Wold, Leo (DPUC)

From: Anthony Bucci Jr <abucci@buccilaw.com>
Sent: Friday, May 10, 2019 5:05 PM
To: Wold, Leo (DPUC)
Cc: McCarthy, Ken (DPUC); Shilling, Joseph (DPUC)
Subject: RE: [EXTERNAL] : RE: Railroad crossing for Narragansett Bay Docket #4944

Leo,

The responses to your data requests are as follows:

1. A detailed description of all safety devices, including but not limited to warning bells, crossbuck signs, paving markings, gates, flashing lights, etc. that will be constructed at the proposed crossing;

- Provide 30 seconds warning time at 10 mph. in both directions.
- Provide a 4'X 6' Prewired equipment shelter w/climate control
- Provide GCP-3000 Constant Warning device with additional spare unit
- Provide Sear II Event Recorder
- Provide cellular CRTU monitoring system.
- Provide 2 banks (12 batteries) GNB backup batteries, 425 Ampere Hour minimum
- Provide commercial power with 100 amp electric service
- Provide Solar Panel Package, AC to Grid Solar Array
- Provide two signal/gate, 2 way signal lights w/12" LED, two standard S-60 gate mechanisms, gate arms w/LED lights and
- Provide Composite 15 conductor signal cable (12C #9 solid & 3C #6 solid)
- Provide # 6 Duplex cable, track circuit cable w/red marker
- Provide Track circuit double bonding rail joints, railhead & web bonds exposed for inspection
- Provide two 4" pole mounted shunt enclosures w/foundations
- Provide two W-10 Advanced Warning Signs w/post
- Provide two 12" x 9" ENS signs w/DOT (DOT number to follow) and report emergency number 1-800-834-5033
- Provide Stone dressing, 1-1/4" washed stone
- Provide in service testing, insulation, relay and annual test
- Provide 30 seconds warning time at 10 mph. in both directions.

2. A detailed description of anticipated traffic volume and pattern in the area of and at the proposed crossing;

Traffic volume is expected to be light and consist almost entirely of commercial vehicles. The pattern is the traffic for vehicles leaving SIMS will exit SIMS and travel west, cross the tracks and then turn north on Shipyard Street. They will then proceed west unto Ernest Street. At the intersection of Ernest and Allens they may go north, south, east or west. When ProvPort will use the crossing for salt deliveries, they would go west to Shipyard, turn north on Shipyard and their salt storage area is located on the west side of Shipyard. Any traffic going towards SIMS or the Port would have the same pattern but in reverse.

3. A description of the anticipated rail traffic (type, daily, weekly schedule and any material variations in those schedules throughout the year) at the proposed crossing;

Rail traffic is exclusively freight, involved with local and switching operations. Moves are made as necessary, dictated by customer demand. While the schedule may vary based on logistics, nominally there is 1 roundtrip train to this location per day but it may occupy the crossing several times in order to complete the switching moves.

4. Identify and describe all possible obstructions in the area of the proposed crossing;

   There is a hillside on the easterly side of the track which is host to vegetation and a wire fence, obstructing the site lines. On the Westerly side of the tracks, there are buildings obstructing the site lines. The geometry of the roadway is such that it would cross the tracks in the middle of a set of reverse curves, limiting sight distance. The proposed crossing would be situated at the bottom of a roadway incline, also affecting sight lines. Should the PUC grant NBC's petition, the NBC plans on clearing as much of the vegetation and trees from the easterly side of the crossing as possible. Furthermore, the proposed safety equipment will allow safe passage of vehicles over the tracks.

5. Identify the anticipated speed of rail and vehicular traffic at the proposed crossing; and

   Rail traffic is 10mph

6. Identify and describe all safety procedures (stop, stop and protect, etc.) that will be employed by rail traffic when approaching the proposed crossing.

   Under normal conditions when the crossing devices are known to be operating as intended, the train would rely on the automatic warning devices to protect the crossing. When the crossing is not operating as intended, the crew would be instructed by written instruction, by dispatcher direction or by the Employee-In-Charge as how to proceed. Providence and Worcester Railroad Company operates under the General Code of Operating Rules (GCOR) and train movement over the crossing would comply with such.

Ken,

The contact information for the person responsible for the safety equipment design is:

David A. Cuthbertson, P.E.
Assistant Vice President Engineering
75 Hammond Street
Worcester, MA 01610-1729
Office: (508) 755-4000 x250
Mobile: (413) 351-1072
Email: David.Cuthbertson@gwrr.com

ANTHONY J BUCCI JR
Attorney At Law

From: Wold, Leo (DPUC) <Leo.Wold@dpuc.ri.gov>
Sent: Friday, May 3, 2019 12:41 PM
To: Anthony Bucci Jr <abucci@buccilaw.com>
Cc: McCarthy, Ken (DPUC) <Ken.McCarthy@dpuc.ri.gov>; Shilling, Joseph (DPUC) <Joseph.Shilling@dpuc.ri.gov>
Subject: RE: [EXTERNAL] : RE: Railroad crossing for Narragansett Bay Docket #4944

Dear Anthony,

Thank you for taking the time to speak with me this morning.

Kindly provide the following information, in addition to the materials previously requested of NBC by the Division's engineering staff:

1. A detailed description of all safety devices, including but not limited to warning bells, crossbuck signs, paving markings, gates, flashing lights, etc. that will be constructed at the proposed crossing;
2. A detailed description of anticipated traffic volume and pattern in the area of and at the proposed crossing;
3. A description of the anticipated rail traffic (type, daily, weekly schedule and any material variations in those schedules throughout the year) at the proposed crossing;
4. Identify and describe all possible obstructions in the area of the proposed crossing;
5. Identify the anticipated speed of rail and vehicular traffic at the proposed crossing; and
6. Identify and describe all safety procedures (stop, stop and protect, etc.) that will be employed by rail traffic when approaching the proposed crossing.

These questions should be deemed data requests under the Commission's Rules of Practice and Procedure which are available at the following link: http://www.ripuc.org/rulesregs/commrules/810-RICR-00-00-1_Practice%20and%20Procedure.pdf [ripuc.org]

Also enclosed please find a basic form of NDA, the fully executed document of which is subject to approval of my superiors at the Division.

Thank you for your anticipated cooperation.

Very truly yours,

Leo J. Wold
Deputy Chief of Legal Services, DPUC

Very truly yours,

Leo J. Wold


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