

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-070818
)	
<u>City of Richland/ Benton County</u>)	REVISED PETITION TO
Petitioner,)	RECONSTRUCT A HIGHWAY-RAIL
)	GRADE CROSSING AT LESLIE
vs.)	ROAD
<u>BNSF</u>)	
Respondent)	USDOT NO.: 104566M
.....)	
)	
)	
)	

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The Petitioner asks the Washington Utilities and Transportation Commission to approve reconstruction of a highway-rail grade crossing.

Section 1 – Petitioner’s Information

<u>City of Richland/Benton County</u>
Petitioner
<u>840 Northgate Drive</u>
Street Address
<u>Richland, WA 99325-3550</u>
City, State and Zip Code
<u>Same as above</u>
Mailing Address, if different than the street address
<u>Jack Arnold Civil Engineer</u>
Contact Person Name
<u>(509) 942-7791 jarnold@ci.richland.wa.us</u>
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

<u>BNSF</u>
Respondent
<u>2454 Occidental Ave S #2-D</u>
Street Address
<u>Seattle, WA 98134</u>
City, State and Zip Code
_____ Mailing Address, if different than the street address
<u>Megan T. McIntyre</u>
Contact Person Name
<u>Office (206) 625-6146 megan.mcintyre@bnsf.com</u>
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway	<u>Leslie Road</u>
2. Existing railroad	<u>BNSF RAILROAD</u>
3. Location of the crossing planned for reconstruction: Located in the	<u>1/4 of the NE 1/4 of Sec. 11, Twp. 8, Range 28 W.M.</u>
4. GPS location, if known	<u>Lat. 46.19667 Longitude -119.26678</u>
5. Railroad mile post (nearest tenth)	<u>10.90</u>
6. City	<u>BENTON COUNTY</u> County <u>BENTON</u>

Section 4 – Crossing Information

1. Railroad company BNSF

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 ONE

5. Average daily train traffic, freight SIX
Authorized freight train speed 53 Operated freight train speed 49

6. Average daily train traffic, passenger NONE
Authorized passenger train speed NONE Operated passenger train speed NONE

7. Will the reconstructed crossing eliminate the need for one or more existing crossings?
Yes No X

8. If so, state the distance and direction from the reconstructed crossing.
N/A

9. Does the petitioner propose to close any existing crossings?
Yes No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No X

2. If so, describe the purpose of the crossing and the estimated time it will be needed
 N/A

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No ____

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway LESLIE ROAD

2. Roadway classification MINOR ARTERIAL

3. Road authority BENTON COUNTY

4. Average annual daily traffic (AADT) 8,700

5. Number of lanes 4 LANES

6. Roadway speed 40 MPH

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

8. If so, trucks are what percent of total daily traffic? 1%

9. Is the crossing part of an established school bus route? Yes ____ No X

10. If so, how many school buses travel over the crossing each day? None

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
 Projected traffic in fifteen years to be at 14,800 ADT.

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for reconstruction? Yes No

2. If a safer location exists, explain why the crossing should not be relocated to that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes No

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

Trains approaching from the south must cross under the I-82 freeway overpass. From a distance, the view of the crossing is partially blocked by the freeway fill structure. It is not practical to relocate the proposed crossing to avoid this. Trains approaching from the north, have an unobstructed view of the crossing from about 1000 yards.

5. Is it feasible to construct an over-crossing or under-crossing as an alternative to an at-grade crossing?

Yes No

6. If an over-crossing or under-crossing is not feasible, explain why.

The tracks are only 200 feet from a parallel road and are nearly level with the road.

There is not sufficient room in the vicinity to construct an over or under crossing.

7. Does the railway line, at any point in the vicinity of the crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes X No

8. If such a location exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

As noted the railroad crosses under the I-82 overpass within 900 feet of the proposed crossing. The situation offers no opportunity for an over or under crossing. The nearest an over crossing could be constructed is about 1000 yards to the north, and that is too far away to serve the traffic requirements in this area.

9. Is there an existing public or private crossing in the vicinity of the crossing planned for reconstruction?

Yes X No

10. If a crossing exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ Whether it is feasible to divert traffic from the crossing planned for reconstruction to the crossing located in the vicinity.

Benton County is proposing a new crossing on the south side of the I-82 over crossing. These two crossing will be about 1,660 feet apart. It is not practical to combine these crossings into a single crossing since they are on opposite sides of the freeway.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?
 NW quadrant: 800'
 NE quadrant: 800'
 SW quadrant: 800'
 SE quadrant: 800'

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?
 Yes No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. Slight vertical curve, -0.20' lower @ 25' Lt. and 0.52' lower @25' Rt.

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?
 Yes No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

The proposed approach grades are 1.96% to the North and 2.61% to the South.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the crossing planned for reconstruction.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of existing and proposed signage.
- ◆ If sidewalks are being proposed, include information about the location as part of the crossing layout.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the reconstructed crossing, including a cost estimate for each.

The existing crossing at Leslie is a protected crossing with flashing lights and crossing gates. The proposed reconstructed Leslie Road crossing will be also be protected, except with longer gate arms and additional lights to accommodate the additional traffic lanes and sidewalk on the west side. Signs will be installed to warn vehicles not to stop on the tracks.

2. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes X No

Section 11 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from reconstructing the crossing as proposed.

A roundabout is being installed in place of the current 4-way stop intersection, it will provide a much safer intersection with less congestion than currently exists at this location. Conduit will be installed to all legs of the roundabout to address any possible needs for lights or signals. This a Joint Project with the City of Richland (COR), Kennewick and Benton County. The petition names both the COR as the project lead and Benton County as the current owner. Richland and Kennewick will perform a joint traffic study every 5 years. If queuing is within 50 feet of the R/R tracks the COR & COK will together mitigate the traffic affects. (See attached Joint Agreement.)

Section 12 – Waiver of Hearing by Respondent

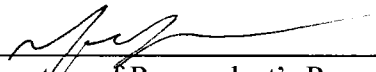
Waiver of Hearing

The undersigned represents the Respondent in the petition to reconstruct a highway-railroad grade crossing.

We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 28th day of
October, 2010.

Megan McIntyre
Printed name of Respondent


Signature of Respondent's Representative

Manager Public Projects
Title

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Phone number and e-mail address

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