



# Lincoln County

PUBLIC WORKS

27234 SR. 25 N.  
Davenport, Washington 99122

Robert Breshears, P.E.  
Public Works Director/County Engineer

(509) 725-7041  
SCAN: 456-3092  
FAX: (509) 725-4467

March 1, 2004

WUTC  
Chandler Plaza  
1300 S. Evergreen Park Drive SW  
Olympia, WA 98504

RECEIVED  
RECORDS MANAGEMENT  
04 MAR -3 AM 8:07  
STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

re: Stone Road Railroad Crossing, County Road Project No. G-1003  
Fed. Aid Project No. STPXP-2022 (072)

Dear Sirs,

Enclosed please find the original and one copy of the WUTC Petition for the above captioned project.

Please let me know when the petition and order has been approved and return a copy of the signed petition to this office.

If you have any questions please call.

Thank you.  
Sincerely,

Rick Becker  
Engineering Services Manager

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

The Burlington Northern and Santa Fe Railway Company
Petitioner,
Vs
Lincoln County, Washington
Respondent

Docket No.
Road Name Stone Road
WUTC Crossing No. 2A1530.80
DOT Crossing No. 065724B

PETITION

RECEIVED RECORDS MANAGEMENT 04 MAR -3 AM 8:07 STATE OF WASH. UTIL. AND TRANSP. COMMISSION

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the construction - reconstruction-relocation of a grade crossing;
directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing.
directing change of warning devices at an existing crossing; (replacement-change-upgrade)
allocating funds from the "grade crossing protective fund" for installation and/or maintenance of active warning devices;
authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
order without hearing

- Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project.
If the answer is yes to the question above, has the funding requested under the Intermodal Surface Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

John M. Cowles, Manager Public Projects
2454 Occidental Avenue South, Ste. 1-A
Seattle, WA 98134

INTERROGATORIES

Use additional paper as needed

[ 1 ]

State name of highway and railway at crossing intersection:

Existing or proposed highway Stone Road / County Road 3495 HWY mile post 0.01
Existing or proposed railway The Burlington Northern and Santa Fe Railway Co. RR mile post 1530.78
Located in the SE 1/4 of the NE 1/4 of Sec. 33 Twp. 23 N Range 36 E W.M.
WUTC crossing number 2A1530.80 DOT crossing number 065724B
Street Stone Road City Harrington County Lincoln

[ 2 ]

Character of crossing (indicate with X or numbers where applicable):

- (a) Common Carrier (X) Logging or Industrial ( )
(b) Main Line (X) Branch Line ( ) Siding or Spur ( )
(c) Total number of tracks at crossing 2
(d) Operating maximum train speed: Legal maximum train speed:
Passenger 60 MPH Passenger 60 MPH
Freight 50 MPH Freight 50 MPH
(e) Actual or estimated train traffic in 24 hours:
Passenger Trains 2 Freight Trains 25

[ 3 ]

Character of Roadway:

- (a) State Highway-Classification
(b) County Highway-Classification 09 Access
(c) City Street-Classification
(d) Number of traffic lanes existing in each direction: 1 Number of additional traffic lanes proposed: 0
(e) Posted vehicle speed limit: Automobile 50 MPH Trucks 50 MPH
(f) Estimated vehicle traffic in 24 hours: Current total 25 including 40% trucks and 4 school bus trips.
Projected traffic in 10 years: total 30 including 40% trucks and 4 school bus trips.

[ 4 ]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[ 5 ]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so: Please describe.

No

[ 6 ]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why?

No. It is not economically feasible, and traffic volumes do not warrant a grade separation.

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or overpass, even though it may be necessary to relocate a portion of the highway to reach that point?

No

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

No

[ 7 ]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.  
1.9 mi west to private grade crossing (DOT 065725H)  
0.22 mi. east to private grade crossing (DOT 065723U)
- (b) If there is an existing crossing near the vicinity or if more than one crossing is proposed is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than one crossing?  
No.
- (c) If so, state approximate cost of highway relocation to effect such changes.  
N/A
- (d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.  
No
- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?  
No

[ 8 ]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from SOUTH (direction) an unobstructed view to the

right when on highway 300 feet from crossing of	<u>800</u>	feet
right when on highway 200 feet from crossing of	<u>800</u>	feet
right when on highway 100 feet from crossing of	<u>800</u>	feet
right when on highway 50 feet from crossing of	<u>1000</u>	feet
right when on highway 25 feet from crossing of	<u>1200</u>	feet
left when on highway 300 feet from crossing of	<u>1000</u>	feet
left when on highway 200 feet from crossing of	<u>1100</u>	feet
left when on highway 50 feet from crossing of	<u>1200</u>	feet
left when on highway 25 feet from crossing of	<u>1200</u>	feet

Approaching crossing from NORTH (opposite direction) an unobstructed view to

right when on highway 300 feet from crossing of	<u>1200</u>	feet
right when on highway 200 feet from crossing of	<u>1200</u>	feet
right when on highway 100 feet from crossing of	<u>1200</u>	feet
right when on highway 50 feet from crossing of	<u>1200</u>	feet
right when on highway 25 feet from crossing of	<u>1200</u>	feet
left when on highway 300 feet from crossing of	<u>1000</u>	feet
left when on highway 200 feet from crossing of	<u>1000</u>	feet
left when on highway 100 feet from crossing of	<u>1000</u>	feet
left when on highway 50 feet from crossing of	<u>1200</u>	feet
left when on highway 25 feet from crossing of	<u>1200</u>	feet

[ 9 ]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersections.

See exhibit "C" attached

[ 10 ]

- (a) Is it feasible to provide a 25 foot level grade crossing on both sides from centerline of railway at point of crossing?  
Yes
- (b) If not, state in feet the length of level grade it is feasible to obtain.  
N/A
- (c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.  
Yes

[ 11 ]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.  
No

---

**Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement, or changing of automatic grade crossing signal or other warning device, other than crossbucks.**

---

[ 12 ]

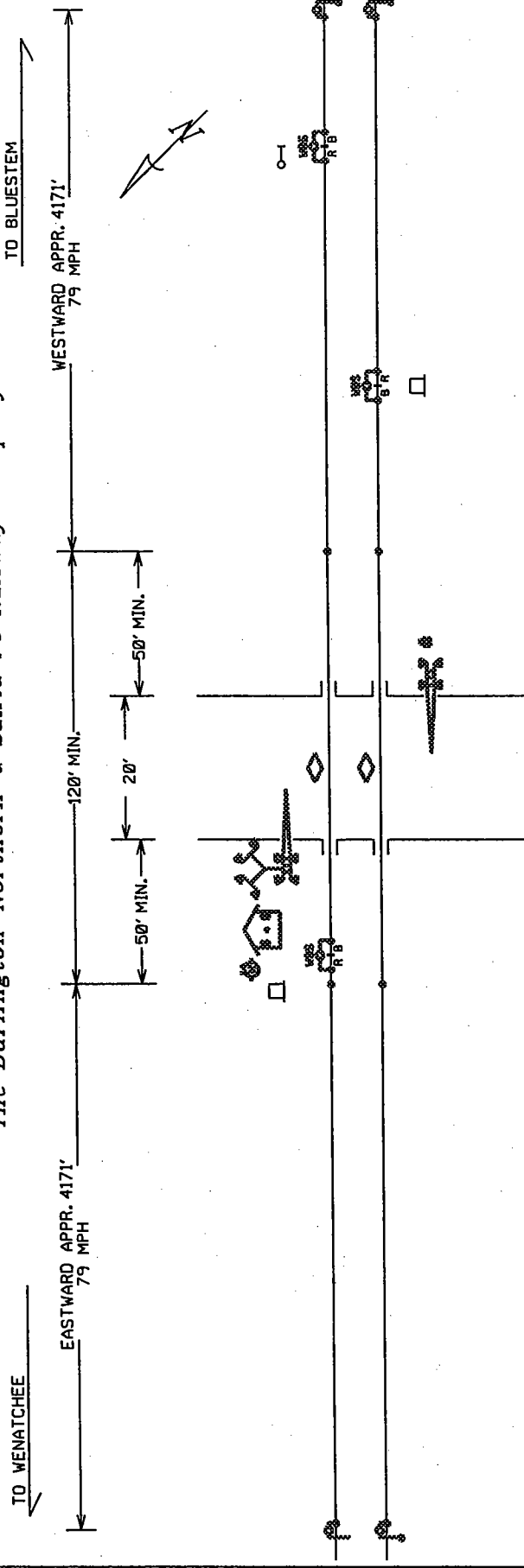
- (a) State in detail, the number and type of automatic signals or other warning devices (other than crossbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local government agency.)  
Install 2 new flashing light traffic control devices, shoulder-mount with gates and CWT circuitry.
- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company ..... \$ 145,698.00
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company ..... \$ \_\_\_\_\_
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices.
- (e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?  
 Yes     No    (N/A) Railroad is Petitioner

[ 13 ]

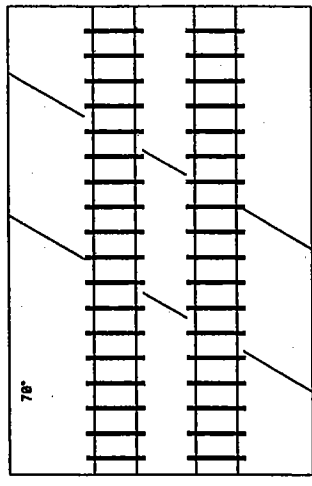
Furnish a brief statement of why the public safety requires the installation of the automatic signals or devices as proposed?

**The installation of active warning devices where only crossbucks currently exist will improve the safety of the motoring public.**

The Burlington Northern & Santa Fe Railway Company



STONE RD  
DOT # 065 724 B



INSTALL: GATES & FLASHERS  
 CONTROL DEVICES: CONSTANT WARNING  
**BOLD - IN**  
~~XXXXXXXXXX~~ - OUT  
 SALVAGE: NONE

EXHIBIT "C"

	INSTRUMENT HOUSE
	BELL
	METER
	CROSSING CONTROL CONNECTIONS
	BIDIRECTIONAL CROSSING CONTROL
	UNIDIRECTIONAL CROSSING CONTROL
	COUPLER OR TERMINATION
	GUARD RAIL

Warning device placement:  
 Clearance to C.L. Track = Min. 12', Max. 20'  
 Edge of Road to C.L. Foundation:  
 Min. 4' with curb,  
 Min. 8' without curb,  
 Max. 12' to C.L. of Track  
 25' Min. to Edge of Road  
 30' Min. to Edge of Road  
 30-15 Degree Lenses  
 Back and Side Lights: 70 Degree Lenses  
 Cantilever Jury Mast: 20-32 Degree Lenses

BNSF RAILWAY CO.  
 HARRINGTON, WA  
 STONE RD  
 LS: 0037  
 M.P. 1530.78  
 DOT # 065 724 B  
 DIVISION NORTHWEST  
 SUBDIVISION COLUMBIA RIVER  
 KANSAS CITY  
 NO SCALE  
 DATE: 9/05/03  
 FILE: 0037f30-78.dgn  
 MJ/TLP

TO WENATCHEE

EASTWARD APPR. 4171'  
79 MPH

WESTWARD APPR. 4171'  
79 MPH

TO BLUESTEM

# SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL

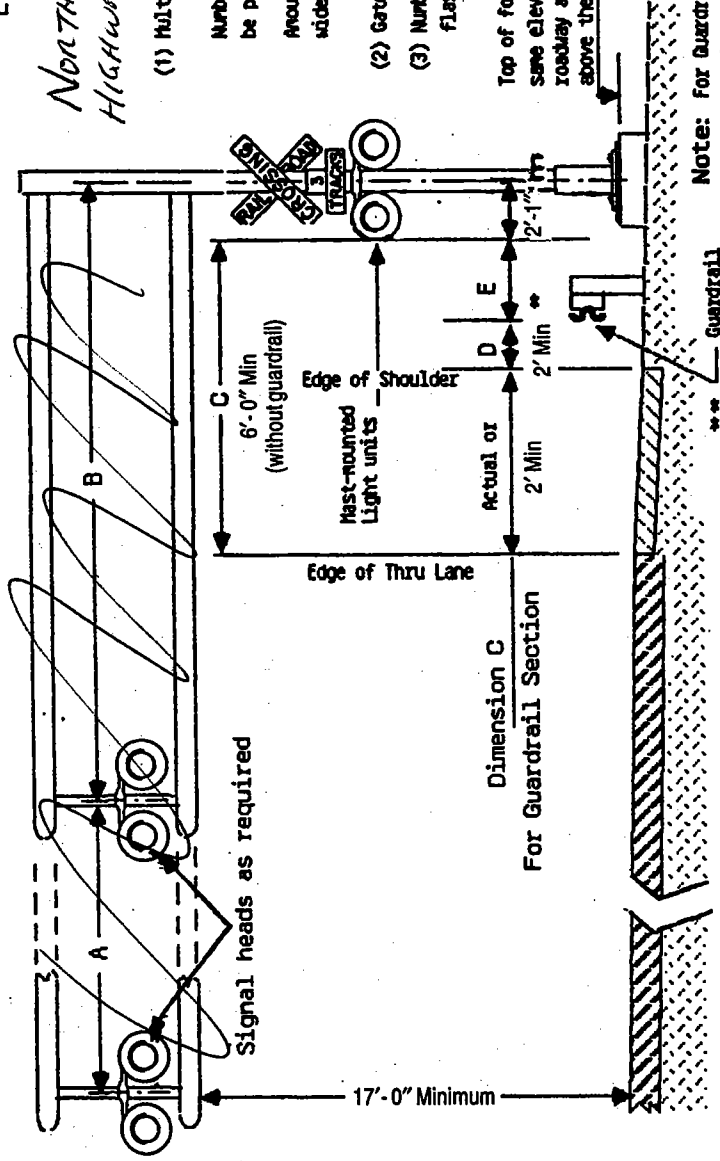
**DIMENSIONS**  
 A = ~~\_\_\_\_\_~~ (1) } NO CANTILEVER  
 B = ~~\_\_\_\_\_~~ }  
 C = 6'0"  
 D = \_\_\_\_\_  
 E = \_\_\_\_\_

*NORTHBOUND  
HIGHWAY TRAFFIC*

(1) Multilane facility only  
 Number of lanes to be protected = \_\_\_\_\_  
 Amount of future widening = \_\_\_\_\_  
 (2) Gate Length = 18'1"  
 (3) Number of pairs of flashing lights = 2

Top of foundation to be at the same elevation of the traveled roadway and no more than 4 inches above the surface of the ground.

AGENCY LINCOLN COUNTY WA  
 PROJECT NO STXP-2022(01) ITEM NO \_\_\_\_\_  
 LOCATION STONE ROAD, HARRINGTON, WA MP 1530.78  
 RAILROAD(S) BNSF



Note: For Guardrail placement details see standard plan C-2. " Case 3 placement " in the VSDOT Standard Plan Manual.

ELEVATION VIEW  
No Scale

- \* 2' shy to face of rail is required for shoulder width of 6' or less
- \*\* Not required for posted speeds of 35 mph or less
- \*\*\* 3'-0" Minimum

DATE 9/15/03 BY gsl



# SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL

**DIMENSIONS**  
 A = ~~\_\_\_\_\_~~ (1) NO CANTILEVER  
 B = ~~\_\_\_\_\_~~  
 C = 6'0"  
 D = \_\_\_\_\_  
 E = \_\_\_\_\_ \*\*\*\*

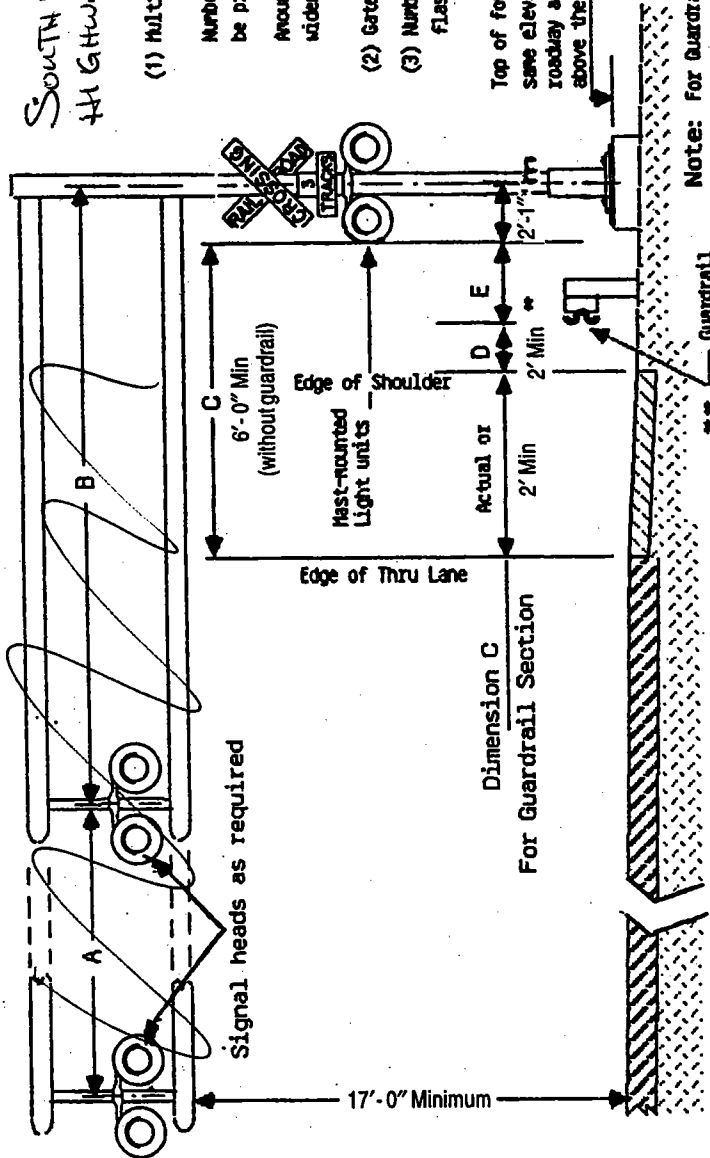
SOUTH BOUND  
HIGHWAY TRAFFIC

(1) Multilane facility only

Number of lanes to be protected = \_\_\_\_\_  
 Amount of future widening = 18'1"  
 (2) Gate Length = 4  
 (3) Number of pairs of flashing lights = 4

Top of foundation to be at the same elevation of the traveled roadway and no more than 4 inches above the surface of the ground.

AGENCY LINCOLN Co., WA  
 PROJECT NO SIXP-2022(072) ITEM NO \_\_\_\_\_  
 LOCATION STONE RD., HARRINGTON, WA MP 1530.78  
 RAILROAD(S) BNSF



Note: For guardrail placement details see standard plan C-2. " Case 3 placement " in the USDOT Standard Plan Manual.

ELEVATION VIEW  
No Scale

- \* 2' shy to face of rail is required for shoulder width of 6' or less
- \*\* Not required for posted speeds of 35 mph or less
- \*\*\* 3'-0" Minimum

DATE 9/15/03 BY JAC

**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of STONE ROAD RAILROAD CROSSING

For WARNING SIGNALS UPGRADE

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

- I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.
- The cost of installation (estimated at \$ 145,698.00) is acceptable.
- subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.
- as apportioned between the parties
- to be paid by petitioner.

Other conditions to waiver of hearing:

As per the agreement between the parties, hereto

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Dated at DAVENPORT, Washington, on this 1<sup>ST</sup> day of MARCH, 2004.

Respondent LINCOLN COUNTY

By Ted Hopkins

Print Name: TED HOPKINS

Title: CHAIRMAN, LINCOLN COUNTY COMMISSIONERS