TR-110228

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, inter-tie highway signal and a railroad crossing signal, and request disbursement of funds from the Grade Crossing Protective Fund at the following crossing.

USDOT Crossing No. 098481T

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 railroad warning signals should be modified and inter tied to the highway signals, and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 24th day of February, 20 11.

Megan T. McIntyre

Printed name of Respondent

Signature of Respondent's Representative

Manager Public Projects

Title

206-625-6413 megan.mcintyre@bnsf.com

Phone number and e-mail address

2454 Occidental Ave S #2D

Seattle WA 98134

Mailing address

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Moxee Petitioner, vs. Central Washington Railroad Respondent	DOCKET NO. TR- 110228 PETITION TO MODIFY HIGHWAY-RAIL GRADE CROSSING WARNING DEVICES, INSTALL AN INTER-TIE BETWEEN A HIGHWAY SIGNAL AND A RAILROAD CROSSING SIGNAL SYSTEM, AND REQUEST FOR DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND USDOT CROSSING NO.: 098481T

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning devices, install an inter-tie between the highway signal and the railroad crossing signal system, and disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner's Information

City of Moxee
Petitioner

Signature

255 W Seattle Ave
Street Address

Moxee, WA 98936
City, State and Zip Code

PO Box 249, Moxee, WA 98936
Mailing Address, if different than the street address

Byron Adams
Contact Person Name

(509)575-8851 byronadams@charter.net
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Central Washington Railroad
Respondent

111 University Parkway, Ste 200
Street Address

Yakima, WA 98901
City, State and Zip Code

Mailing Address, if different than the street address

Dave Cyr
Contact Person Name

(509)989-1338 dcyr@cbrr.com
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Beaudry Road immediately north of State Route 24 (SR24)
2. Existing railroad 0849
3. USDOT Crossing No. 098481T
4. Located in the SW 1/4 of the SW 1/4 of Sec. 36 , Twp. 13 , Range 19 W.M.
5. GPS location, if known -120°24'14"E 46°33'45"N
6. Railroad mile post (nearest tenth) 7.4
7. City Moxee County Yakima

Section 4 – Current Highway Traffic Information

1. Name of highway Beaudry Road

2. Road authority City of Moxee

3. Average annual daily traffic (AADT) 3,900

4. Number of lanes 2

5. Roadway speed 35 mph

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

9. If so, how many school buses travel over the crossing each day? 98

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

Growth is anticipated over the next ten years. The East Valley schools are currently expanding, a residential development has been proposed, which Beaudry Road would serve and the industrial-zoned area on Postma Road has had significant interest recently.

Section 5 – Current Crossing Information

1. Railroad company Central Washington Railroad

2. Type of railroad at crossing **X** Common Carrier □ Logging □ Industrial

□ Passenger □ Excursion

3. Type of tracks at crossing **X** Main Line □ Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 2

Authorized freight train speed 20 mph Operated freight train speed 20mph/10mph at crossing

6. Average daily train traffic, passenger none

Authorized passenger train speed N/A Operated passenger train speed N/A

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

No changes are 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?

The available sight distance from the stop bar on both approaches to the crossing is 1000 feet with the exception of southbound traffic looking east, which is only 150 feet.

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.

The sight distance is minimal looking east when traveling eastbound due to a chain link fence and trees located on private property.

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.

Currently, the railroad crossing utilizes minimal warning devices. These devices include signage and markings only. The signs currently used by the crossing are classified as regulatory and warning. The following Manual on Uniform Traffic Control Devices (MUTCD) regulatory signs are used at the existing railway crossing:

R8-8 is a vertical rectangular sign with the words "DO NOT STOP ON TRACKS" on four lines. This sign is only used on the southbound approach approximately 10 feet prior to the crossing.

R15-1 is composed of two horizontal rectangular white signs placed one on top of the other at a 90-degree angle to form an "x," denoting a crossbuck. In black letters, the word "RAILROAD" is shown on the piece running from northwest to southeast, and the word "CROSSING" is shown on the piece running from southwest to northeast. This sign is used on the northbound and southbound approaches approximately 10 feet prior to the crossing.

The following MUTCD warning signs are used at the existing railway crossing:

W10-1 is a round sign. A black "X" covers the sign, and two "R's" are shown in the left and right quadrants of the sign. This sign is used on the northbound and southbound approaches. One (1) sign is located approximately 10 feet from the tracks on the northbound approach. Two (2) signs are located on the southbound approach spaced at 150 feet.

W10-2 is a diamond-shaped sign. It shows a cross intersection with an elongated right arm. A symbol of a vertical railroad track is shown across the right arm. Two (2) signs are used on SR24 500 feet prior to Beaudry Rd on the eastbound and westbound directions.

MUTCD pavement markings are also utilized by the existing railway crossing. Grade crossing pavement marking symbols are used on the northbound and southbound approaches parallel to the W10-1 warning signs. However, the marking for the northbound movement is located solely on the south leg, which only provides those drivers with warning of the crossing.

Stop bar markings are located approximately 10 feet before the tracks when traveling northbound and 25 feet prior to the railway crossing in the southbound direction. The stop bars are well-faded adversely affecting visibility to drivers.

There is currently no railroad detection or preemption at this location, and no active crossing protection.

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.

The proposed warning devices at the Beaudry Road railroad crossing will include a 28-foot US&S Model 95 crossing gate with a sidelight cantilever assembly, with a total of 8 ea 12" LED 10V Red flashing light units on the south roadway approach. A 30-foot US&S Model 95 crossing gate with a total of 4 ea 12" LED 10V Red flashing light units will be installed on the north roadway approach. A 34-foot cantilever signal with a total of 10 ea 12" LED 10V Red flashing light units will also be installed on the north roadway approach. An LED blank-out sign will be installed on SR24 for westbound traffic to provide warning for right turns onto Beaudry Road. This equipment will be controlled from a 6'x6' Bungalow located in the southwest quadrant of the grade crossing.

The activation equipment will be an HXP-3R constant warning time device with an 8-wire preemption and supervisory circuitry interconnection between highway traffic signals and highway-rail grade crossing warning systems. The activation equipment will function as follows:

The first preempt at 72 seconds would allow for the right of way transfer time for the worst case condition, where the traffic controller had just started to serve a conflicting pedestrian phase (33 seconds), then once in the track clearance green phase, would allow additional time for the design vehicle on the far side of the tracks to begin moving and then clear the track (20.8 seconds) and additional separation time of (4 seconds). This totals 57.8 seconds, while gate and cantilever lights begin to flash at least 30 seconds prior to train arrival. This would be an advance warning time of 58 seconds – 30 seconds = 28 seconds. However, to avoid a gate design vehicle interaction, the advance preempt must occur 42 seconds sooner than the 30 seconds for the gate and cantilever lights to flash.

See the attached red in, yellow out circuit plans.

Proposed signage and markings are shown on the attached Site Plan. Existing warning and regulatory markings to be removed and replaced include the stop line and grade crossing pavement marking symbol for southbound traffic approaching the railroad crossing. The proposed location of the stop line will be 8 feet north of the gate location as shown on the Site Plan. Signage changes will include relocating existing signage. The regulatory R15-1 signs will be moved to the gate masts on both crossing approaches, from the existing post mounts. The regulatory R8-8 sign will be moved to a post mount north of the railroad tracks for southbound traffic, at the location shown on the Site Plan. Approximately 20 linear feet of sidewalk will be removed to place the gate foundation in the location shown on the Site Plan. All proposed signage and markings will adhere to the 2009 Edition MUTCD.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, map or other illustration showing the proposed modification.

See attached site plan in addition to red in, yellow out circuit plans.

Section 9 – Traffic Signal Preemption

Complete the attached Guide for Determining Time Requirements for Traffic Signal Preemption at Highway-Rail Grade Crossings.

1. Specify simultaneous or advance preemption requested.
   Advance Preemption

If advance preemption, what is the preemption time.
   42 seconds

Section 10 – Project Cost Information

1. Breakdown of estimated total cost.

Description	Cost
Labor	$30,500
PIP Cantilever Foundation	3,400
Cable/Wiring	3,400
Masts and Junction Boxes	2,200
Crossing Signal Lights (GE LEDs)	4,800
Rectifiers	950
Internal House Material	4,000
Gate Foundation	1,800
Model 95 Gate Mechanisms	8,800
Crossing Gates	380
Permanent Signing	1,000
Permanent Markings	1,500
6'x6' Bungalow	On-hand
34' Cantilever	On-hand
Removal of signal post mount	Provided by WSDOT
Relocate signal heads on northeast corner	Provided by WSDOT
Replace signal controller if necessary	Provided by WSDOT
Provide and install interconnect box	Provided by WSDOT
Provide and install LED blank-out sign	Provided by WSDOT
Engineering costs	4,000
Total Cost	**$66,730**

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

   City of Moxee $46,730
   GCPF $20,000

3. Provide the amount the applicant is requesting from the GCPF grant program.

   The applicant is requesting $20,000 from the GCPF grant program to aid in the implementation of this project.

Section 11 – Project Completion Date

Project completion date: June 30, 2011