

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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)
)
) Washington State DOT
) Rail Office
) vs.
)
)
) Burlington Northern and
) Sante Fe Railway
)
.....)

DOCKET NO. TR- 001505

PETITION FOR INSTALLATION OF
MEDIAN SEPARATORS

WUTC No. 1K46.70
DOT No. 085786D

RECEIVED
REGISTRATION DIVISION
00 OCT -3 PM 4:41
STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

Petitioner requests the Washington Utilities and Transportation Commission to enter an order authorizing the modification of method and manner of a crossing by installing median barriers.

1. Identifying information for the crossing:

Existing highway, street or road: SR 507 and 6th Street, Section 12, Township 15 N, Range 02 W.

Existing railway: Burlington Northern and Sante Fe Railroad

WUTC Crossing Number: 1K46.70

DOT Number: 085786D

2. Description of current signals and/or gates at the crossing:

Crossing currently has signals and gates.

3. Project description and justification:

(a) Proposed location and type of barriers: Using federal highway funds, the preformed median separator curbing with flexible guide posts will be installed on the center yellow strip on the east and west side of the highway-rail grade crossing. The curbing is 12" wide and 3.5 to 4" high with a mountable cross section. The curbs are yellow in color and have reflectors attached to their top.

(b) Justification for changes: After analyzing several highway-rail grade crossings along the Pacific Northwest Rail Corridor, 6th Street in Bucoda was chosen for the installation of median separator equipment due to the high priority rating by WSDOT and the WUTC.

(c) Effects of proposed changes on warning devices: The proposed changes will not affect the warning devices already installed.

(d) Current AADT and number of trains per day:

ADT: 1,399

37 trains a day per the *USDOT – ARR Crossing Inventory Info. as of 3/9/00*

4. Drawings. Sketches drawn to scale are attached accurately showing the current and proposed layout of the highway, railway and placement of the proposed median barriers. Include shoulders, sidewalks, lanes of travel, nearby intersections if effected by the changes, bike lanes and crossing warning devices.

I certify under penalty of perjury that the foregoing is true and correct.

Dated at Olympia, Washington this 20th day of September, 2000.

WSDOT Rail Office

Petitioner

Carolyn Simmonds

By Carolyn Simmonds

310 Maple Park Ave.

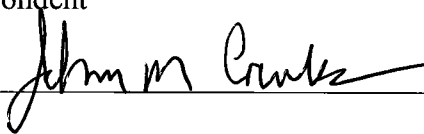
Olympia, WA 98502

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2000.

Burlington Northern and Sante Fe Railway
Respondent

By 

2454 Occidental Ave. S. Ste. 1A
Seattle, WA 98134-1451

INSTRUCTIONS

Petitioner can be the railroad, the road authority or the Washington Utilities and Transportation Commission. If the railroad is the petitioner, the road authority will be the respondent. If the road authority is the petitioner, the railroad will be the respondent.

The original and two copies of the petition must be filed with the Washington Utilities and Transportation Commission.

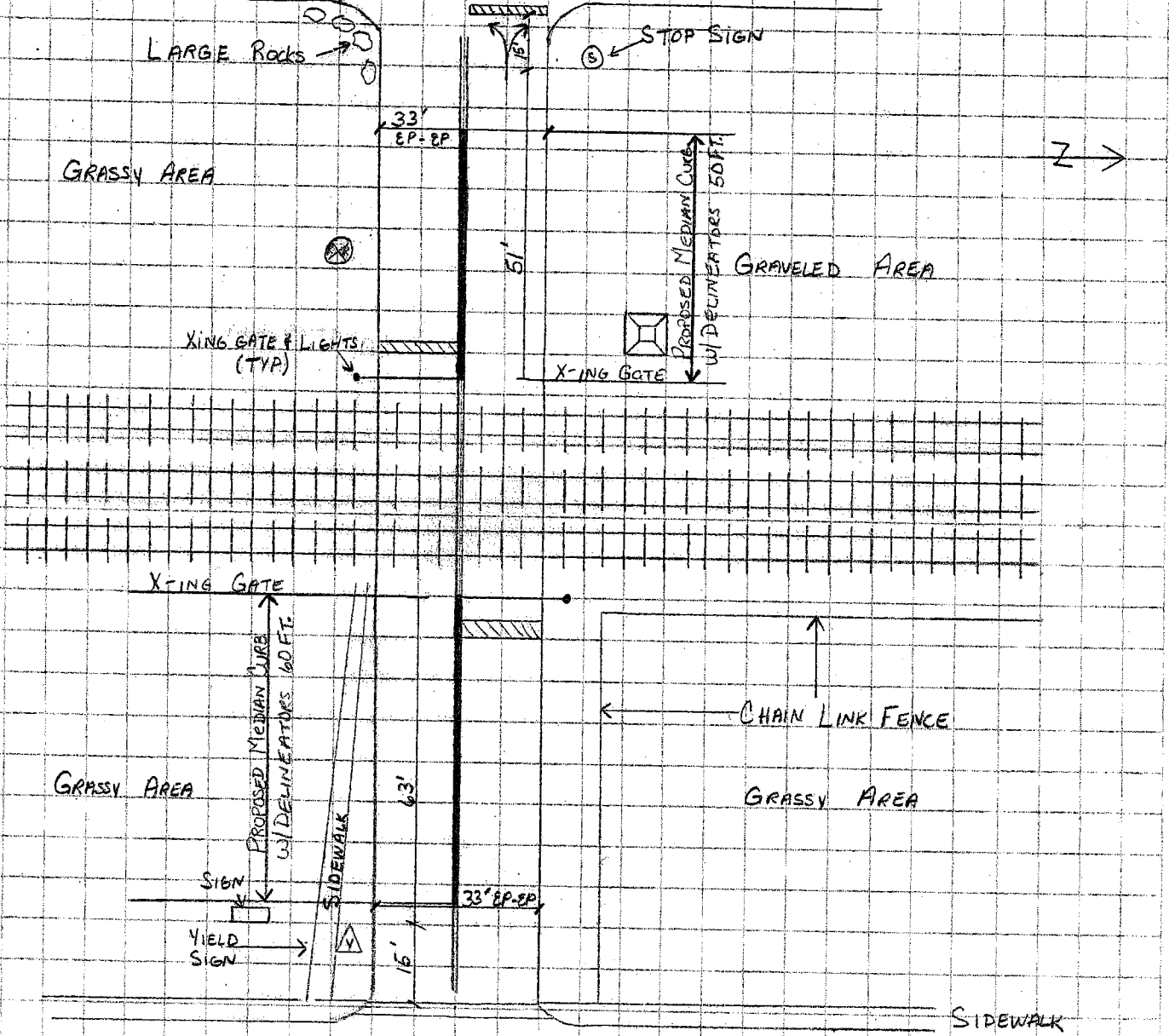
If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

If the waiver of hearing is not executed on the petition filed, a copy of the petition will be served upon the respondent by the Commission for answer within 20 days. Upon receipt of respondent's answer or after the 20 day period has elapsed, the application will be processed. Time for making a decision will depend on whether an answer is filed and the content of the answer.



BUCODA
6th ST. / SR 507
M.P. 46.7
DOT 085786D / WUTC 1K46.70

SR 507



Notes:

Curb is 12" wide & 3 1/2 to 4" high with a mountable grass section. Curbs have reflectors attached to their top. Yellow is the

N. MAIN ST.

Prefabricated rubber/plast. curb units anchored to pavement.

Delimiters (Reboundable) @ 4' to 6' o.c.

3 1/2" to 4" (mountable)

Elevation
Curb Details vary with manufacture.

DOT 232-007AX Dominant color. Revised 7/92