

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 090121
)	
BNSF Railway Co.)	PETITION FOR THE CLOSURE
_____)	OF A HIGHWAY-RAIL GRADE
Petitioner,)	CROSSING
)	
vs.)	
Snohomish County)	USDOT CROSSING # 084713P
_____)	
Respondent)	UTC CROSSING #
)	
.....)	
_____)	

The Petitioner asks the Washington Utilities and Transportation Commission to approve the closure of a public at-grade highway-railroad crossing as described in this petition.

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 WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Section 1 – Petitioner’s Information

BNSF Railway Co. _____ Petitioner
2454 Occidental Ave S #1-A _____ Street Address
Seattle, WA 98134 _____ City, State and Zip Code
_____ Mailing Address, if different than the street address
Megan McIntyre _____ Contact Person Name
206-625-6029 Megan.McIntyre@BNSF.com _____ Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

<u>Snohomish County</u> Respondent
<u>3000 Rockefeller, MS 607</u> Street Address
<u>Everett, WA 98201-4046</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>James Bloodgood</u> Contact Person Name
<u>425-388-6419 jim.bloodgood@snoco.org</u> Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Logen Road (aka 292nd Street NW)</u>
2. Existing railroad <u>BNSF Railway Co.</u>
3. USDOT Crossing No. <u>084713P</u> UTC Crossing No. _____
4. Located in the <u>SW</u> 1/4 of the <u>NE</u> 1/4 of Sec. <u>13</u> , Twp. <u>32N</u> , Range <u>3E</u> W.M.
5. GPS location, if known <u>Lat 48.2615858, Long -122.3655681</u>
7. Railroad mile post (nearest tenth) <u>LS 50 MP 56.92</u>
8. City <u>nearby Stanwood</u> County <u>Snohomish</u>

Section 4 – Crossing Traffic

1. Type of public road at the crossing State County City
 Port State Park Other _____

2. Average daily vehicle traffic over the tracks 75 Vehicle speed limit 30 mph

3. Trucks (commercial vehicles) are what percent of average daily traffic 10%

4. Number of school buses over the crossing each day 0

5. Name of railroad(s) operating at crossing BNSF Railway Co, Amtrak

6. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

7. Type of tracks at crossing Main Line Siding or Spur

8. Number of tracks at crossing 1 presently, 2 in near future

9. Average daily train traffic, freight 9

Authorized freight train speed 60 Operated freight train speed 60

10. Average daily train traffic, passenger 4

Authorized passenger train speed 79 Operated passenger train speed 79

Section 5 – Description of Closure

1. Describe in detail the reasons for closing the crossing BNSF and WSDOT are involved in a project to extend the siding track at Stanwood, WA to the north, which will then cross Logen Road. The extended siding will be used for freight and passenger trains to meet and pass, which will cause trains to sometimes be parked on the siding and block the crossing for extended periods of time. Eliminating the crossing will substantially increase safety for vehicles and trains at this location. A corridor study was completed that revealed the necessity of the Stanwood siding for the BNSF and Amtrak train operations as this section of track is currently at its maximum capacity.

BNSF is working with Snohomish County on mitigating this road closure, and the plan includes street improvements at 300th Street for any increased traffic as well as a cul-de-sac on the east side of the Logen Road crossing (see attachment). The west side of the crossing will become a dead end. The cul-de-sac will be constructed at the existing crossing site and will not affect any areas that contain wetlands or archeologically sensitive sites. The overall siding construction will impact some wetlands, however, the mitigation plan in place has minimized the affected areas to approximately one acre for the entire siding project. The City of Stanwood and Snohomish County support the project including the proposed closure of Logen Road.

2. Describe the area currently served by the crossing, including the approximate number of homes or businesses that might be affected by the closure Logen Road has a handful of residential properties within one-half mile of the crossing on both sides. There are only about 75 vehicle crossings at the Logen Road location each day. The residents have two nearby alternate routes to enter into Stanwood, as well as two routes to access the nearby I-5 freeway. Closing this crossing will not hinder motorists from getting to either Stanwood or the I-5 freeway.

3. How far is the nearest alternate access across the tracks from the crossing proposed for closure? The nearest crossing to the north is 300th Street and is 0.5 miles, and to the south it is 1.5 miles to 271st Street.

4. Describe the alternate access route, including distance and driving time One alternate route would be to take the 300th Street crossing to the north of Logen Road. This would add 0. miles to a vehicle trip, or approximately 1.5 minutes. BNSF has agreed to fund street improvements requested by Snohomish County to accommodate emergency response vehicles on 300th Street that might have otherwise have taken Logen Road. The existing gates and flashers on the west side of the 300th Street crossing will be moved to accommodate the siding track extension at this location.

The alternate route from the south would be to use the 271st Street crossing which would add approximately 1.5 miles or 2 minutes to a vehicle trip. The 271st crossing will also receive new gates, flashers and bungalow for the siding extension at that location.

Pedestrians are extremely infrequent in the area, such that the siding extension project and crossing closure will not appreciably affect pedestrian traffic.

Section 6 – Illustration of Crossing

Attach a diagram, drawing, map or other illustration showing the location of the highway and railroad in the vicinity of the crossing. Include the parcels of private property located on both sides of the highway for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 7 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the closure of the following crossing.

USDOT Crossing No. 084713P

UTC Crossing No. _____

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 grade crossing should be closed and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of _____, 20 ____.

Printed name of Respondent

Signature of Respondent's Representative

Title

Phone number and e-mail address

Mailing address

Parcel Number 32031300102100

29127 Logen Road
Stanwood, WA 98292

Taxpayer's Name/Address:

175 Chick Road
Camano Island, WA 98282

Parcel Number 3203130012000

William and Nancy Lenz
29201 Logen Road
Stanwood, WA 98292

Parcel Number 32031300100900

Our Savior's Lutheran – Stanwood
P.O. Box 370
Stanwood, WA 98292

Parcel Number 32031300100600

29425 Old Pacific Highway
Stanwood, WA 98292

Taxpayer's Name/Address

Eric Logen
18101 SR 23
Saint John, WA 99171

Parcel Number 320313300300300

Taxpayer's Name/Address

Albert family Partnership
8415 325th Place NW
Stanwood, WA 98292

Parcel Number 32031300101000

Taxpayer's Name/Address

Snohomish County Property Management
3000 Rockefeller Avenue
M/S 404
Everett, WA 98201

Parcel Number 32031300101800

Gary and Connie Pachek
29205 Logen Road
Stanwood, WA 98292

Parcel Number 32031300100700

Gilbert and Lois Emory
29229 Logen Road
Stanwood, WA 98292

PRELIMINARY COST ESTIMATE
292nd STREET NW CUL-DE-SAC
 7/25/2008



SNOHOMISH COUNTY

PROJECT ESTIMATING DATA			ENGINEER'S ESTIMATE	
ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
by: BCL checked: <i>MTP</i>				
PREPARATION				
MOBILIZATION	1	L.S.	\$55,500.00	3,890
CLEARING AND GRUBBING	0.10	ACRE	\$10,000.00	1,000
REMOVAL OF STRUCTURE AND OBSTRUCTION	1	L.S.	\$9,000.00	9,000
SAWCUTTING EXISTING PAVEMENT	20	L.F.	\$2.00	40
GRADING				
ROADWAY EXCAVATION INCL. HAUL	300	C.Y.	\$30.00	9,000
GRAVEL BORROW INCL. HAUL	230	TON	\$20.00	4,600
STORM SEWER				
CORR. POLYETHYLENE STORM SEWER PIPE - 12 IN. DIAM.	100	L.F.	\$35.00	3,500
SURFACING				
CRUSHED SURFACING BASE COURSE	100	TON	\$30.00	3,000
HOT MIX ASPHALT				
HMA CL. 1/2 IN. PG 64-22	210	TON	\$90.00	18,900
EROSION CONTROL AND PLANTING				
CHECK DAM - GEOTEXTILE ENCASED	20	L.F.	\$15.00	300
EROSION/WATER POLLUTION CONTROL	2,000	EST	\$1.00	2,000
SEEDING, FERTILIZING, AND MULCHING	0.10	ACRE	\$2,000.00	200
OTHER				
ORANGE BARRIER FENCE	500	L.F.	\$4.00	2,000
ROADSIDE CLEANUP	2,000	EST	\$1.00	2,000
REPLACE EXISTING SIGN	1,500	EST	\$1.00	1,500
SUBTOTAL				59,430
PE & CE ENGINEERING @ 15% EA			30%	18,000
RIGHT OF WAY ACQUISITION	1740	S.F.	\$2.00	3,480
ACQUISITION ADMIN.	5000	EST	\$1.00	5,000
CONTINGENCY			10%	6,000
SUBTOTAL				\$83,430
Total Project Cost				\$83,430

Assumptions:

- 3,218 square feet new roadway area
- Roadway Exc. 1' depth
- Gravel Borrow: 6' embankment for 75' length, 2' embankment for 50' length. 2:1
- Replace existing CMP - 100 LF
- 4" CSBC, 10" HMA
- Removal of structures & obstructions includes removing 292nd to BNSF - 1' depth (utility access to be maintained)
- No critical area impacts
- No detention or water quality treatment



LOGAN WAY AT 292nd STREET NW
SITE PLAN

PROPOSED CUL-DE-SAC TURNAROUND
RCXXXX XX-XXXX

PRELIMINARY COST ESTIMATE
300th STREET NW REHABILITATION
7/25/2008

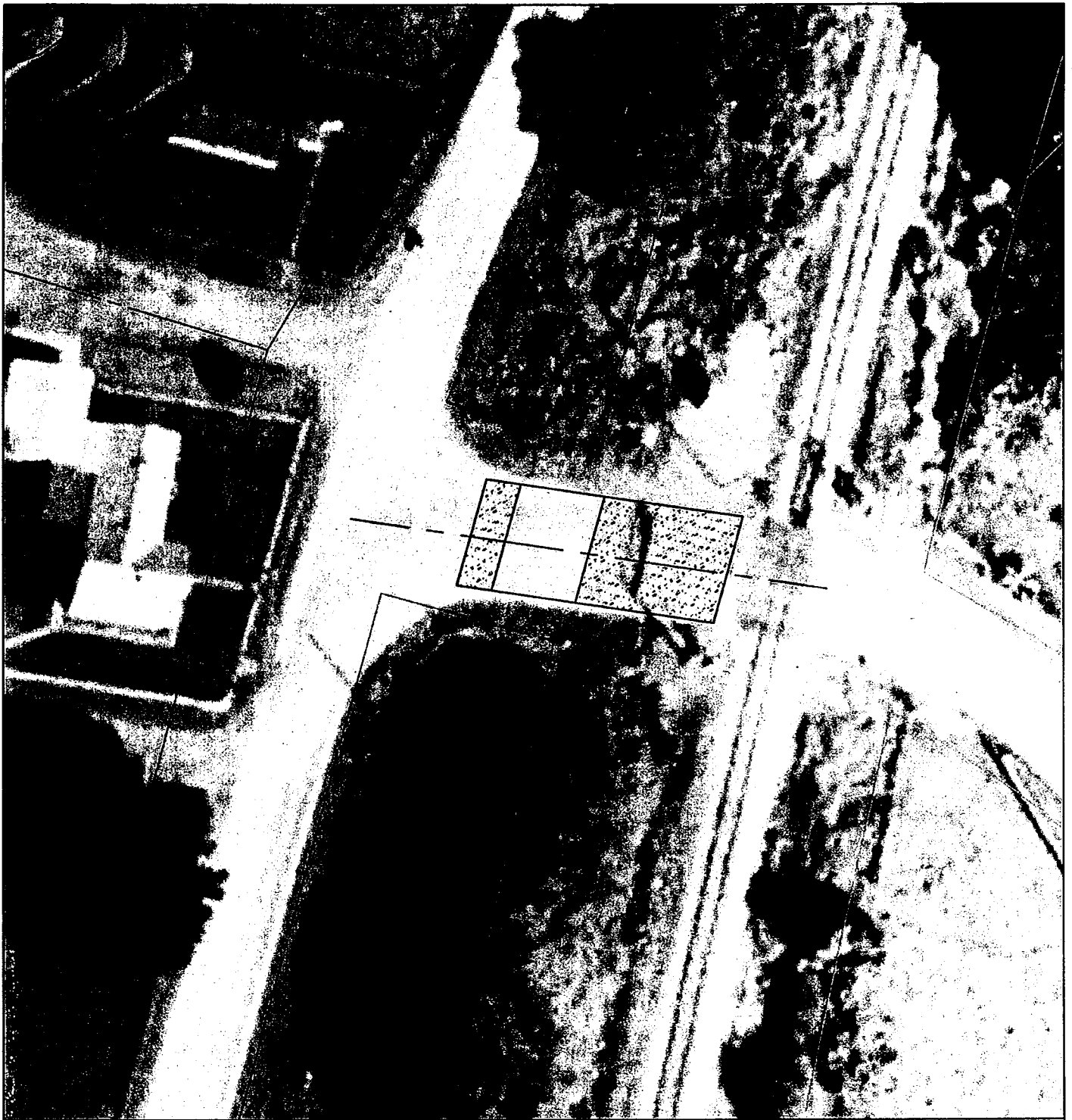


SNOHOMOISH COUNTY

PROJECT ESTIMATING DATA			ENGINEER'S ESTIMATE	
ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION				
MOBILIZATION	1	L.S.	\$36,400.00	2,550
REMOVAL OF STRUCTURE AND OBSTRUCTION	1	L.S.	\$5,000.00	5,000
SAWCUTTING EXISTING PAVEMENT	60	L.F.	\$2.00	120
GRADING				
ROADWAY EXCAVATION INCL. HAUL	100	C.Y.	\$30.00	3,000
GRAVEL BORROW INCL. HAUL	150	TON	\$20.00	3,000
SURFACING				
CRUSHED SURFACING BASE COURSE	40	TON	\$30.00	1,200
HOT MIX ASPHALT				
HMA CL. 1/2 IN. PG 64-22	130	TON	\$90.00	11,700
EROSION CONTROL AND PLANTING				
CHECK DAM - GEOTEXTILE ENCASED	20	L.F.	\$15.00	300
EROSION/WATER POLLUTION CONTROL	2,000	EST	\$1.00	2,000
SEEDING, FERTILIZING, AND MULCHING	0.10	ACRE	\$2,000.00	200
TRAFFIC				
TRAFFIC CONTROL LABOR	160	HRS	\$35.00	5,600
PAINT STRIPE	100	L.F.	\$2.50	250
OTHER				
ORANGE BARRIER FENCE	500	L.F.	\$4.00	2,000
ROADSIDE CLEANUP	2,000	EST	\$1.00	2,000
SUBTOTAL				38,920
PE & CE ENGINEERING @ 15% EA			30%	12,000
CONTINGENCY			10%	4,000
SUBTOTAL				\$54,920
Total Project Cost				\$54,920

Assumptions:

- Excavate/grind existing asphalt pavement 1' depth, 1200 sf (unsuitable foundation material)
- Grind existing pavement to transition overlay into existing Old Pacific Highway
- Gravel borrow for 18" fill
- 4" CSBC & 10" HMA through new section (1200 sf)
- 4" HMA overlay over 775 sf existing pavement
- No critical area impacts
- No detention or water quality treatment



300th STREET SW AT OLD PACIFIC HIGHWAY
SITE PLAN

PROPOSED INTERSECTION REHABILITATION
RCXXXX XX-XXXX



MP 56.919 DOT# 0847413P-292ND,ST,NW

Old Pacific Hwy

MP 57

530

Plioneer Hwy

292nd St NW

Logan Rd

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