

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Yakima County

Petitioner,

vs.

Yakima Central Railway

Respondent

DOCKET NO. TR-

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

USDOT CROSSING NO.: 099246Y

The Petitioner asks the Washington Utilities and Transportation Commission 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

Yakima County

Petitioner

Signature

128 N 2nd Street, 4th Floor

Street Address

Yakima, WA 98901

City, State and Zip Code

Mailing Address, if different than the street address

Gary Ekstedt, P.E.

Contact Person Name

509-574-2300

Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Yakima Central Railway

Respondent

1104 Dell Avenue

Street Address

Walla Walla, WA 99362

City, State and Zip Code

Mailing Address, if different than the street address

Contact Person Name

Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Barkes Road

2. Existing railroad White Swan Branch Line

3. USDOT Crossing No. 099246Y

4. GPS location 46.4043200, -120.6492900

5. Railroad mile post (nearest tenth) .14.37

6. City _____ County Yakima

Section 4 – Current Highway Traffic Information

1. Name of highway Barkes Road

2. Road authority Yakima County

3. Average annual daily traffic (AADT) 99

4. Number of lanes 2

5. Roadway speed 50

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

7. If so, trucks are what percent of total daily traffic? 15%

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? 2

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

Section 5 – Current Crossing Information

1. Railroad company Yakima Central Railway (operator)

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 4 per week

 Authorized freight train speed 25 Operated freight train speed 25

6. Average daily train traffic, passenger n/a

 Authorized passenger train speed Operated passenger train speed

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?

NW: 100, NE: 1500, SW: 1000, SE: 1500

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.

NW - vegetation

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.

Shoulder-mounted lights and gates, motion sensor train detection, advance warning signs

The White Swan Branch Line’s crossing at Barkes Road is equipped with outdated and aging at grade electronic warning system with unnecessarily low visibility. Barkes Road is classified as a rural arterial roadway with average daily trips at 99 with four trains per week crossing.

Barkes Road is a bus route for the surrounding districts.

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.

To improve visibility and reliability of our advance warning devices, the County is proposing
to retrofit the existing at grade warning signals with LED lighting. LED lights are brighter,
more efficient, and operate at a lower temperature than what the County currently has in place.

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.

See attached.

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

3. Provide the amount the applicant is requesting from the GCPF grant program.
\$2,840

Section 10 – Project Completion Date

Project completion date: Within 6 months of grant award.

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. 099246Y

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 _____, Washington, on the 10th day of
October, 20 17.

Robert D'icelius

Printed name of Respondent

R D'icelius

Signature of Respondent's Representative

CFO

Title

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