



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of North Bend

Petitioner,

vs.

Northwest Railway Museum

Respondent 1

WSDOT - Connie Raezer

Respondent 2

DOCKET NO. TR-

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING

USDOT: 092040A

The Petitioner asks the Washington Utilities and Transportation Commission to approve modifications to warning devices at a highway-rail grade crossing.

Section 1 – Petitioner’s Information

City of North Bend

Petitioner

[Handwritten signature]

Signature

920 SE Cedar Falls Way

Street Address

North Bend, WA 98045

City, State and Zip Code

[Empty field]

Mailing Address, if different than the street address

Dan Marcinko

Contact Person Name

(425) 888-7639, dmarcinko@northbendwa.gov

Contact Phone Number and Email

**Section 2 – Respondent’s Information**

Northwest Railway Museum
Respondent 1
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

WSDOT - Connie Raezer
Respondent 2
310 Maple Park Avenue SE, 2B, Mailstop 47329
Street Address
Olympia, WA, 98504
City, State, Zip Code
Mailing Address, if different than the street address
Connie Raezer
Contact Person Name
(360) 705-7459, connie.raezer@wsdot.wa.gov
Contact Phone Number and Email

*Section 3 – Crossing Location*

1. Existing highway/roadway:	Bendigo Blvd (State Route 202)	
2. Existing railroad:	Northwest Railway Museum - Snoqualmie Valley Railroad	
3. USDOT Crossing No.:	092040A	
4. GPS location:	47°29'42"N 121°47'14"W	
5. Railroad mile post (nearest tenth):	35.9	
6. City:	North Bend	County: King

*Section 4 – Highway Information*

1. Name of highway: Bendigo Blvd - SR 202

2. Road authority: Washington State Department of Transportation & City of North Bend

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

4. Number of lanes: 3

5. Roadway speed: 35

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 9, above, expected within ten years:

Traffic may decline slightly when the new South Fork Bypass opens in 2026.

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 Bendigo: southward sight distance is approximately 25 feet, northward sight distance is approximately 350 feet.

Eastbound Bendigo: southward sight distance is approximately 150 feet, northward sight distance is approximately 750 feet. However, approximately 25 feet from the stop

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.

This crossing is located in historic downtown North Bend and there are structures located in all four quadrants. Sight distances are impaired by,

- building directly adjacent to the crossing in NW quadrant,
- municipal parking lot, which when in use by vans and other larger vehicles blocks the view of an approaching train or engine,
- landscaping,
- public art installation that partially obstructs the view of an approaching train or engine.

**Section 5 – Railroad Information**

1. Railroad company: Northwest Railway Museum - Snoqualmie Valley Railroad

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: 0 Operated freight train speed: 0

6. Average daily train traffic, passenger: 2  
Authorized passenger train speed: 20 Operated passenger train speed: 10

7. Describe any changes to the information in 1 through 6 above, expected within ten years:  
- Passenger train frequency is expected to increase to 6,  
- Operated passenger train speed will increase to 20.



### ***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.

- Active warning devices controlled by a predictor,
- Total of nine 12 inch incandescent flashing light pairs,
- Two cantilever masters each with a single front/back flashing light ass'y,
- Two automatic mechanical bells
- Two automatic gates;
- Two ENS signs,
- Four cross bucks,
- Two advance warning signs,
- POR light visible to approaching trains.

### ***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.

- Relocate crossing 14 feet south with new rail and concrete crossing,
- Extend crossing length to accommodate wider sidewalks routed behind cantilever signal masts,
- Install new cantilevers to allow shoulder mount signals to be better seen by approaching traffic,
- Replace underground wiring to accommodate new signal locations,
- Replace electronics with current models but no proposed changes in type,
- Upgrade to LED flashing light pairs,
- Add additional set of front/back lights to be placed over third lane,
- Upgrade to two electronic bells,
- Install two new gates between the cantilever mast and the main track,
- Add four R-15-8 "Look" signs for each sidewalk.

**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](#))

- Train detection and control electronics are 30 years old and at end-of-life,
- Crossing lacks flashing lights over each lane; this project will correct that,
- Crossing lights are partially obscured by an adjacent building; this project will relocate the crossing and signals to improve visibility,
- One near-fatality accident due to poor visibility,
- Crossing gate will be relocated from outside cantilevers to between the cantilevers and track to reduce gate strikes

**Section 11 – Approximate Cost of Installation and Related Work**

Provide the approximate cost of installation and related work for the proposed changes to signals and/or warning devices. ([RCW 81.53.271](#))

\$750,000 and will be funded by a section 130 crossing safety grant.

*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)

Annual crossing inspection and maintenance costs are estimated at \$15,000 and will be funded by the railroad.

*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's Signature:



Respondent 1 Signature:



Respondent 2 Signature:





*Section 14 – 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  2024.

*Richard R. Anderson*  
Printed Name of Respondent 1

  
Signature of Respondent's Representative

Title

Phone Number

Email

Mailing Address

WSDOT - Connie Raezer
Printed Name of Respondent 2
<i>Connie Raezer</i>
Signature of Respondent's Representative
Railroad Liaison
Title
(360) 705-7459
Phone Number
connie.raezer@wsdot.wa.gov
Email
310 Maple Park Avenue SE, 2B, Mailstop 47329 Olympia, WA 98504-7329
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 14). *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 via [EFiling](#).

**Questions:** For questions, please contact:

<p><b>Mike Turcott</b>          Transportation Planning Specialist  <a href="mailto:mike.turcott@utc.wa.gov">mike.turcott@utc.wa.gov</a>          (360) 764-0572</p>	<p><b>Tyler Whitcomb</b>          Transportation Planning Specialist  <a href="mailto:tyler.whitcomb@utc.wa.gov">tyler.whitcomb@utc.wa.gov</a>          (564) 669-0943</p>
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