betty.young@utc.wa.gov (360) 292-5470</p>
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Washington Eastern Railroad
Betz Road, DOT# 066318H
2022 Grade Crossing Protective Fund Application
Section 8 – Illustration of Crossing