WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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|---|---|
| City of Wenatchee<br>Petitioner,<br><br>vs.<br><br>BNSF Railway Company<br>Respondent | DOCKET NO. TR-<br><br>PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING<br><br>USDOT: #065838N |

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 Wenatchee
Petitioner

7/15/2022
Signature

1350 McKittrick St
Street Address

Wenatchee, WA 98801
City, State and Zip Code

PO Box 519, Wenatchee, WA 98807-0519
Mailing Address, if different than the street address

Gary Owen, City Engineer
Contact Person Name & Signature

509-888-3204, gowen@wenatcheewa.gov
Contact Phone Number and Email

### *Section 2 – Respondent's Information*

BNSF Railway Company
Respondent

44 South Hanford Street, Building C
Street Address

Seattle, WA 98134
City, State and Zip Code

12400 51st Pl. S., Tukwila, WA 98178
Mailing Address, if different than the street address

Stephen Semenick
Contact Person Name

206-625-6152, Stephen.Semenick@BNSF.com
Contact Phone Number and Email

### *Section 3 – Crossing Location*

1. Existing highway/roadway: 9th St.

2. Existing railroad: BNSF Railway

3. USDOT Crossing No.: 065838N

4. GPS location: -120.318, 47.436

5. Railroad mile post (nearest tenth): 1651.3

6. City: Wenatchee County: Chelan

## *Section 4 – Highway Information*

1. Name of highway: 9th St.

2. Road authority: City of Wenatchee

3. Average annual daily traffic (AADT): 4358

4. Number of lanes: 2

5. Roadway speed: 25 MPH

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? 8

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

Recent construction of the 600 Riverside Apartment complex, My Place Hotel, Residence Inn Hotel in conjunction with other proposed commercial and retail developments will pose an inevitable increase in the AADT as well as pedestrian and bike traffic over the crossing.

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?

WB: 1682.82 ft, EB: 2033.61 ft

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:

N/A

## *Section 5 – Railroad Information*

1. Railroad company: BNSF Railway 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: 2

5. Average daily train traffic, freight: 12

Authorized freight train speed: 50 Operated freight train speed: 50

6. Average daily train traffic, passenger: 2

Authorized passenger train speed: 50 Operated passenger train speed: 50

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

N/A

## *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.

The existing warning devices at this location consist of:

EB: W10-1 and W10-9P signs, a railroad crossing symbol, a stop bar, a cantilever mounted signal system with R15-1 and R15-2 signs, and an automatic entrance gate.

WB: W10-1 and W10-9P signs, a railroad crossing symbol, a stop bar, a cantilever mounted signal system with R15-1 and R15-2 signs, an OM3-R sign and an automatic entrance gate.

## *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.

The proposed warning devices at this location consist of:

EB: Relocated W10-1 and W10-9P signs, a new railroad crossing symbol and stop bar, a new cantilever mounted signal system with R15-1 and R15-2 signs, new four-quadrant gate system including automatic entrance gates (vehicle and pedestrian) and automatic exit gates (vehicle and pedestrian), a 24-ft wider concrete crossing surface, new sidewalk, a new 120-ft long non-traversable median and added illumination.

WB: Relocated W10-1 and W10-9P signs, a new railroad crossing symbol and stop bar, a new cantilever mounted signal system with R15-1 and R15-2 signs, new four-quadrant gate system including automatic entrance gates (vehicle and pedestrian) and automatic exit gates (vehicle and pedestrian), a 24-ft wider concrete crossing surface, new sidewalk and added illumination.

The city will maintain all signs, pavement markings, roadway, sidewalk, center curbed median and illumination.

BNSF will maintain all active warning devices and crossing surfaces between the tracks.

### *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 – Description of Public Safety Need*

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

9th Street is an urban minor arterial in the City of Wenatchee with a 2-track railroad crossing. It is listed as a "supporting freight system" roadway that connects the North Wenatchee Business District (NWBD) to the rapidly growing Waterfront Mixed Use area east of the BNSF Railway Tracks. Located in the NWBD in the vicinity of 9th street are grocery stores, a local hospital, banks and restaurants that are destinations for drivers, pedestrians and cyclists in the Waterfront area. Directly east of the railroad tracks are two large apartment complexes, a new extended stay hotel, several businesses, and a riverfront park. These facilities lead to a multitude of users crossing the railroad tracks.

The City attended a Highway-Rail Grade Crossing Diagnostic Evaluation with WSDOT, UTC, and BNSF in 2017. During this evaluation it was found that accommodations for pedestrians and bicyclists are needed. This crossing currently is very narrow (22-ft wide) with no facilities for pedestrians or bicyclists. Non-motorized users must either enter into the paved travel lanes or walk out onto the gravel shoulder and step over rails to cross. Following the Diagnostic Evaluation the City was then awarded the Section 130 grant allowing for pedestrian and bicycle improvements, installation of a four-quadrant gate signal system with pedestrian gates, updated signs and markings, and added illumination.

### *Section 10 – 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)

The total cost for all phases of the of the work is estimated to be approximately $1,215,000. This includes an estimated $687,600 in railroad work.

The city applied for grant funding through the 2017 Railway-Highway Crossing (Section 130) Program administered through WSDOT. Following the Highway-Rail Grade Crossing Diagnostic Evaluation, the city was awarded the Section 130 grant funding. This grant, along with a 10% match from the City of Wenatchee will fund the project.

### *Section 11 – Approximate Cost of Annual Maintenance*

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

Per an email from Stephen Semenick, the annual inspection/maintenance fees for this crossing are approximately $45,600.

Per RCW 81.53.295, all annual maintenance costs will be paid for by BNSF Railway Company.

### *Section 12 – 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) I**f the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:**

Petitioner Signature: _____ Respondent Signature: _____

*Section 13 – 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 agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at [ ], Washington, on the 1 day of [select month] [select year]

[ ]
Printed name of Respondent

_____
Signature of Respondent's Representative

[ ]
Title

[ ]
Phone Number

[ ]
Email Address

[ ]
Mailing address

**Checklist prior to submitting petition:**

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 12 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 13). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
  - Illustration of crossing (described in Section 8).
  - 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.

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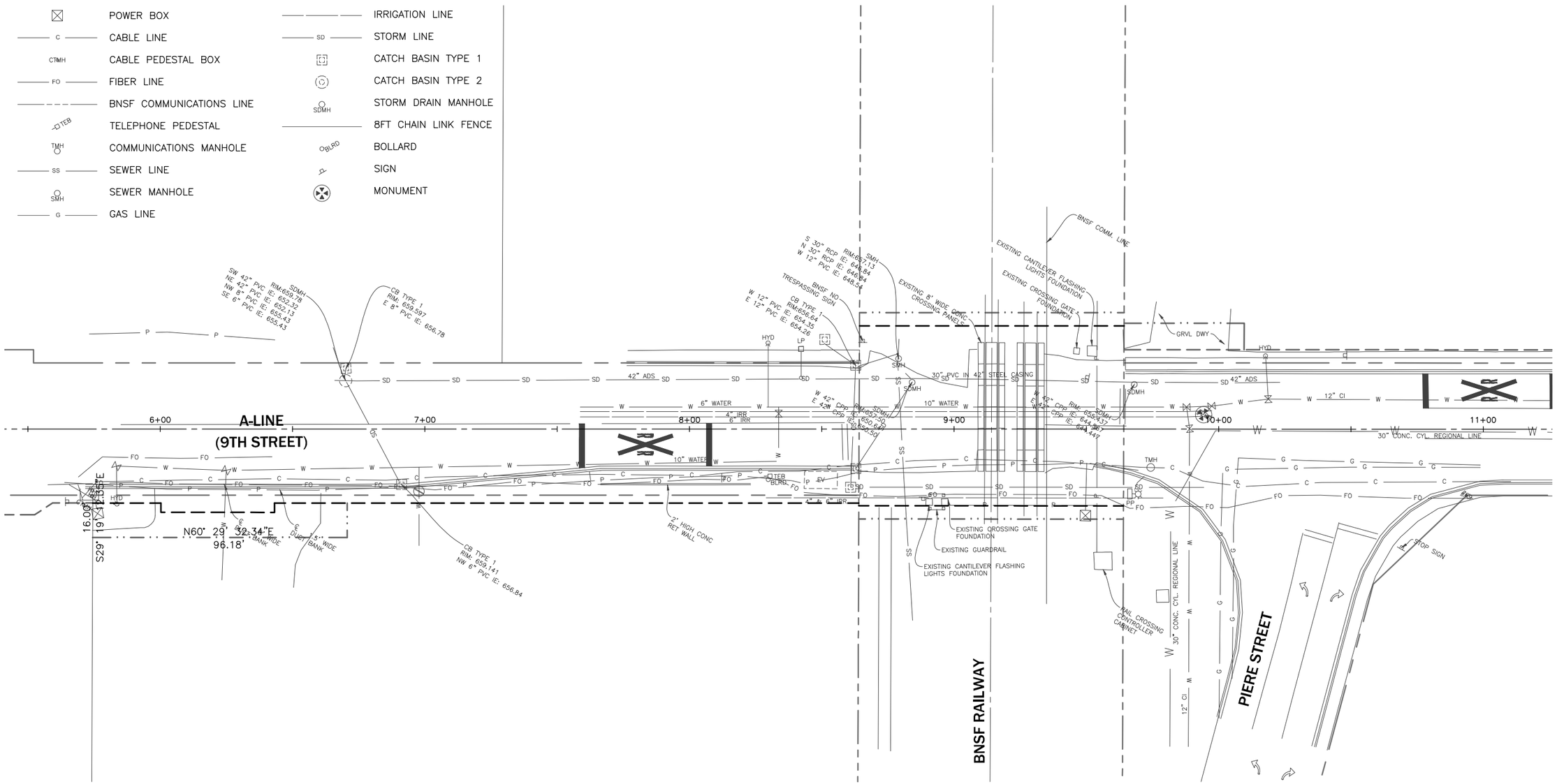
**Questions**: For questions, please contact:

| | |
|---|---|
| **Mike Turcott**<br>Transportation Planning Specialist<br>mike.turcott@utc.wa.gov<br>(360) 764-0572 | **Betty Young**<br>Rail Safety Program Advisor<br>betty.young@utc.wa.gov<br>(360) 292-5470 |

# Attachment A - Crossing Illustrations

## EXISTING LEGEND

| | |
|---|---|
| P — POWER LINE | W — WATER LINE |
| PP — POWER POLE W/ LUMINAIRE | W — REGIONAL WATER LINE |
| LUMINAIRE POLE | HYD — FIRE HYDRANT |
| EV — ELECTRICAL VAULT | WATER METER CHAMBER |
| HH — HANDHOLE | WATER VALVE |
| POWER BOX | IRRIGATION LINE |
| C — CABLE LINE | SD — STORM LINE |
| CTMH — CABLE PEDESTAL BOX | CATCH BASIN TYPE 1 |
| FO — FIBER LINE | CATCH BASIN TYPE 2 |
| BNSF COMMUNICATIONS LINE | SDMH — STORM DRAIN MANHOLE |
| TEB — TELEPHONE PEDESTAL | 8FT CHAIN LINK FENCE |
| TMH — COMMUNICATIONS MANHOLE | BLRD — BOLLARD |
| SS — SEWER LINE | SIGN |
| SMH — SEWER MANHOLE | MONUMENT |
| G — GAS LINE | |




90% PLAN SET

PRELIMINARY

RAILWAY–HIGHWAY CROSSINGS PROGRAM
9TH STREET CROSSING
EXISTING CONDITIONS

City of Wenatchee

| | |
|---|---|
| REVISIONS | |
| DATE DRAWN | 06-01-2020 |
| DESIGNED | REH |
| DRAWN | REH |
| CHECKED | JJH |
| APPROVED BY | RYAN E HARMON |
| DATE APPROVED | XX-XX-2020 |
| SCALE: | AS SHOWN |
| DRAWING NAME | 1801_p-exst.dwg |
| PROJECT NO. | 1801 |
| | EC1 |
| SHEET | 4 |
| OF | 22 |

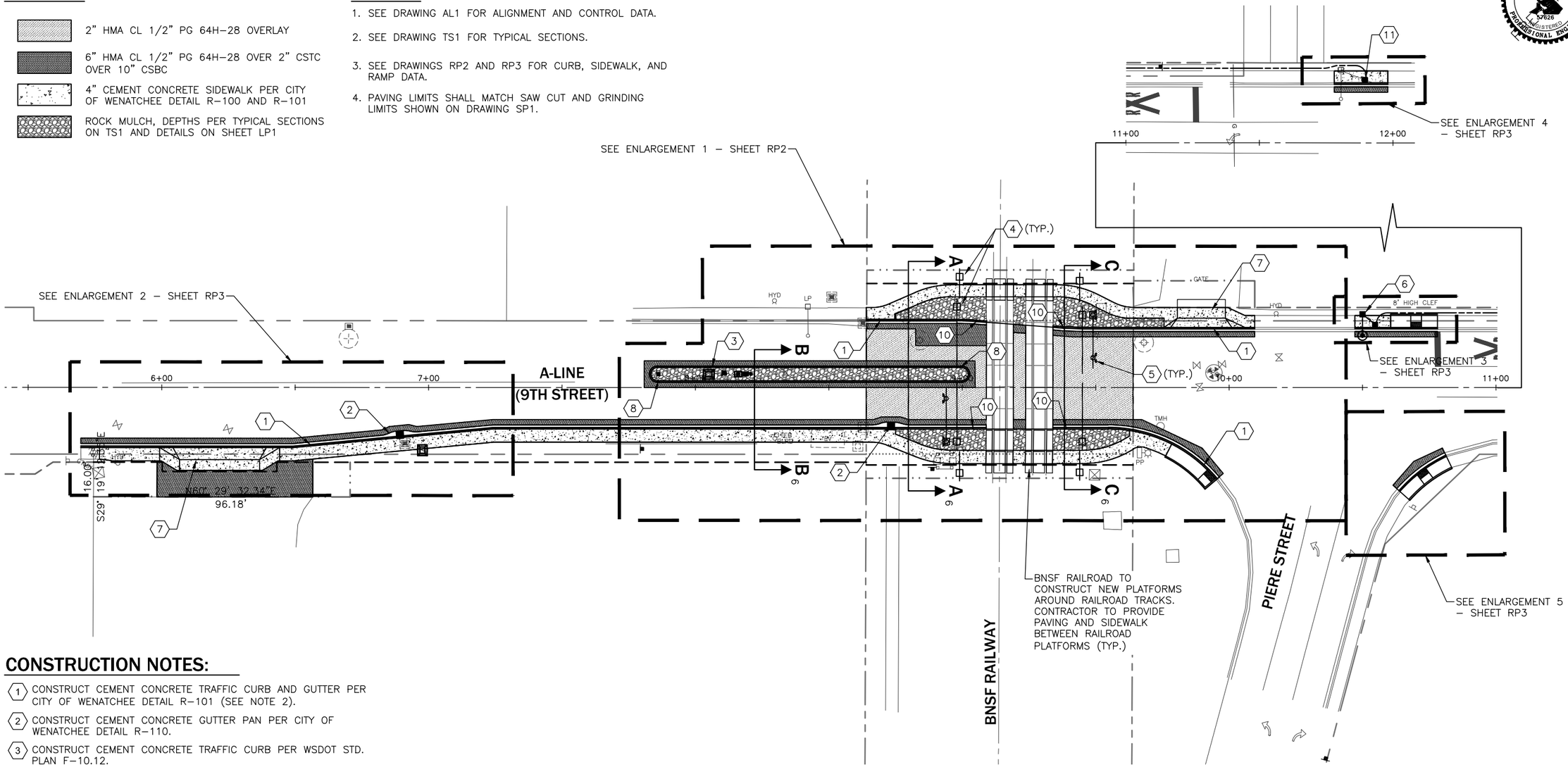
May 28, 2021 - 9:18am rharmon X:\Engineering\City Projects\2018 Projects\1801 - 9th Street Rail Crossing\CAD\02-Design Drawings\B-Sheets\1801_P-EXST.dwg Layout Name: EC1

## LEGEND:

- 2" HMA CL 1/2" PG 64H-28 OVERLAY
- 6" HMA CL 1/2" PG 64H-28 OVER 2" CSTC OVER 10" CSBC
- 4" CEMENT CONCRETE SIDEWALK PER CITY OF WENATCHEE DETAIL R-100 AND R-101
- ROCK MULCH, DEPTHS PER TYPICAL SECTIONS ON TS1 AND DETAILS ON SHEET LP1

## NOTES:

1. SEE DRAWING AL1 FOR ALIGNMENT AND CONTROL DATA.
2. SEE DRAWING TS1 FOR TYPICAL SECTIONS.
3. SEE DRAWINGS RP2 AND RP3 FOR CURB, SIDEWALK, AND RAMP DATA.
4. PAVING LIMITS SHALL MATCH SAW CUT AND GRINDING LIMITS SHOWN ON DRAWING SP1.




## CONSTRUCTION NOTES:

1. CONSTRUCT CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER CITY OF WENATCHEE DETAIL R-101 (SEE NOTE 2).
2. CONSTRUCT CEMENT CONCRETE GUTTER PAN PER CITY OF WENATCHEE DETAIL R-110.
3. CONSTRUCT CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12.
4. AUTOMATIC GATE INSTALLED BY BNSF. CONTRACTOR TO COORDINATE CONSTRUCTION SCHEDULE W/ BNSF REPRESENTATIVE.
5. CANTILEVER FLASHING LIGHT SIGNAL INSTALLED BY BNSF. CONTRACTOR TO COORDINATE CONSTRUCTION SCHEDULE W/ BNSF REPRESENTATIVE.
6. NEW LUMINAIRE PER DETAILS ON SHEET IL1.
7. CEMENT CONCRETE DRIVEWAY TYPE 2 PER WSDOT STD. PLAN F-80.10. DRIVEWAY AND SIDEWALK THICKNESS SHALL BE 8" AND SIDEWALK WIDTH SHALL BE 4' MINIMUM.
8. YELLOW FLEXIBLE GUIDE POST.
9. CONSTRUCT CEMENT CONCRETE TRAFFIC CURB AND GUTTER END SECTION PER DETAIL ON SHEET MD1.
10. NEW TYPE 1 JUNCTION BOX PER DETAILS ON SHEET IL1.

20 10 0 20 40
SCALE IN FEET

**90% PLAN SET**

RYAN E HARMON STATE OF WASHINGTON 57626 REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY

RAILWAY-HIGHWAY CROSSINGS PROGRAM
9TH STREET CROSSING
ROADWAY PLAN

City of Wenatchee

| REVISIONS | | | |
|---|---|---|---|
| | | | |

| | | | |
|---|---|---|---|
| SCALE: AS SHOWN | DESIGNED REH | DRAWN REH | CHECKED JJH |
| DATE DRAWN 06-01-2020 | DATE APPROVED XX-XX-2020 | APPROVED BY RYAN E HARMON | DRAWING NAME 1801_p-road.dwg |

PROJECT NO. 1801

RP1

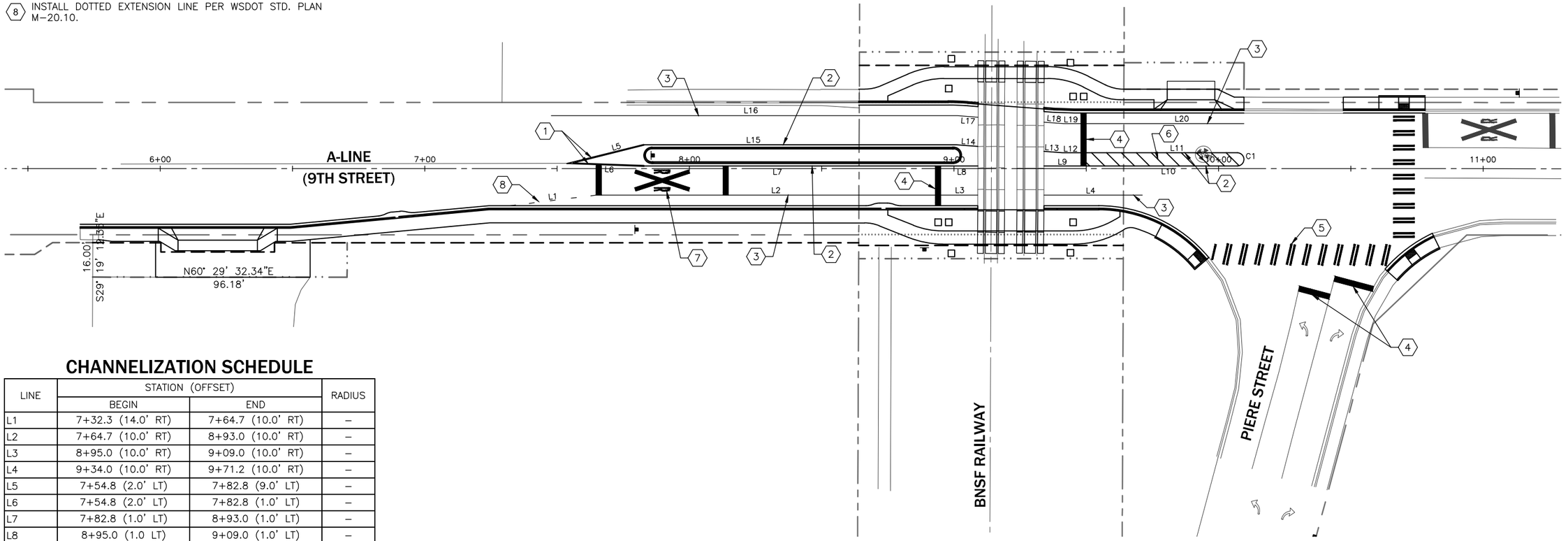
SHEET 8 OF 22

## CONSTRUCTION NOTES:

1. INSTALL PLASTIC YELLOW DOUBLE CENTERLINE WITH 4" SPACING PER WSDOT STD PLAN M–20.10.
2. INSTALL PLASTIC YELLOW EDGE LINE PER WSDOT STD PLAN M–20.10.
3. INSTALL PLASTIC WHITE EDGE LINE PER WSDOT STD PLAN M–20.10.
4. INSTALL PLASTIC WHITE STOP BAR PER DETAIL ON MD1.
5. INSTALL PLASTIC WHITE CROSSWALK MARKING PER DETAIL ON DWG MD1.
6. INSTALL PLASTIC YELLOW GORE STRIPING PER DETAIL ON DWG MD1.
7. INSTALL PLASTIC WHITE RAILROAD CROSSING ALTERNATIVE LAYOUT PER WSDOT STD. PLAN M–11.10.
8. INSTALL DOTTED EXTENSION LINE PER WSDOT STD. PLAN M–20.10.

## NOTES:

1. STATION/OFFSET INFORMATION IS PROVIDED TO THE CENTER OF LONGITUDINAL LINES AND TO SYMBOLS AS SHOWN IN THEIR RESPECTIVE DETAILS.
2. SEE DRAWING AL1 FOR ALIGNMENT AND CONTROL DATA.




## CHANNELIZATION SCHEDULE

| LINE | STATION (OFFSET) BEGIN | STATION (OFFSET) END | RADIUS |
|---|---|---|---|
| L1 | 7+32.3 (14.0' RT) | 7+64.7 (10.0' RT) | – |
| L2 | 7+64.7 (10.0' RT) | 8+93.0 (10.0' RT) | – |
| L3 | 8+95.0 (10.0' RT) | 9+09.0 (10.0' RT) | – |
| L4 | 9+34.0 (10.0' RT) | 9+71.2 (10.0' RT) | – |
| L5 | 7+54.8 (2.0' LT) | 7+82.8 (9.0' LT) | – |
| L6 | 7+54.8 (2.0' LT) | 7+82.8 (1.0' LT) | – |
| L7 | 7+82.8 (1.0' LT) | 8+93.0 (1.0' LT) | – |
| L8 | 8+95.0 (1.0 LT) | 9+09.0 (1.0' LT) | – |
| L9 | 9+34.0 (1.0' LT) | 9+48.0 (1.0' LT) | – |
| L10 | 9+50.0 (1.0' LT) | 10+07.1 (1.0' LT) | – |
| L11 | 10+07.1 (1.0' LT) | 10+07.1 (6.0' LT) | 2.5' |
| C1 | 10+07.1 (6.0' LT) | 9+50.0 (6.0' LT) | – |
| L12 | 9+48.0 (6.0' LT) | 9+40.9 (6.0' LT) | – |
| L13 | 9+40.9 (6.0' LT) | 9+34.0 (6.5' LT) | – |
| L14 | 9+09.0 (8.4' LT) | 9+00.9 (9.0' LT) | – |
| L15 | 9+00.94 (9.0' LT) | 7+82.8 (9.0' LT) | – |
| L16 | 7+47.8 (20.0' LT) | 9+01.4 (20.0' LT) | – |
| L17 | 9+01.4 (20.0' LT) | 9+09.1 (19.4' LT) | – |
| L18 | 9+34.0 (17.6' LT) | 9+41.4 (17.0' LT) | – |
| L19 | 9+41.4 (17.0' LT) | 9+48.0 (17.0' LT) | – |
| L20 | 9+50.0 (17.0' LT) | 10+09.6 (17.0' LT) | – |

## SYMBOL SCHEDULE

| SYMBOL | STATION (OFFSET) POINT A | STATION (OFFSET) POINT B |
|---|---|---|
| A PIER B | 7+99.7 (8.5' RT) | 7+79.7 (8.5' RT) |

20 10 0 20 40
SCALE IN FEET

**90% PLAN SET**

RYAN E HARMON STATE OF WASHINGTON 57626 REGISTERED PROFESSIONAL ENGINEER

MARK J. HUNT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY

RAILWAY–HIGHWAY CROSSINGS PROGRAM
9TH STREET CROSSING
# CHANNELIZATION PLAN

City of Wenatchee

REVISIONS

| SCALE: AS SHOWN | DESIGNED REH | DRAWN REH | CHECKED LJH | APPROVED BY RYAN E HARMON | DATE DRAWN 06-01-2020 | DATE APPROVED XX-XX-2020 | DRAWING NAME 1801_p-mrkg.dwg |
|---|---|---|---|---|---|---|---|

PROJECT NO. 1801

CH1

SHEET 11 OF 22

## LEGEND:

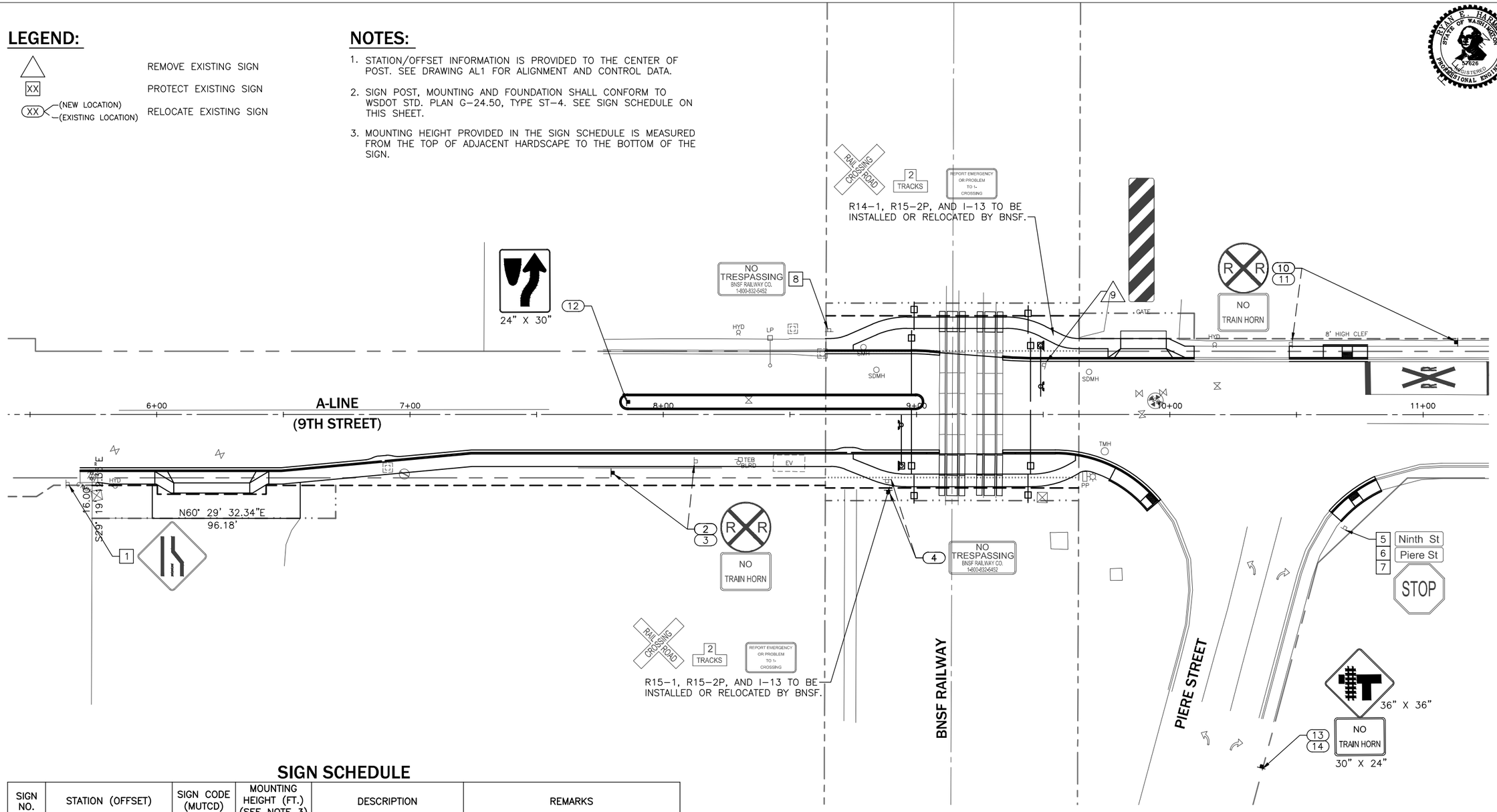
REMOVE EXISTING SIGN

PROTECT EXISTING SIGN

(NEW LOCATION)
(EXISTING LOCATION)
RELOCATE EXISTING SIGN

## NOTES:

1. STATION/OFFSET INFORMATION IS PROVIDED TO THE CENTER OF POST. SEE DRAWING AL1 FOR ALIGNMENT AND CONTROL DATA.
2. SIGN POST, MOUNTING AND FOUNDATION SHALL CONFORM TO WSDOT STD. PLAN G-24.50, TYPE ST-4. SEE SIGN SCHEDULE ON THIS SHEET.
3. MOUNTING HEIGHT PROVIDED IN THE SIGN SCHEDULE IS MEASURED FROM THE TOP OF ADJACENT HARDSCAPE TO THE BOTTOM OF THE SIGN.




## SIGN SCHEDULE

| SIGN NO. | STATION (OFFSET) | SIGN CODE (MUTCD) | MOUNTING HEIGHT (FT.) (SEE NOTE 3) | DESCRIPTION | REMARKS |
|---|---|---|---|---|---|
| 1 | 5+65.0 (27.5' RT) | W4-2 | – | LANE ENDS | PROTECT EXISTING SIGN |
| 2 | 7+80.0 (23.0' RT) | W10-1 | 8.0 | GRADE CROSSING WARNING | RELOCATE EXISTING SIGN ON NEW POST |
| 3 | | W10-9P | 6.0 | NO TRAIN HORN | MOUNT EXISTING SIGN BELOW SIGN NO. 2 |
| 4 | 8+88.8 (30.5; RT) | – | 3.0 | BNSF NO TRESPASSING SIGN | RELOCATE EXISTING SIGN TO NEW POST |
| 5 | 10+69.1 (44.8' RT) | SNS | – | NINTH ST | PROTECT EXISTING SIGN |
| 6 | | SNS | – | PIERE ST | |
| 7 | | R1-1 | – | STOP SIGN | |
| 8 | 8+65.5 (33.4' LT) | – | – | BNSF NO TRESPASSING SIGN | PROTECT EXISTING SIGN |
| 9 | 9+50.3 (19.6' LT) | OM3-R | – | OBJECT MARKER RIGHT | REMOVE EXISTING SIGN AND POST |
| 10 | 11+13.0 (28.6' LT) | W10-1 | 8.0 | GRADE CROSSING WARNING | RELOCATE EXISTING SIGN ON NEW POST |
| 11 | | W10-9P | 6.0 | NO TRAIN HORN | MOUNT EXISTING SIGN BELOW SIGN NO. 10 |
| 12 | 7+85.5 (5.0' LT) | R4-7 | 7.0 | KEEP RIGHT | INSTALL NEW SIGN AND POST |
| 13 | 10+36.1 (140.0' RT) | W10-4 | 9.0 | GRADE CROSSING AHEAD (LT) | INSTALL NEW SIGN AND POST |
| 14 | | W10-9P | 7.0 | NO TRAIN HORN | INSTALL NEW SIGN BELOW SIGN NO. 13 |

**90% PLAN SET**

RYAN E HARMON
STATE OF WASHINGTON
17626
REGISTERED
PROFESSIONAL ENGINEER

MARCH 1, 2021
PRELIMINARY

RAILWAY-HIGHWAY CROSSINGS PROGRAM
9TH STREET CROSSING
SIGNING PLAN

City of Wenatchee

REVISIONS

DATE DRAWN 06-01-2020
CHECKED JJH
DATE APPROVED XX-XX-2020
SCALE: AS SHOWN
DESIGNED REH
DRAWN REH
APPROVED BY RYAN E HARMON
DRAWING NAME 1801_p-sign.dwg

PROJECT NO. 1801

SN1

SHEET 12 OF 22

May 28, 2021 - 9:20am rharmon X:\Engineering\City Projects\2018 Projects\1801 - 9th Street Rail Crossing\CAD\02-Design Drawings\B-Sheets\1801_P-SIGN.dwg Layout Name: SN1

# Attachment B - 2017 Railway-Highway Crossings Program (Section 130) Application for Funding

2017 Railway – Highway Crossings Program
(Section 130)
Application for Funding

Local Programs Division

Washington State Department of Transportation

| | |
|---|---|
| Local Agency Name: City *of Wenatchee*<br>Contact Person(s): *Matt Leonard*<br>Title: *Public Works Director*<br>Street Address: *1350 McKittrick Street*<br>City, State, Zip: *Wenatchee, Wa 98801*<br>Phone: *509-888-3204*<br>Email: *MLeonard@WenatcheeWa.gov* | Name of Metropolitan or Regional Planning Organization: *Chelan Douglas Transportation Council*<br><br>State Legislative District #(s): *12*<br><br>Congressional District #(s): *10*<br><br>See: http://app.leg.wa.gov/DistrictFinder/Home/ |

Crossing Name: *9TH ST*
USDOT Crossing number: *065838N*

WSDOT Region assigned to the jurisdiction: See http://www.wsdot.wa.gov/LocalPrograms/regional.htm for more information.

☐ Eastern ☒ North Central ☐ Northwest ☐ Olympic ☐ South Central ☐ Southwest

If any projects in this application involve roadways owned or managed by another jurisdiction, such as an City, County, Indian Tribe, or WSDOT, list the roadways: ____*N/A*_____

Please include a letter or email from each of the other jurisdictions that indicates concurrence with this application. Projects on state routes shall be coordinated through the appropriate WSDOT regional office. Contact the Region Local Programs Engineer at http://www.wsdot.wa.gov/LocalPrograms/regional.htm to request concurrence.

Comments: *This project does not involve and State, Tribal, or County roadways.*

Attachment: The following item must be included with the application.

- Detailed vicinity map, with clearly marked project limits, that shows the project's location.

General Project Information:

*9th Street is an urban minor arterial in the City of Wenatchee, with a 2-track railroad crossing. It is listed in the City's adopted freight plan as a "supporting freight system" roadway, as it connected SR285 and Wenatchee Avenue with the industrial area to the east of the BNSF railroad tracks. Additionally, 9th Street is a connection from the zoned North Wenatchee Business District (NWBD) with the Waterfont Mixed Use (Waterfront) area on the other side of the railroad tracks. Located in the NWBD district in the vicinity of 9th Street are grocery stores, a local hospital, banks and restaurants. These are destinations for drivers and pedestrians in the Waterfront area, which has a large mix of recreation opportunities, as well as businesses and homes. Directly east of the railroad tracks on 9th Street is a large apartment complex that already has plans for expansion, which will further increase vehicle, pedestrian, and bicycle users crossing the railroad tracks as they approach the business district.*

*Our desire with this grant funding is to improve the railroad crossing at 9th and the railroad tracks for pedestrians, bicycles, and vehicles by clearly defining their routes, using both positive protection (Z Gates and automatic gates), clear routes (pouring concrete walkways over the tracks and connecting to existing sidewalk in all quadrants), and better signage and pavement markings. Currently there is no sidewalk crossing the tracks, and pedestrians must either enter into the paved lane, or walk out onto the gravel shoulder and step over rails to cross*

*back and forth. The goal of the project is to improve safety for those users, the vehicles on the roadway, and the daily trains which cross the tracks. One additional way that we will seek to improve safety for all users at the crossing is to install a small illumination system that will complete a lighting gap on 9th Street near the railroad crossing. Luminaires would be designed to provide light crossing of the tracks to a level that the City and BNSF agree to. BNSF will be expected to perform the work near the tracks within their right of way, by agreement with the City.*

Roadway Data

| | |
|---|---|
| Posted Speed Limit | *25 MPH* |
| Traffic Count/year (AADT) | 4950 |
| Busses per day | *98 year round, addl. +14 Nov-April* |
| Vehicles per day | 4724 |
| Commercial motor vehicles per day *(truck)* | 124 |

☐ Sidewalks ☐ Principal Arterial
☐ Paths ☒ Minor Arterial
☐ Bike Lanes ☐ Major Collector
☒ Urban ☐ Minor Collector
☐ Rural ☐ Local Access

Railroad Data

| | |
|---|---|
| Railroad Name | *BNSF* |
| Number of tracks | *2 MAIN* |
| Train Speed* | *50 MPH* |
| Trains per day* | *22* |

*Did not hear back from BNSF, this data came from UTC, could be lower at times.*

*Obtain information from the Railroad. The Washington Utilities and Transportation Commission (UTC) can provide Railroad contact information. UTC Contact: Betty Young BYoung@UTC.WA.GOV 360 664-1202

Exposure Factor:
Number of trains per day multiplied by number of vehicles per day: *22 x 4950 = 108,000*

Existing Warning Devices: List existing warning devices, e.g. pavement markings, crossbucks, shoulder mounted signals, cantilever signals, automatic gates, etc.

*Existing shoulder and cantilever mounted signals & automatic gates for vehicles in driving lanes, Northbound & sign Southbound. Stop bars painted on roadway prior to automatic gates. Westbound direction has a single chevron warning sign on the shoulder.*

Accidents: Enter the number of train/vehicle accidents for the last five years. The UTC can provide information concerning train/vehicle accidents. UTC Contact: Betty Young: BYoung@UTC.WA.GOV 360 664-1202

*No collisions have been reported in this location in the last 5 years.*

| Rating Factors: | Yes | No |
|---|---|---|
| Crossing Closure | | X |
| Hazardous Materials Rail/Truck | X | |

| | | |
|---|---|---|
| Bike/Pedestrian Use | X | |
| Truck Route | X | |
| Bus Route | X | |
| Traffic Signal less than 200 feet from Crossing/Limited vehicle storage | | X |
| Crossing Grade more than 5% | | X |
| Passenger Train Use | X | |
| Train Speed over 25 mph | X | |
| RR/Public reported Near Misses | | X |

Stopping Sight Distances:

Required Stopped: *1273 (in feet)*
Stop NE to NE: _____
Stop NE to SW: *TRAVELING WESTERLY LOOKING NORTHERLY AND SOUTHERLY 1682.82 FT*
Stop SE to NE: *TRAVELING EASTERLY LOOKING NORTHERLY AND SOUTHERLY 2033.61 FT*
Stop SW to SW: _____

The intersection angle of the grade crossing should be, as close to a right angle as is practical for the location so that sight distances for both the road user and the train operator will be optimized.

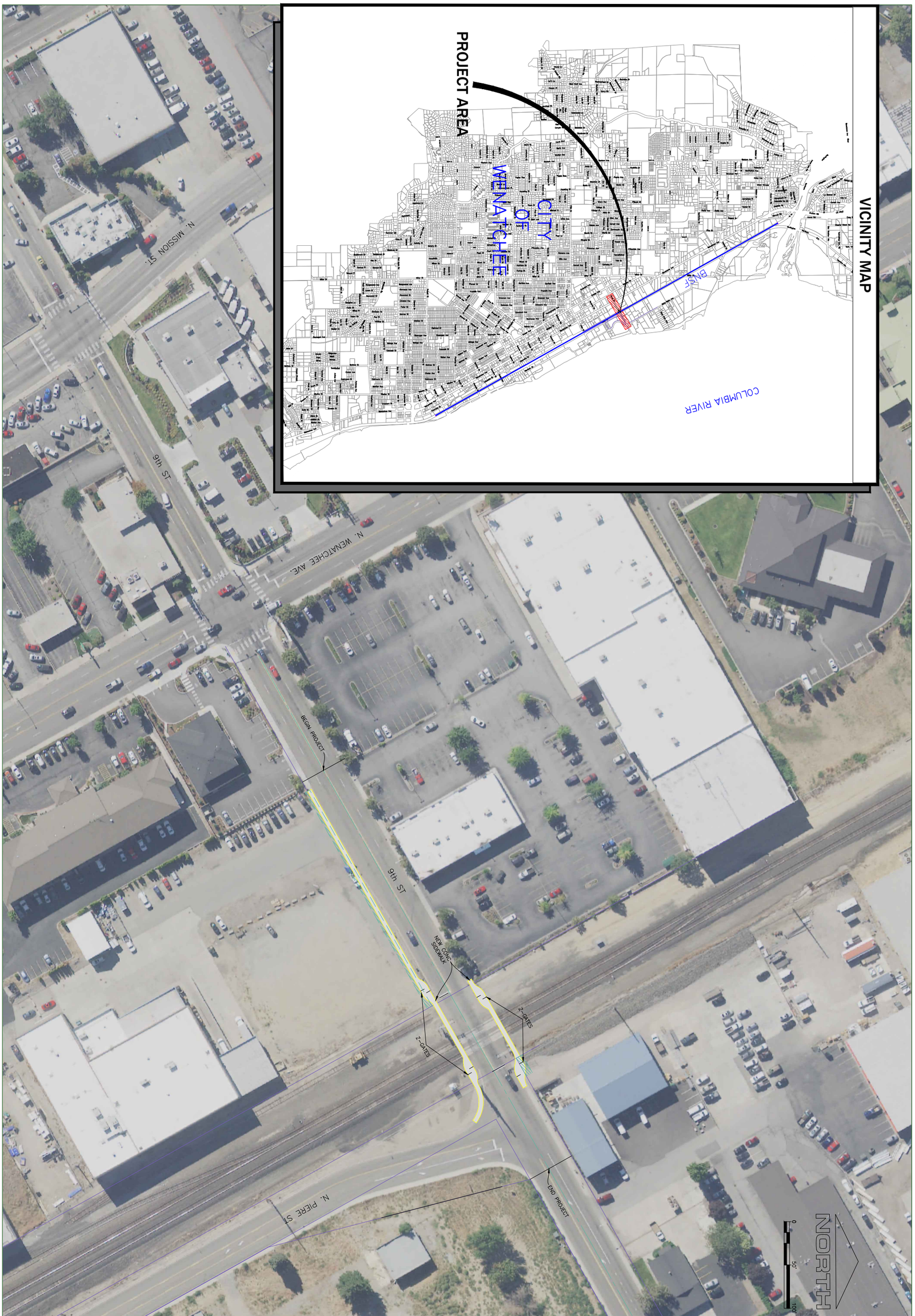
Crossing Angle: 90°

| Project Schedule (enter dates as MM/YYYY) | |
|---|---|
| *Project Milestone* | *Estimated Date* |
| Project added to the Statewide Transportation Improvement Program (STIP) | *01/2018* |
| Begin PE (PE authorized by WSDOT/FHWA) | *06/2018* |
| Environmental documents approved (required for every project) | *10/2019* |
| Right of way completed (certification, if required) | *03/2019* |
| Railroad contract | *02/2019* |
| Contract advertised for roadway work (if required) | *04/2019* |
| Contract awarded (must occur within two years of selection) | *05/2019* |
| Open to traffic | *08/2019* |

| *Project Budget | | | | |
|---|---|---|---|---|
| Phase | Total Cost[1] | Local Match | Local Match Source | Program Funds Requested[1,2] |
| Preliminary Engineering | $64,605 | $6,461 | Arterial Street Fund | $58,145 |
| Right of Way | $15,000 | $1,500 | Arterial Street Fund | $13,500 |
| Construction | $353,791 | $35,379 | Arterial Street Fund | $318,412 |
| Total | $433,379 | $43,340 | | $390,057 |

* Are ALL local match funds secured? Yes X No _____

1. Round all numbers to the nearest whole dollar (do not include decimals).
2. Projects require a ten percent local match per phase (preliminary engineering/design, right-of-way, and construction) for all eligible federal expenditures. If the construction phase is authorized by April 30, 2019 then that phase will be eligible for 100% funding (no local match required). Federal funds cannot be used as match for any phase.




SHEET 1 OF 1

PROJECT NO.

| SCALE: AS SHOWN | DATE DRAWN 8/4/2017 | REVISIONS |
|---|---|---|
| DESIGNED / DRAWN JBV | CHECKED | |
| APPROVED BY | DATE APPROVED | |
| DRAWING NAME | | |

City of Wenatchee

# VICINITY MAP
## 2017 Highway Crossings Program
## (Section 130)

# Attachment C - Highway-Rail Grade Crossing Diagnostic Evaluation Report

# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

**DIAGNOSTIC ATTENDANCE**

| No. | Name | Affiliation | Phone No. | E-Mail |
|---|---|---|---|---|
| 1. | CONNIE RAEZER | WSDOT | 360.705.7459 | raezerc@wsdot.wa.gov |
| 2. | BETTY YOUNG | UTC | 360.664.1202 | byoung@utc.wa.gov |
| 3. | STEPHEN SEMENICK | BNSF | 206.625.6152 | stephen.semenick@bnsf.com |
| 4. | STEVEN FREEMAN | BNSF | | steven.freeman@bnsf.com |
| 5. | PAUL MAHRE | WSDOT | 509.667.3090 | MahreP@wsdot.wa.gov |
| 6. | WILLIAM WONCH | WSDOT | 360.705.7379 | William.Wonch@wsdot.wa.gov |
| 7. | GARY OWEN | CITY OF WENATCHEE | 509.888.3204 | gowen@wenatcheewa.gov |
| 8. | JENNIFER SAUGEN | CITY OF WENATHEE | 509.888.3213 | Jsaugen@wenatcheewa.gov |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |
| 12. | | | | |
| 13. | | | | |
| 14. | | | | |
| 15. | | | | |
| 16. | | | | |
| 17. | | | | |
| 18. | | | | |
| 19. | | | | |
| 20. | | | | |

**CONTACTS**

(Contact name, agency or company, department, address, phone number, e-mail address)

School District:

BOB SANFORD, WENATCHEE SCHOOL DISTRICT, TRANSPORTATION, 509.662.6168, sanford.robert@wenatcheeschools.org

Transit:

LAUREN LOEBSACK, LINK TRANSIT, PLANNING OFFICER, 509.664.7600, lauren@linktransit.com

Other (Specify):

Other (Specify):

Other (Specify):

Other (Specify):

Other (Specify):

# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

## DIAGNOSTIC INFORMATION

Funded By: [X] SECTION130 [ ] STATE [ ] RR [ ] OTHER _____

Initiated By: [ ] STATE [ ] RR [X] LOCAL [ ] OTHER _____

Purpose of Diagnostic: TO IMPROVE RAIL CROSSING SAFETY FOR PEDESTRIANS, BICYCLES, & VEHICLES.

## LOCATION INFORMATION

| Railroad Name: | County: | City *(In or Near)*: |
|---|---|---|
| BNSF | CHELAN | WENATCHEE |

| R.R. Line / I.D.: | Nearest R.R. Timetable Station: | R.R. Milepost: | ENS Sign Present? | If Yes, #: |
|---|---|---|---|---|
| NORTHWEST SCENIC 701 | 843180 | 165 1.3 | [ ] | |

## RAILROAD INFORMATION

| DAILY TRAIN MOVEMENT* | | MAXIMUM SPEED OF TRAIN | | | TYPE AND NUMBER OF TRACKS | | |
|---|---|---|---|---|---|---|---|
| PASSENGER | 2 | PASSENGER | 50 | mph | MAIN | 2 | If Other, Specify: |
| FREIGHT | 20 | FREIGHT | 45 | mph | OTHER | | |

*CHECK IF LESS THAN ONE MOVEMENT PER DAY [ ]

CROSSING ANGLE DEGREES: 90.17°

Can two trains occupy crossing at same time? [X] Yes [ ] No

Can one train block the motorist's view of another train at the crossing? [X] YES [ ] NO

If Yes, explain: PARALLEL TRACKS AT SAME GRADE

Crossing is Quiet Zone? [X] Yes [ ] No

| Xing Surface | TRACK | SURFACE TYPE | WIDTH (Feet) | CONDITION (Poor, Fair, Good, New) |
|---|---|---|---|---|
| | EASTERLY | CONCRETE PANELS | 49' | GOOD |
| | WESTERLY | CONCRETE PANELS | 49' | GOOD |
| | | | | |
| | | | | |
| | | | | |

Crossing adjacent or within railyard? [ ] Yes [X] No

## FIVE-YEAR ACCIDENT DATA FROM WUTC

| TOTAL ACCIDENTS | 0 | Number with Injuries | | Number with Fatalities | | Number with Property Damage Only | |
|---|---|---|---|---|---|---|---|

Have any near misses occurred? [ ] Yes [ ] No

Explain:

Source of Data: FEDERAL RAILROAD ADMINISTRATION

Adjacent Railroad Crossings within ¼ Mile

| USDOT No. | Street/Road Name | Warning Devices | AADT |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

This report of survey is undertaken in order to comply with 23 United States Code Section 130. The use of this data is governed by 23 United States Code Section 409 and shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

## EXISTING WARNING DEVICES

### Type of Passive Warning Device

| Type | Qty | NB | SB | WB | EB | Type | Qty | NB | SB | WB | EB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ☒ R15-1 | | | | 1 | 1 | ☐ R1-2 | | | | | |
| ☒ R15-2 | | | | 1 | 1 | ☐ W3-2 | | | | | |
| ☒ W10-1 | | | | 1 | 1 | ☐ R8-10 | | | | | |
| ☐ W10-2 | | | | | | ☐ R10-6 | | | | | |
| ☐ W10-3 | | | | | | ☐ W10-5 | | | | | |
| ☐ W10-4 | | | | | | ☐ W10-11 | | | | | |
| ☐ R8-8 | | | | | | ☐ W10-12 | | | | | |
| ☐ R1-1 | | | | | | ☐ R15-8 | | | | | |
| ☐ W3-1 | | | | | | ☒ W10-9 | | | | 1 | 1 |
| ☐ R3-5 | | | | | | Note: Choose direction that is closest to direction of traffic flow over crossing. | | | | | |

Is the crossing illuminated? ☐ Yes ☒ No

See "Typical MUTCD Signs at Highway-Rail Crossings" on page following.

### Pavement Striping

| Type | | Qty. | Location(s) |
|---|---|---|---|
| ☒ | Stop Bars | 2 | EASTBOUND & WESTBOUND |
| ☐ | RxR | | |
| ☐ | No Passing | | |
| ☒ | Lane Lines | | DOUBLE YELLOW EASTBOUND & WESTBOUND |
| ☐ | Other | | |

### Type of Active Warning Device

| | Flashing Light Type | Qty. | Lenses 8" | Lenses 12" | LED |
|---|---|---|---|---|---|
| ☒ | Mast Mounted Flashing Lights | | | 4 | |
| ☒ | Cantilever Flashing Lights | | | 8 | |
| ☒ | Back Lights | | | 4 | |
| ☒ | Side Lights | | | 4 | |

| | Gate Type | Qty. | Location(s) |
|---|---|---|---|
| ☒ | Entrance | 2 | EASTBOUND & WESTBOUND |
| ☐ | Exit | | |
| ☐ | Pedestrian | | |
| ☐ | Pedestrian Swing | | |

| | Other Devices | Qty. | Location(s) |
|---|---|---|---|
| ☐ | Bells | | |
| ☐ | Modified Blank Out Sign w/ Train Indicator | | |
| ☐ | R3-1 Blank Out Sign | | |
| ☐ | R3-2 Blank Out Sign | | |
| ☐ | Other Blank Out Sign ( ) | | |
| ☐ | Other Specify: | | |

Device Notes:

## TRAFFIC SIGNAL INTERCONNECTION AND PREEMPTION

| | | | |
|---|---|---|---|
| Are highway traffic signals interconnected? | ☐ Yes ☒ No | Is preemption existent at the crossing? | ☐ Yes ☒ No |
| Do pre-signals exist at the crossing? | ☐ Yes ☒ No | | |

## CLOSURE

Can roadway realignment be accomplished to allow crossing consolidation? If yes, provide sketch. ☐ Yes ☒ No

Sketch:

Impact of Closure:

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# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

## ROADWAY INFORMATION

| Agency Having Jurisdiction (Road Owner): | Highway Type: | AADT: | Truck Traffic: |
|---|---|---|---|
| CITY OF WENATCHEE | MINOR ARTERIAL | 4,950 | 10 % |

| Vehicle Speeds | School Bus Operation | Hazardous Materials | Pedestrians | Roadway Surface: CONC. ASPH. |
|---|---|---|---|---|
| Posted 25 m.p.h. | ☒ Yes ☐ No | ☒ Yes ☐ No | ☒ Yes ☐ No | Roadway Width: 40' |
| Typical 28 to 33 m.p.h. | 4 No. / Day | 10 No. / Day | Curb & Gutter | Roadway Condition: FAIR |
| | | | ☒ Yes ☐ No | Number Lanes: 3 |

| Is Shoulder Present? | If Yes, Width: | Is Shoulder Surfaced? | Is Sidewalk Present? | If Yes, Width: |
|---|---|---|---|---|
| ☐ Yes ☒ No | | ☐ Yes ☐ No | ☒ Yes ☐ No | 4.5' |

Channelization (Medians w/ Gates): ☐ All Approaches ☐ One Approach ☒ None

Special Conditions Required as a Result of Nearby Highway Intersections:

PIERE ST. INTERSECTS 9TH ST. 128' EAST OF THE MAIN TRACK CENTER LINE, HINDERING THE OPTION OF USING A MEDIAN TREATMENT.

## TYPE OF DEVELOPMENT

☐ Open Space ☒ Residential ☒ Industrial ☐ Institutional ☒ Commercial

Planned developments that could affect AADT? ☒ Yes ☐ No ☐ Unknown

If yes, explain: CONSTRUCTION OF PIERE STREET APARTMENTS

## SHARED PATHWAY CROSSING INFORMATION

| Yes | No | Crossing Information | Pedestrian and Bike Trips | AADT |
|---|---|---|---|---|
| ☐ | ☒ | Is Crossing Surface Smooth? | Pedestrian: | 80 |
| ☐ | ☒ | Is Adequate Lighting Available? | Bicycle: | 30 |
| ☐ | ☒ | Does Crossing Panel Extend 1' Behind Back of Path? | Notes: | |
| ☐ | ☒ | Is Path Width Adequate? (48" Minimum) | | |
| ☐ | ☒ | Are Flange Gaps 2½" or Less, or Flange Fillers Used? | | |

☐ Yes ☒ No Is the crossing adjacent to a passenger station? If yes, picture or sketch access from station:

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# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

## PICTURES OR COMPREHENSIVE SKETCH OF CROSSING

(Include location of warning devices, nearby schools, emergency services facilities, and other landmarks):

SEE ATTACHED EXHIBIT "A"

# HIGHWAY-RAIL GRADE CROSSING DIAGNOSTIC EVALUATION REPORT

| Street/Road Name: | USDOT Crossing No.: | Date: |
|---|---|---|
| 9TH STREET | 065838N | 11-6-2017 |

## RECOMMENDATIONS

| ARE IMPROVEMENTS TO THE CROSSING RECOMMENDED? | ☐ Yes ☒ No | If No, Explain: ACCOMMODATION FOR PEDESTRIANS & BICYCLES NEEDED |
|---|---|---|

If Yes, what improvements?

| Yes | No | Type of Improvement | Describe |
|---|---|---|---|
| ☐ | ☐ | Sight Improvement | |
| ☐ | ☐ | Crossing Surface | |
| ☐ | ☐ | Roadway Approaches | |
| ☐ | ☐ | Highway Traffic Signs | |
| ☒ | ☐ | Crossing Signals | UPDATE TO CURRENT STANDARDS |
| ☐ | ☐ | Crossing Closure | |

| Prepared By: | Title: | Date: |
|---|---|---|
| GARY OWEN | CITY ENGINEER | 11-6-2017 |

Comments:

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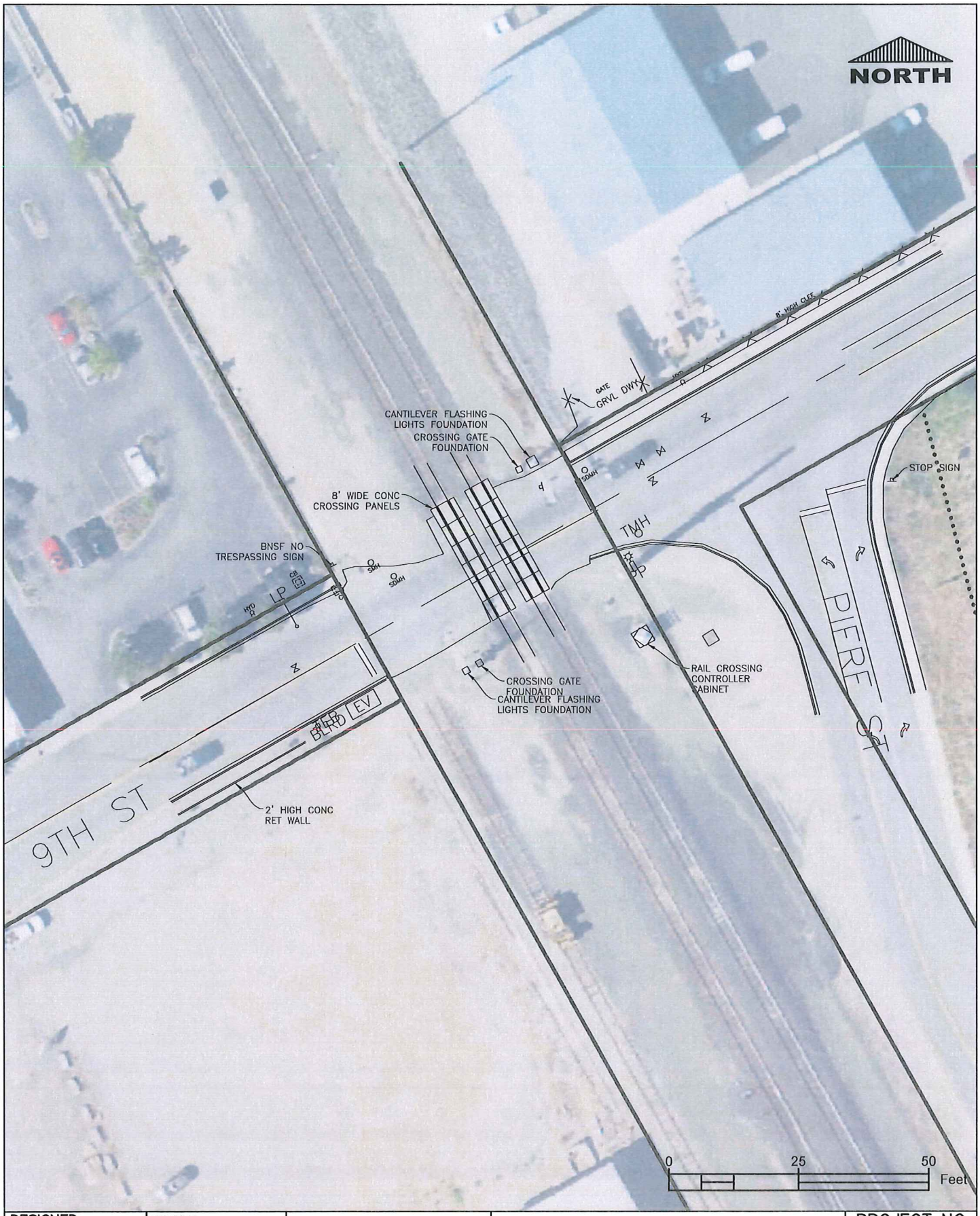
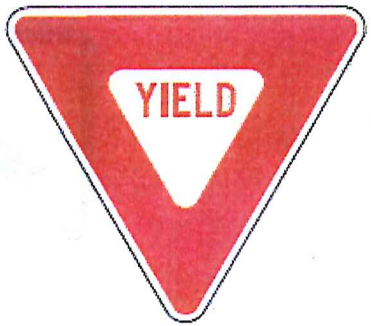



| | | | | |
|---|---|---|---|---|
| DESIGNED | SCALE 1:50 | City of Wenatchee | EXHIBIT "A" | PROJECT NO. |
| DRAWN JBV | DATE 11-06-2017 | | 9TH ST CROSSING CONDITIONS | SHT 1 OF 1 |
| CHECKED | REVISION | | | |
| FILE | | | | |


R1-1




R1-2


R3-1a
Activated Blank-Out


R3-2a
Activated Blank-Out


R8-8

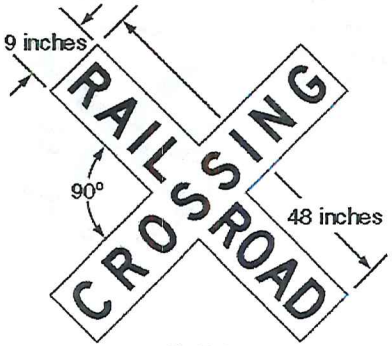

R8-9


R8-10

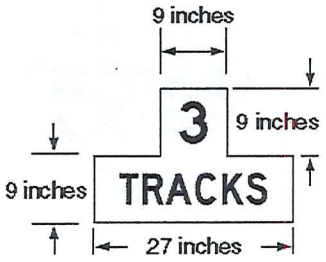

R8-10a


R10-6


R10-6a




R15-1




R15-2P

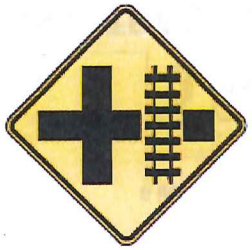

R15-3P

R3-5 is a left turn oriented example.


R3-5


W10-1


W10-1aP



W10-2

W10-3

W10-4

W10-5

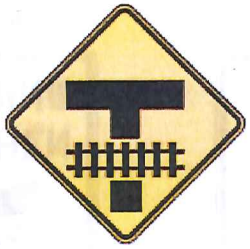

W10-5P

W10-7
Activated
Blank-Out

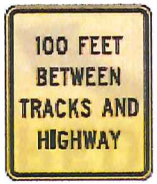

W10-8


W10-9

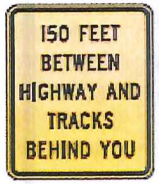

W10-9P



W10-11




W10-11a




W10-11b

W10-12

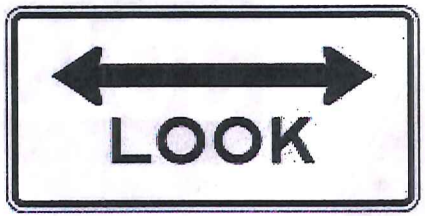

W10-13P


W10-14P


W10-14aP


W10-15P

Note: The W10-11 sign is a W10-3 sign modified for geometrics. Other signs can be oriented or revised as needed to better portray the geometrics of the roadways and the tracks.




R15-8

Sign examples from pages 753 & 759 of 2009 MUTCD. R3-5 example is from http://www.trafficsign.us/r3.html