TR-041017 (P)

J. M. (MIKE) COWLES

Mgr. Public Projects
WA, ID, MT. and
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Burlington Northern Santa Fe

2454 Occidental Avenue So., Ste. 1-A
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May 26, 2004

WUTC
1300 Evergreen Park Dr. So.
P.O. Box 47250
Olympia, WA. 98504-7250
Attn: Ahmer Nizam

File: Woodinville, WA. – SR 202 widening (signal relocate)

Attached is the original and 2 copies of a petition for making curve widening and improvements to the SR 202 crossing where it crosses BNSF's Wye track at RR MP 0.54. Please review the fully executed petition and if you have no objections please prepare and issue an Order for the future improvement to the SR 202 crossing.

Sincerely,

J. M. (Mike) Cowles
Mgr. Public Projects

JMC

Cc: Mick Monken
Public Works Director
17301 133rd Avenue NE
Woodinville, WA. 98072

ORIGINAL

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

		Docket No. _____
Woodinville, Washington	)	**PETITION**
	)	
Petitioner,	)	**Road Name** SR 202
Vs:	)	
The Burlington Northern and	)	**WUTC Crossing No.** 1H .02
Santa Fe Railway Company	)	
Respondent	)	**DOT Crossing No.** 092-050F

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

[ ] directing the _____ of a grade crossing;
(construction - reconstruction-relocation

[ ] directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing.

[xx] directing change of warning devices at an existing crossing;
(replacement-change-upgrade)

[ ] allocating funds from the "grade crossing protective fund" for _____ of active warning devices;
(installation and/or maintenance)

[ ] 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 [xx] order without hearing

[ ] [xx] Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act
YES NO 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 Transportation
YES NO Efficiency Act been denied?

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

City of Woodinville _____
Petitioner

Mick Monken, Director of Public Works
Print Name Title

17301 133rd Avenue NE
Street Address

Woodinville, WA. 98072
City - State - Area Code

INTERROGATORIES
Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway SR 202 mile post 0.54

Existing or proposed railway The Burlington Northern and Santa Fe Railway Co. mile post 0.16

Located in NW Qtr of the SE Qtr of Sec. 9 Twp. 26 N. Range 5 E. W.M.

WUTC crossing number 1H .02 DOT crossing number 092-050F

Street SR 202 City Woodinville County King

[2]

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

(a) Common Carrier (xx) Logging or Industrial ( )

(b) Main Line ( ) Branch Line (X) Siding or Spur (2)

(c) Total number of tracks at crossing 1
(Note: A track separated 100 feet or more from another track constitutes a separate crossing).

(d) Operating maximum train speed:

Passenger 10 MPH
Freight 10 MPH

Legal maximum train speed:

Passenger 10 MPH
Freight 10 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains less than 1 train a month Freight Trains 0
(Note: Round trip counted as two trains. Include switch movements).

[3]

Character of Roadway:

(a) State Highway-Classification Principal Arterial

(b) County Highway-Classification Major Arterial

(c) City Street-Classification Major Arterial

(d) Number of traffic lanes existing in each direction: 1 Number of additional traffic lanes proposed: 0

(e) Posted vehicle speed limit: Automobile 35 MPH Trucks 35 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 7800, including 390 trucks and 0 school bus trips. Projected traffic in 2022 years: total 19200, including 960 trucks and 0 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 activitiy 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 land highway? If not, state why?

It is economically infeasible 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.

N/A

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.
.45 mile south - private
Track dead ends going north.

(b) If there is an existing crossing near 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?
Not at this time.

[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 .....(direction) an unobstructed view to

right when on highway 300 feet from crossing of _____ feet
right when on highway 200 feet from crossing of _____ feet
right when on highway 100 feet from crossing of _____ feet
right when on highway 50 feet from crossing of _____ feet
right when on highway 25 feet from crossing of _____ feet
left when on highway 300 feet from crossing of _____ feet
left when on highway 200 feet from crossing of _____ feet
left when on highway 50 feet from crossing of _____ feet
left when on highway 25 feet from crossing of _____ feet

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

Right when on highway 300 feet from crossing of _____ feet
Right when on highway 200 feet from crossing of _____ feet
Right when on highway 100 feet from crossing of _____ feet
Right when on highway 50 feet from crossing of _____ feet
Right when on highway 25 feet from crossing of _____ feet
Left when on highway 300 feet from crossing of _____ feet
Left when on highway 200 feet from crossing of _____ feet
Left when on highway 100 feet from crossing of _____ feet
Left when on highway 50 feet from crossing of _____ feet
Left when on highway 25 feet from crossing of _____ 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 "A" attached.

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

(b) If not, state in feet the length of level grade it is feasible to obtain.

(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.

[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.

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[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.) .

Relocate existing cantilevered signal in the southwest quadrant of the crossing as well as the signal bungalow. Railroad gates are no longer necessary for this crossing.

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company ..... $ _____

(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?

(xx) Yes ( ) No

[13]

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

Relocation and changes made to the warning devices will improve the safety of the motoring public.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of _____

For _____

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:]

[xx] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[xx] The cost of installation (estimated at $_____)
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:

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 Seattle, Washington, on this 26th day of May, 2004.

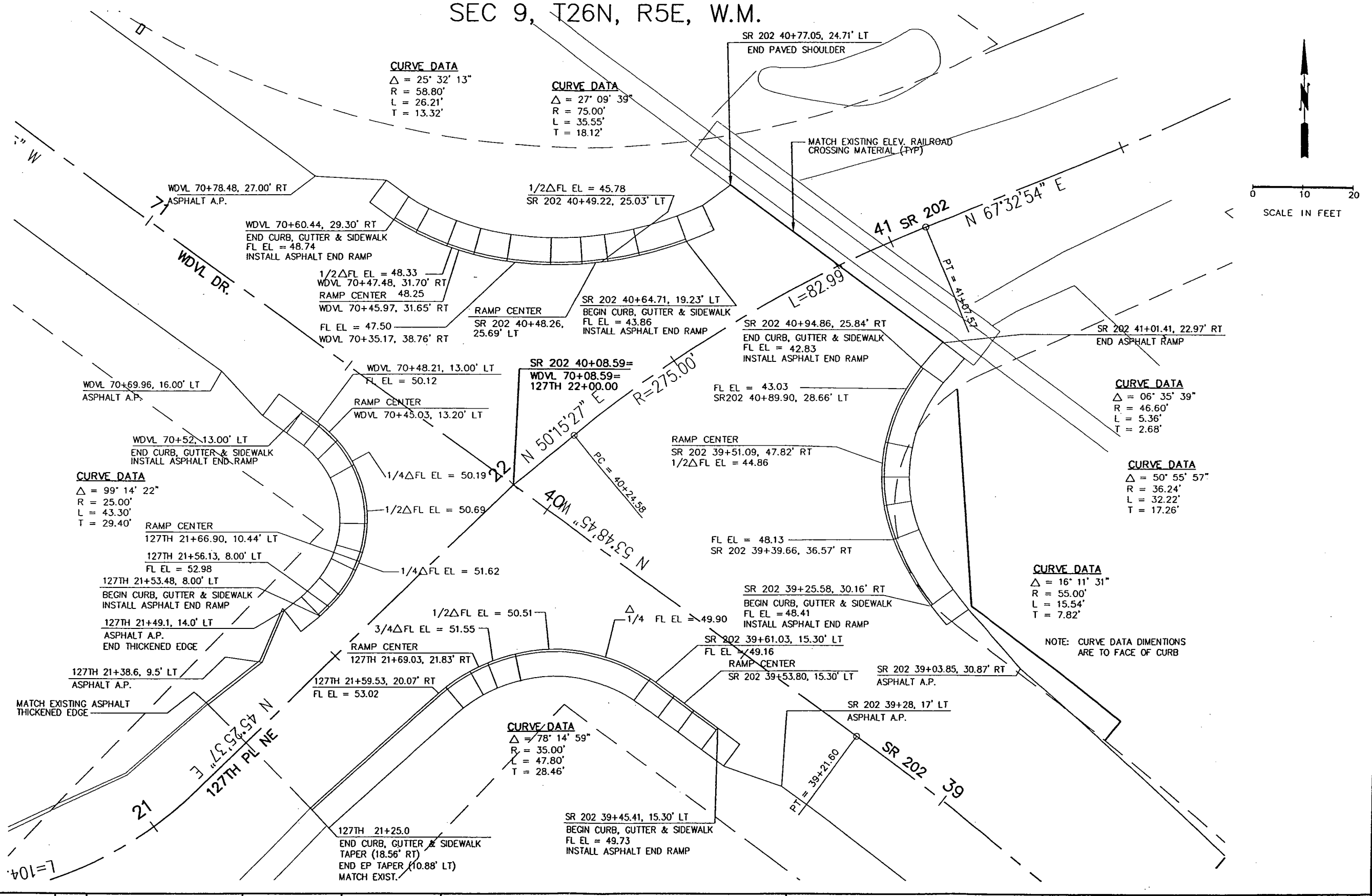
Respondent The Burlington Northern and Santa Fe Railway Co.

By _____

Print Name: John M. Cowles

Title: Manager Public Projects

SEC 9, T26N, R5E, W.M.



Date	No.	Description	By
REVISION			

Project No: 46441
Designed: TDC | Checked: KAH
Drawn: HAC | Scale:
Date: 04/11/03 | Apprd:

WOODINVILLE

JEFFREY S. ELEKES — STATE OF WASHINGTON — 36182 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 12/23/04

EARTH TECH
10800 N.E. 8th St. 7th Floor
Bellevue, WA 98004
425 455-9494
425 453-9470 (FAX)
720 S. 333 ST. STE. 200
Federal Way, WA 98003
253 838-6202
253 874-0577 (FAX)

CITY OF WOODINVILLE

SR 202/127th PL NE/WDVL DR
TRAFFIC SIGNAL

INTERSECTION DETAIL

FILE INFORMATION: 04/28/03 202-SIGLINE
DRAWING NO. ID1
SHEET NO. 8 OF 17

SEC 9, T.26N. R.5E. W.M.

CURVE DATA				
PI STATION	△	R	T	L
SR 202 PI 36+74.16	32°44'23"	891.12'	261.76'	509.20'
SR 202 PI 40+66.39	17°17'27"	275.00'	41.81'	82.99'
SR 202 PI 42+34.64	16°59'12"	636.50'	95.05'	188.71'
127TH PI 20+68.89	80°10'34"	75.00'	63.13'	104.95'

END PROJECT
SR 202 44+75, MP 0.47

SR 202 44+39 END TAPER (12' LT)
SR 202 43+89 BEGIN TAPER (24' LT)
SR 202 43+50 END WIDE LINE (12' LT)
PT=43+28.30
SR 202 42+90 RR CROSSING SYMBOLS
SR 202 44+59 END EDGE LINE (12' RT & LT) END DYCL (0' RT)
SR 202
128TH PL NE

SR 202 41+26.96 END EDGE LINE TAPER (24' LT) END WIDE LINE TAPER (12' LT) END DYCL TAPER (0' LT)
PC=41+39.59 END EDGE LINE TAPER (12' RT)
SR 202 40+70 STOP BAR BEGIN WIDE LINE (3.9'LT) EDGE LINE ANGLE POINT(16.4' LT)
SR 202 41+15 STOP BAR
SR 202 40+73 BEGIN DYCL(7.5'RT)
SR 202 40+59.8(18.4'LT) BEGIN EDGE LINE
PT=41+07.57
SR 202 41+01 (23.2' RT) BEGIN EDGE LINE
SR 202 39+41 STOP BAR END DYCL (3.3' & 5.8' RT) END WIDE LINE (17.8' RT) END EDGE LINE (38.7' RT)
SR 202 39+15.5 BEGIN DYCL TAPER(11'LT)

WDVL 77+83 MATCH EXISTING
WDVL 77+75 END SHOULDER TAPER (13' RT) END TAPER (11' RT) END DYCL (0' RT) END EDGE LINE (11' RT)
WOODINVILLE DR.
WDVL 76+00 END 5' SHOULDER BEGIN SHOULDER TAPER (23' RT)
WDVL 75+32 BEGIN DYCL (0' RT & 9.7' RT)
WDVL 75+00 BEGIN TAPER (22' RT)
WDVL 74+82 END TWLT LINE (0' RT & 11' RT)
WDVL 73+61 BEGIN TWLT LINE (0' RT & 11' RT) END DYCL (11' RT)
WOODINVILLE DR.

END PROJECT
WDVL 78+00

126TH PL NE
WDVL 74+76 END EDGE LINE (11' LT)
NE 173RD PL
WDVL 72+56 END WIDE LINE (0' RT)
WDVL 72+25 RR CROSSING SYMBOL
WDVL 70+54 STOP BAR BEGIN DYCL (11' RT) BEGIN WIDE LINE (0' RT) BEGIN EDGE LINE (11' LT & 22' RT)
PC=20+05.76
127TH PL NE

SR 202 38+07 RR CROSSING SYMBOL
SR 202 37+50 BEGIN WIDE LINE TAPER (11.78' RT)
SR 202 37+00 END TAPER (24' RT)
SR 202 36+00 BEGIN TAPER (11' RT) BEGIN EDGE LINE (11' RT) MATCH EXISTING
SR 202
SR 202 37+92 BEGIN MEDIAN(11'LT) END DYCL TAPER(1' LT) CHANGE WIDE LINE TAPER (13' LT) CHANGE EDGE LINE TAPER (11' RT) (23' RT)
SR 202 37+38 BEGIN DYCL TAPER (0' RT) (12' LT) BEGIN EDGE LINE TAPER (24' RT) MATCH EXISTING
128TH PL NE

PT=39+21.60 SR 202 39+39 END EDGE LINE (13' LT)
PC=40+24.58
127TH 21+60 STOP BAR END DYCL (8.0' RT)
127TH 21+53.5 END EDGE LINE (7' LT)
127TH 21+37.2 END EDGE LINE (17.6' RT)
127TH 21+27.6 BEGIN EDGE LINE (6.7' LT)
PT=21+10.71
127TH 21+00 BEGIN DYCL (2.1' RT) BEGIN EDGE LINE (14.1' RT)

END PROJECT
127TH 21+00

BEGIN PROJECT
SR 202 35+50, MP 0.65

0 40 80
SCALE IN FEET

PAVEMENT MARKING NOTES

1. DOUBLE YELLOW CENTER LINE (DYCL)(PAINTED)
2. EDGE LINE (PAINTED)
3. WIDE LINE (THERMOPLASTIC)
4. CROSSWALK LINE (THERMOPLASTIC)(WSDOT STD PLAN H-5c)
5. STOP BAR (THERMOPLASTIC)
6. TRAFFIC ARROW (THERMOPLASTIC)(WSDOT STD PLAN H-5c)
7. RAILROAD CROSSING SYMBOL (THERMOPLASTIC)(WSDOT STD PLAN H-5c)

LEGEND

RIGHT-OF-WAY
PROPOSED EASEMENT

Date	No.	Description	By
		REVISION	

Project No: 46441
Designed: TDC | Checked: KAH
Drawn: HAC | Scale: 1"=40'
Date: 04/11/03 | Apprd:

The City of WOODINVILLE

JEFFREY S. CLEVES — STATE OF WASHINGTON — 21343 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 12/23/04

EARTH TECH

10800 N.E. 8th St. 7th Floor, Bellevue, WA 98004, 425 455-9494, 425 453-9470 (FAX)
720 S. 333 ST. STE. 200, Federal Way, WA 98003, 253 838-6202, 253 874-0577 (FAX)

CITY OF WOODINVILLE

SR 202/127th PL NE/WDVL DR TRAFFIC SIGNAL

CHANNELIZATION PLAN

FILE INFORMATION: 04/28/03 202-CHOLDWG XREF_1 XREF_2 COMMDYES POP_FILE

DRAWING NO. CH1

SHEET NO. 16 of 17