WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Thurston County Petitioner, vs. **BNSF Railway Co. (BNSF)** Respondent	)	DOCKET NO. TR- PETITION TO CONSTRUCT OR RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING USDOT CROSSING NO.: **085773C**

Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

> **All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**
>
> **(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

☐ **Construction** ☑ **Reconstruction**

Section 1 – Petitioner's Information

Thurston County Public Works
Petitioner

_____
Signature

9605 Tilley Rd S, Suite C
Street Address

Olympia, WA 98512
City, State and Zip Code

_____
Mailing Address, if different than the street address

Matt Unzelman, PE
Contact Person Name

(360) 867-2335 / unzelmm@co.thurston.wa.us
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

BNSF Railway Company
Respondent

2454 Occidental Avenue So Ste 2D
Street Address

Seattle, WA 98134
City, State and Zip Code

Common Carrier
Mailing Address, if different than the street address

Richard W Wagner
Contact Person Name

(206) 625-6152 Richard.Wagner@BNSF.com
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Rich Road SE

2. Existing railroad BNSF Railway Co.

3. Location of proposed crossing:
   Located in the ___ 1/4 of the ___ 1/4 of Sec. 17 , Twp. 17 , Range 1W W.M.

4. GPS location, if known Long -122.8347490, Lat 46.9667150

5. Railroad mile post (nearest tenth) 34.84

6. City Olympia UGA County Thurston

Section 4 – Proposed or Existing Crossing Information

1. Railroad company BNSF Railway Co.

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 51

   Authorized freight train speed 59 Operated freight train speed 1 to 59

6. Average daily train traffic, passenger 1

   Authorized passenger train speed 79 Operated passenger train speed 1 to 79

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

8. If so, state the distance and direction from the proposed 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 X

Approximate date of removal N/A

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Rich Rd SE

2. Roadway classification Urban Minor Arterial (Federal Classification)

3. Road authority Thurston County Public Works

4. Average annual daily traffic (AADT) 6,300

5. Number of lanes 2

6. Roadway speed 35 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? 11%

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

10. If so, how many school buses travel over the crossing each day? 10

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

Minor Changes expected since recently the AADT has increased

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location? Yes ___ No X

2. If a safer location exists, explain why the crossing should not be located at that site.
N/A

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 X

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.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
Yes ___ No X

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

An under crossing or over crossing is not feasible due to the proximity of homes and because of the existing horizontal and vertical alignment of the roadway in relation to the railroad.

7. Does the railway line, at any point in the vicinity of the proposed 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 ___ No X

8. If such a location exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ The approximate cost of construction.
   - ♦ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?
   Yes ____ No X

10. If a crossing exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ Whether it is feasible to divert traffic from the proposed to the existing crossing.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from South , the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	140 ft
Right	200	140 ft
Right	100	170 ft
Right	50	330 ft
Right	25	More than 1,000 ft
Left	300	0 ft (because of curve)
Left	200	180 ft
Left	100	500 ft
Left	50	660 ft
Left	25	More than 1,0000 ft

b. Approaching the crossing from North , the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	30 ft
Right	200	180 ft
Right	100	460 ft
Right	50	1,000 ft
Right	25	More than 1,000 ft
Left	300	20 ft
Left	200	50 ft
Left	100	100 ft
Left	50	450 ft
Left	25	More than 1,000 ft

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes ____ No X

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. Project will provide a level approach of 30 feet at Main Line approach and 35 ft approach at 2% at Siding Line approach.

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes X No ____

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

_____

_____

_____

_____

Section 9 – Illustration of Proposed Crossing Configuration

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

- ♦ The vicinity of the proposed crossing.
- ♦ 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 the existing and proposed signage.

Section 10 – Sidewalks

1. Provide the following information:
   a. Provide a description of the type of sidewalks proposed.
   b. Describe who will maintain the sidewalks.
   c. Attach a proposed diagram or design of the crossing including the sidewalks.

_____

At the existing railroad crossing there are no existing sidewalks.

No sidewalks are proposed, only paved 6 feet wide shoulders.

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

This is an existing railroad crossing with existing automatic crossing signals. No other warning devices are proposed. Relocation of the automatic crossing signals is requested.

2. Provide an estimate for maintaining the signals for 12 months. N/A

3. 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 12 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed or modifying an existing crossing. Provide project specific information.

No new crossing is proposed. The reconstruction of the existing crossing includes removing the existing asphalt pavement, paving approaches to the proposed 40 foot wide concrete blocks, paving between the concrete blocks, relocating the automatic signal system to accommodate the proposed 36 foot wide roadway (two 12-foot wide traffic lanes with two 6-foot wide paved shoulders with fog line and truncated domes detectable warning surfaces for pedestrians in advance of tracks in both directions). All the proposed pavement markings will be in compliance with the latest WSDOT adopted MUTCD. Two sections of guardrail will be installed in order to protect the relocated crossing signals in compliance with WSDOT Standard Drawings (regarding placing guardrail at railroad crossing signals). The median delineators will be replaced at both crossing approaches. The proposed crossing signals will have new bungalow, LED lights, pedestrian bells, and the replaced vehicular traffic signs will conform to MUTCD.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: **085773C**

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at VANCOUVER, Washington, on the EIGHTEENTH day of NOVEMBER, 2016.

BNSF Railway Co.

Printed name of Respondent

Signature of Respondent's Representative

Manager Public Projects NW Division

Title

BNSF Railway Co.

Name of Company

(206) 625-6152 Richard.Wagner@BNSF.com

Phone number and e-mail address

2454 Occidental Avenue So Ste 2D, Seattle, WA 98134

Mailing Address