

REVISED

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- 160273
	)	
BNSF Railway	)	PETITION TO MODIFY HIGHWAY-
_____	)	RAIL GRADE CROSSING ACTIVE
Petitioner,	)	WARNING DEVICES AND
	)	DISBURSEMENT OF FUNDS
vs.	)	FROM THE GRADE CROSSING
City of Bingen	)	PROTECTIVE FUND
_____	)	
Respondent.	)	
	)	
.....	)	USDOT CROSSING # 090168N
	)	

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disburse funds from the Grade Crossing Protective Fund.

*Section 1 – Petitioner’s Information*

BNSF Railway
Petitioner
2454 Occidental Ave South, Suite 2D
Street Address
Seattle, Washington 98134
City, State and Zip Code
_____
Mailing Address, if different than the street address
Richard Wagner
Contact Person Name
_____
Contact Person’s Signature
206-625-6152, Richard.Wagner@bnsf.com
Contact Phone Number and Email Address

REMOVED

*Section 2 – Respondent's Information*

City of Bingen  
Respondent  
112 N. Ash, PO Box 607  
Street Address  
Bingen, Washington 98605  
City, State and Zip Code  
Mailing Address, if different than the street address  
Jan Brending  
Contact Person Name  
509-493-2122 administrator@bingenwashington.org; mayor@bingenwashington.org  
Contact Phone Number and Email Address

*Section 3 – Crossing Location*

1. Existing highway/roadway Walnut Street  
2. Existing railroad BNSF Railway  
3. USDOT Crossing No. 090168N  
4. Located in the \_\_\_ 1/4 of the \_\_\_ 1/4 of Sec. \_\_\_, Twp. \_\_\_, Range \_\_\_\_\_ W.M.  
5. GPS location, if known \_\_\_\_\_  
6. Railroad mile post (nearest tenth) 75.50  
7. City Bingen County Klickitat

*Section 4 – Current Highway Traffic Information*

**Please complete all information in this section.  
Incomplete information may cause delays in the petition approval process.**

1. Name of highway	<u>Walnut Street</u>
2. Road authority	<u>City of Bingen</u>
3. Average annual daily traffic (AADT)	<u>850 in 1987</u>
4. Number of lanes	<u>2</u>
5. Roadway speed	<u>25 mph</u>
6. Is the crossing part of an established truck route?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
7. If so, trucks are what percent of total daily traffic?	<u>12</u>
8. Is the crossing part of an established school bus route?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9. If so, how many school buses travel over the crossing each day?	<u>None</u>
10. Describe any changes to the information in 1 through 7, above, expected within ten years:	 <hr/> <hr/> <hr/>

Section 5 – Current Crossing Information

1. Railroad company BNSF Railway

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    3

5. Average daily train traffic, freight 30  
Authorized freight train speed 45    Operated freight train speed 45

6. Average daily train traffic, passenger 2  
Authorized passenger train speed 45    Operated passenger train speed 45

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?  
About 1500 Ft from the North approach in both directions from the stop bar. From the South approach  
1500 feet looking Eastward but 30 feet looking westward.

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.  
Sight distance is obstructed by a building located to the west of the crossing. Other objects that  
\_\_\_\_\_  
obstruct the view includes Rail Cars that sit on ancillary railroad tracks at the crossing.  
\_\_\_\_\_



*Section 7 – Description of Proposed Changes*

1. Describe in detail the number and type of proposed signals, gates or other warning devices, including proposed type of train detection. Include the funding source for the proposed modification, if other funding sources will be used in addition to GCPF.

The modification at the crossing includes updating the lights to LED lights. BNSF Railway will  
\_\_\_\_\_ provide the cost estimate for the upgrade.  
\_\_\_\_\_

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***Section 8 – Illustration of Proposed Warning Devices***

Attach a detailed diagram, drawing, engineering plan or other illustration showing the proposed crossing modification.

***Section 9 – Use of Surplus Equipment***

If surplus or used equipment is being installed as part of the project, please review the following statement and sign, accepting the terms and conditions.

“The recipient of surplus equipment voluntarily accepts the equipment as is. Proper installation and testing is required per Code of Federal Regulations 49, prior to activating the signal equipment. The recipient assumes full responsibility for functionality of the equipment.”

Name (print): \_\_\_\_\_  
Title: \_\_\_\_\_  
Company: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

***Section 10 – Project Cost Information***

1. Breakdown of estimated total cost.

Gross Project Cost is \$26,259 minus \$11,757 in labor cost covered by BNSF Railway.

2. Names of the parties contributing to the project and the amount each is contributing.  
BNSF Railway is contributing \$11,757.

3. Provide the amount the applicant is requesting from the GCPF grant program.  
\$14,502 (includes material and contract engineering costs, as well as taxes.)

***Section 11 – Project Completion Date***

Project completion date: 12.31.2016

*Section 12 – 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. 090168N

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 Bingen, Washington, on the 19<sup>th</sup> day of February, 2016.

Betty Barnes

Printed name of Respondent

Betty Barnes

Signature of Respondent's Representative

Mayor

Title

509-493-2122 mayor@bingenwashington.org

Phone number and email address

112 N. Ash, PO Box 607

Bingen, Washington 98605

Mailing address



\*\*\*\*\* MAINTAIN PROPRIETARY CONFIDENTIALITY \*\*\*\*\*

BNSF RAILWAY COMPANY  
FHPM ESTIMATE FOR  
STATE OF WASHINGTON

LOCATION BINGEN

DETAILS OF ESTIMATE

PLAN ITEM: 000268989

VERSION: 3

PURPOSE, JUSTIFICATION AND DESCRIPTION

WALNUT ST - BINGEN, WA; INSTALL LEDS; NORTHWEST DIV; FALLBRIDGE SUBDIV; LS 47; MP 75.50; DOT# 090168N; SEQ# 58973.

MONTHLY POWER UTILITY COST CENTER : 61504.

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSES ONLY.

THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF WASHINGTON IS FUNDING 100% OF MATERIAL FOR THIS PROJECT. BNSF IS FUNDING 100% OF LABOR FOR THIS PROJECT.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

~~PRIMARY FUNDING SOURCE IS FPM~~

\*\* BUY AMERICA(N) APPLIES \*\*

DESCRIPTION	QUANTITY U/M	COST	TOTAL \$
***** LABOR *****			
SIGNAL FIELD LABOR - CAP	112.0 MH	3,453	
PAYROLL ASSOCIATED COSTS		2,267	
DA OVERHEADS		3,353	
EQUIPMENT EXPENSES		930	
INSURANCE EXPENSES		579	
TOTAL LABOR COST		10,582	10,582
***** MATERIAL *****			
BATTERY, 10 VGL-255, 9 VGL-350	1.0 LS N	5,137	
CHARGERS, 12/20, 12/40	1.0 LS N	848	
FIELD MATERIAL	1.0 LS N	1,500	
LED LIGHT	8.0 EA N	1,608	
USE TAX		849	
OFFLINE TRANSPORTATION		112	
TOTAL MATERIAL COST		10,054	10,054
***** OTHER *****			
CONTRACT ENGINEERING	1.0 LS N	3,000	
TOTAL OTHER ITEMS COST		3,000	3,000
PROJECT SUBTOTAL			23,636
CONTINGENCIES			2,363
BILL PREPARATION FEE			260
GROSS PROJECT COST			26,259
LESS COST PAID BY BNSF			11,757
TOTAL BILLABLE COST			14,502

