



Richland

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APR 27 2007
WASHINGTON UTILITIES & TP. COMM

505 Swift Boulevard, P.O. Box 190 Richland, WA 99352
Telephone 509-942-7390, Fax 509-942-5666

www.ci.richland.wa.us
April 23, 2007

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Chandler Plaza
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504

**RE: AT-GRADE CROSSING OF BURLINGTON NORTHERN SANTA FE RAILROAD, W.U.T.C.
CROSSING NO. IC10.90 (LESLIE ROAD)**

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STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION
COMMISSION

Dear Commissioners:

Enclosed are two copies of the completed petition for a protected, at-grade crossing of Leslie Road over the BNSF Railroad's main line tracks, south of Richland. This crossing was previously submitted and approved as reconstructing at a new location 400 feet to the west. After further studies and design, we are reapplying to reconstruct the existing R/R crossing at its current location with provisions to accommodate the additional road widening and interconnection with the new traffic signal at the intersection with Clearwater.

The Cities of Richland, Kennewick, and Benton County have agreed to participate in the widening of Leslie Road, and its intersection with Clearwater Avenue. Since most of the project is inside the City of Richland, Richland is acting as the lead agency in managing the project.

This petition deals with a Street/RR crossing just outside the City Limits, but inside The City's Urban Growth Boundary.

Please process the petition and send back the results. If you have any further questions, please call me at 942-7791, or email at jarnold@ci.richland.wa.us.

Sincerely,

JACK ARNOLD, P.E.
Civil Engineer II

Enclosure

c: Pete Rogalsky, PWD, City of Richland
Peter Beaudry, PWD, City of Kennewick
Ross Dunfee, PWD, Benton County

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

No. _____

PETITION

Petitioner _____

Road Name Leslie Road

vs.

W.U.T.C. Crossing No. IC 10.90

Respondent _____

D.O.T. Crossing No. 104566M

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

directing the reconstruction 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;

directing _____ of warning devices at an existing crossings;
(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 order without hearing

Yes No Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

Yes No If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation 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 Richland
Petitioner
Pete Rogalsky Public Works Director
Print Name Title
840 Northgate Drive.
Street Address
Richland, WA 99325-3550
City-State-Zip Code

INTERROGATORIES

Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway Leslie Road mile post _____

Existing or proposed railway BNSF mile post 10.94

Located in ___ ¼ of the NE ¼ of Sec. 11, T. 8 N., R. 28 E., W.M.

WUTC crossing number IC 10.90 DOT crossing number 104566M

Street Leslie Road City N/A County Benton
(if applicable) (if applicable)

[2]

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

(a) Common Carrier Logging or Industrial

(b) Main Line Branch Line Siding or Spur

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

(d) Operating maximum train speed: Legal maximum train speed:
Passenger _____ MPH Passenger _____ MPH
Freight 49 MPH Freight 53 MPH

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

Passenger Trains None Freight Trains Six
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway – Classification N/A

(b) County Highway - Classification Minor Arterial

(c) City Street - Classification N/A (outside City Limits)

(d) Number of traffic lanes existing in each direction: one in each direction
Number of additional traffic lanes proposed: one (total of three lanes)

(e) Posted vehicle speed limit: Automobiles 40 MPH Trucks _____ MPH

(f) Estimated vehicle traffic in 24 hours: Current total 8,700, including 1% trucks
and X school bus trips. Projected traffic in 15 years: total 14,800,
including 1% trucks and X school bus trips.

[4]

- (a) If temporary, state for what purpose crossing is to be used and for how long.
- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

[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.

None

- (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.

Trains approaching from the south must cross under the I-82 freeway overpass. From a distance, the view of the crossing is partially blocked by the freeway fill structure. It is not practical to relocate the proposed crossing to avoid this. Trains approaching from the north, have an unobstructed view of the crossing from about 1000 yards.

[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. The tracks are only 200 feet from a parallel road and are nearly level with the road.

- (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 over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

As noted the railroad crosses under the I-82 overpass within 900 feet of the proposed crossing. The situation offers no opportunity for an over or under crossing. The nearest an over crossing could be constructed is about 1000 yards to the north, and that is too far away to serve the traffic requirements in this area.

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

Leslie Road and Clearwater Avenue, both parallel the railroad tracks at a distance of about 200 feet and 260 feet, respectively, for about ¼ mile from the proposed crossing point. There is not sufficient room in the vicinity to construct an over or under crossing.

[7]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

To the south, the I-82 over crossing is about 900 feet away. The next crossing to the south is at Cottonwood Drive, 1.9 miles away. There is a proposed crossing by Benton County, on Sagebrush Road, just on the south side of the I-82 freeway over crossing.

To the north, the next crossing is at Columbia Center Boulevard, 2.2 miles away. The Columbia Center crossing is currently under construction as a railroad under pass crossing.

- (b) If there is an existing crossing in 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 once crossing?

Benton County is proposing a new crossing on the south side of the I-82 over crossing. These two crossing will be about 1,660 feet apart. The signal detection, lights and gates for both crossings could be interconnected. It is not practical to combine these crossings into a single crossing since they are on opposite sides of a freeway.

- (c) If so, state approximate cost of highway relocation to effect such changes.
- (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....NW.....(direction) an unobstructed view to | | |
| right when on highway 300 feet from crossing of | <u>950'</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>800'</u> | feet |
| right when on highway 25 feet from crossing of | <u>800'</u> | feet |
| left when on highway 300 feet from crossing of | <u>700'+</u> | feet |
| left when on highway 200 feet from crossing of | <u>700'+</u> | feet |

| | | |
|--|--------------|------|
| left when on highway 100 feet from crossing of | <u>700'+</u> | feet |
| left when on highway 50 feet from crossing of | <u>700'+</u> | feet |
| left when on highway 25 feet from crossing of | <u>700'+</u> | feet |

Approaching crossing from...**SE**..... (opposite direction) an obstructed view to

| | | |
|---|--------------|------|
| 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>800'+</u> | feet |
| right when on highway 25 feet from crossing of | <u>800'+</u> | feet |
| left when on highway 300 feet from crossing of | <u>900'</u> | feet |
| left when on highway 200 feet from crossing of | <u>850'</u> | feet |
| left when on highway 100 feet from crossing of | <u>800'</u> | feet |
| left when on highway 50 feet from crossing of | <u>800'</u> | feet |
| left when on highway 25 feet from crossing of | <u>800'</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 intersection.

[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?

Yes.

(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.

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 signal or other warning device, other than sawbucks.

[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be

filled in only after conference between the railroad and the petitioning local governmental agency.)

The existing crossing at Leslie is a protected crossing with flashing lights and crossing gates. The proposed, reconstructed, Leslie Road crossing will likewise be protected with crossing gates and flashing lights. Further, the protected crossing signals will be interconnected with the proposed traffic signal at Leslie and Clearwater, to provide an even safer crossing situation.

- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$150,000.00
- (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?

The new crossing warning devices will be the same as the existing crossing, plus it will be interconnected with the proposed traffic signal.

- (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

[13]

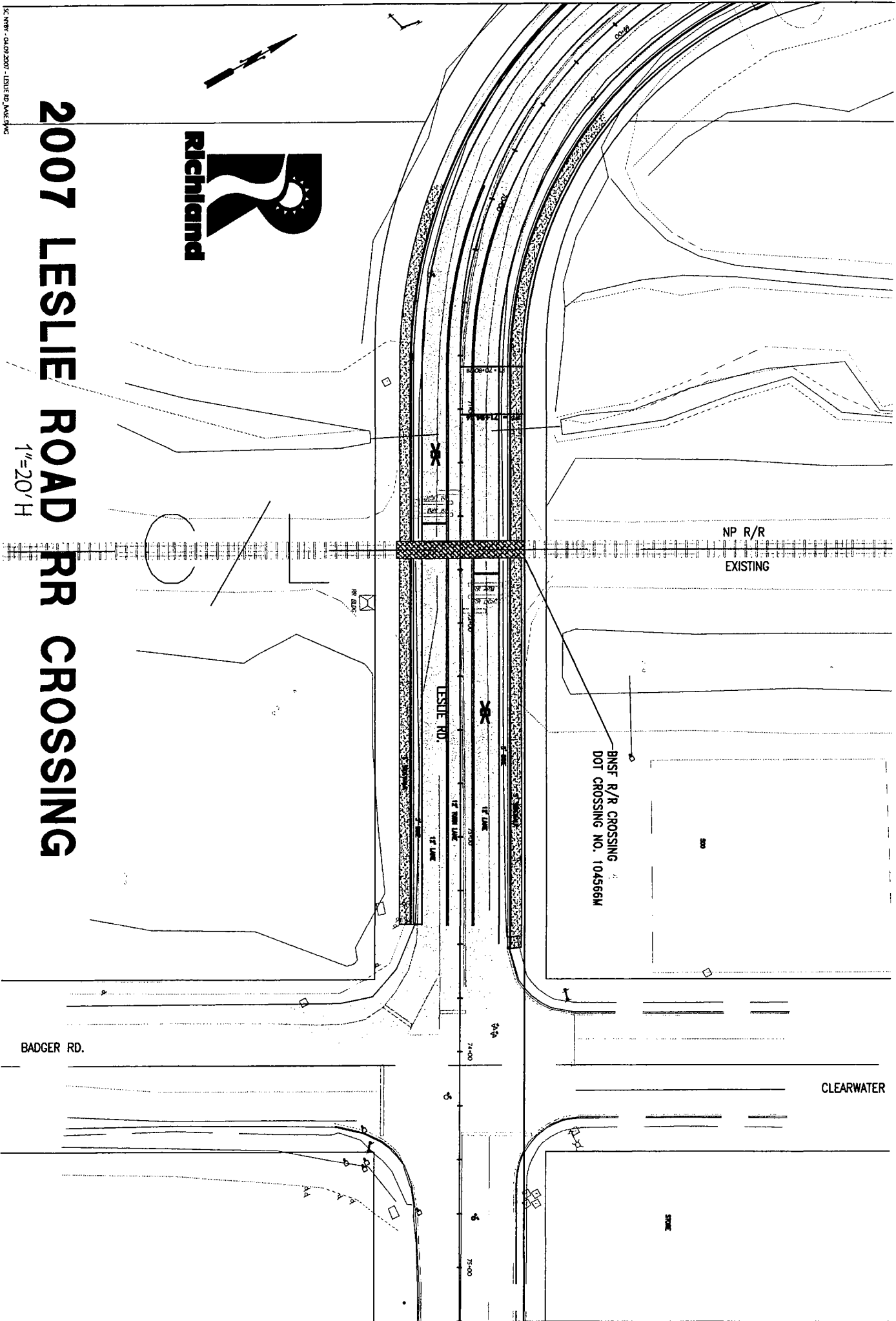
Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

The existing railroad crossing on Leslie Road leads to the intersection of Leslie Road and Clearwater Avenue. There are current traffic problems at this intersection, mostly associated with the left turning movement that must be made by traffic exiting the freeway and proceeding south on Leslie Road. A new signal will be installed at the intersection as part of the road construction project.



2007 LESLIE ROAD RR CROSSING

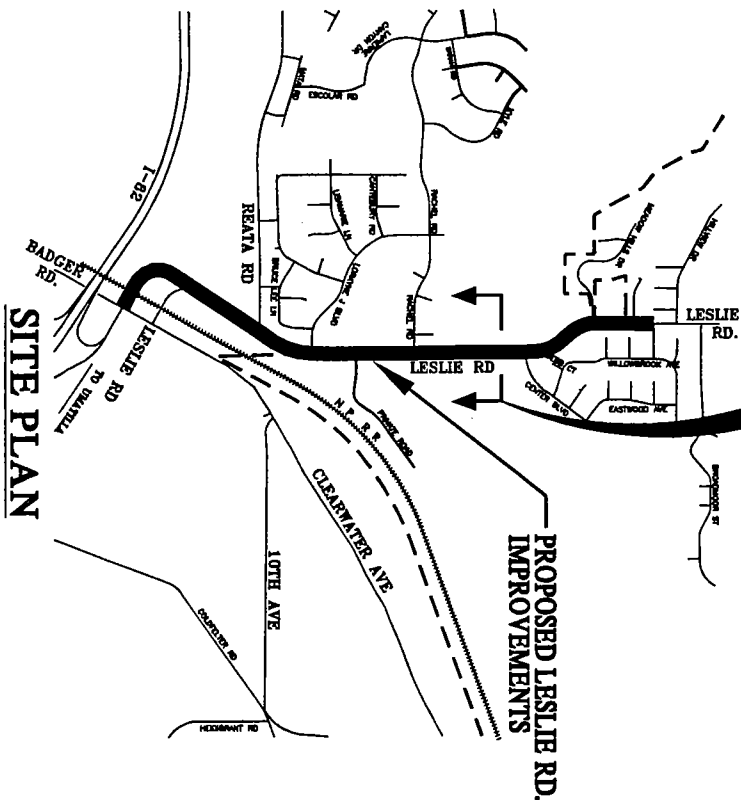
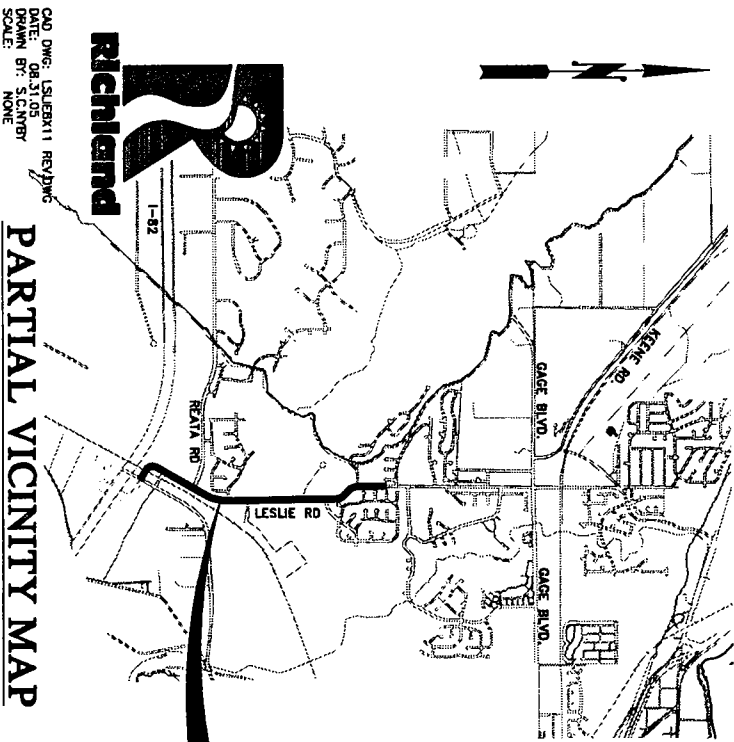
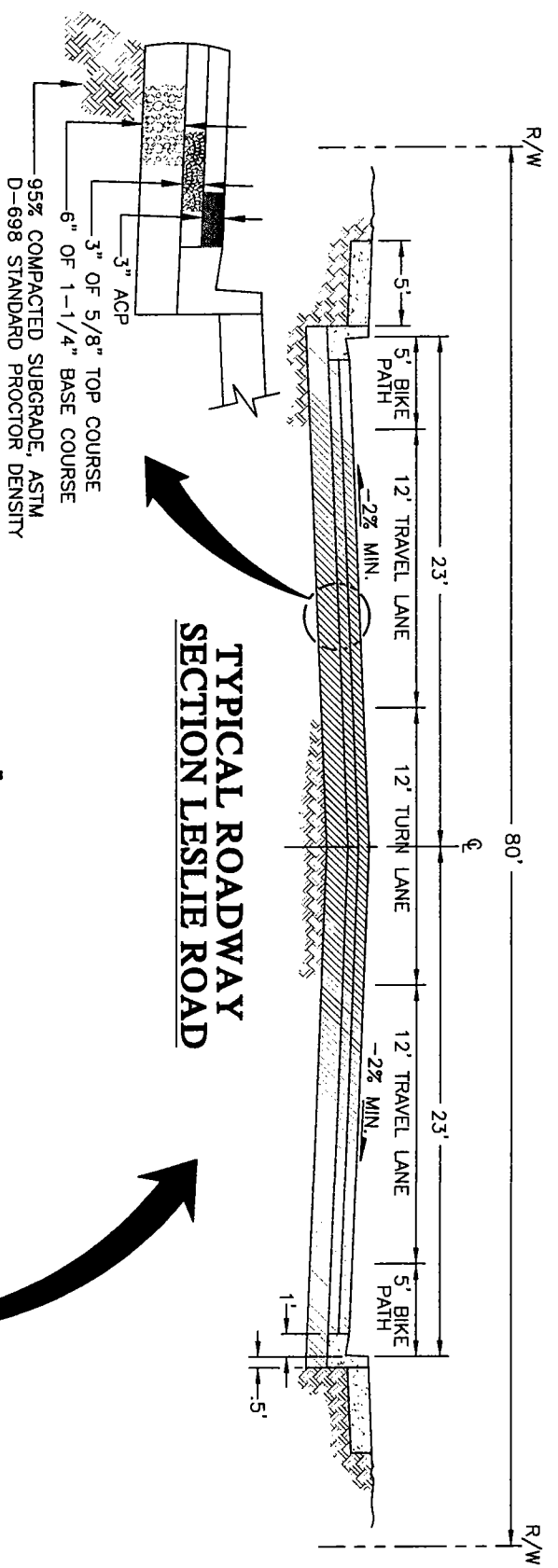
1"=20' H



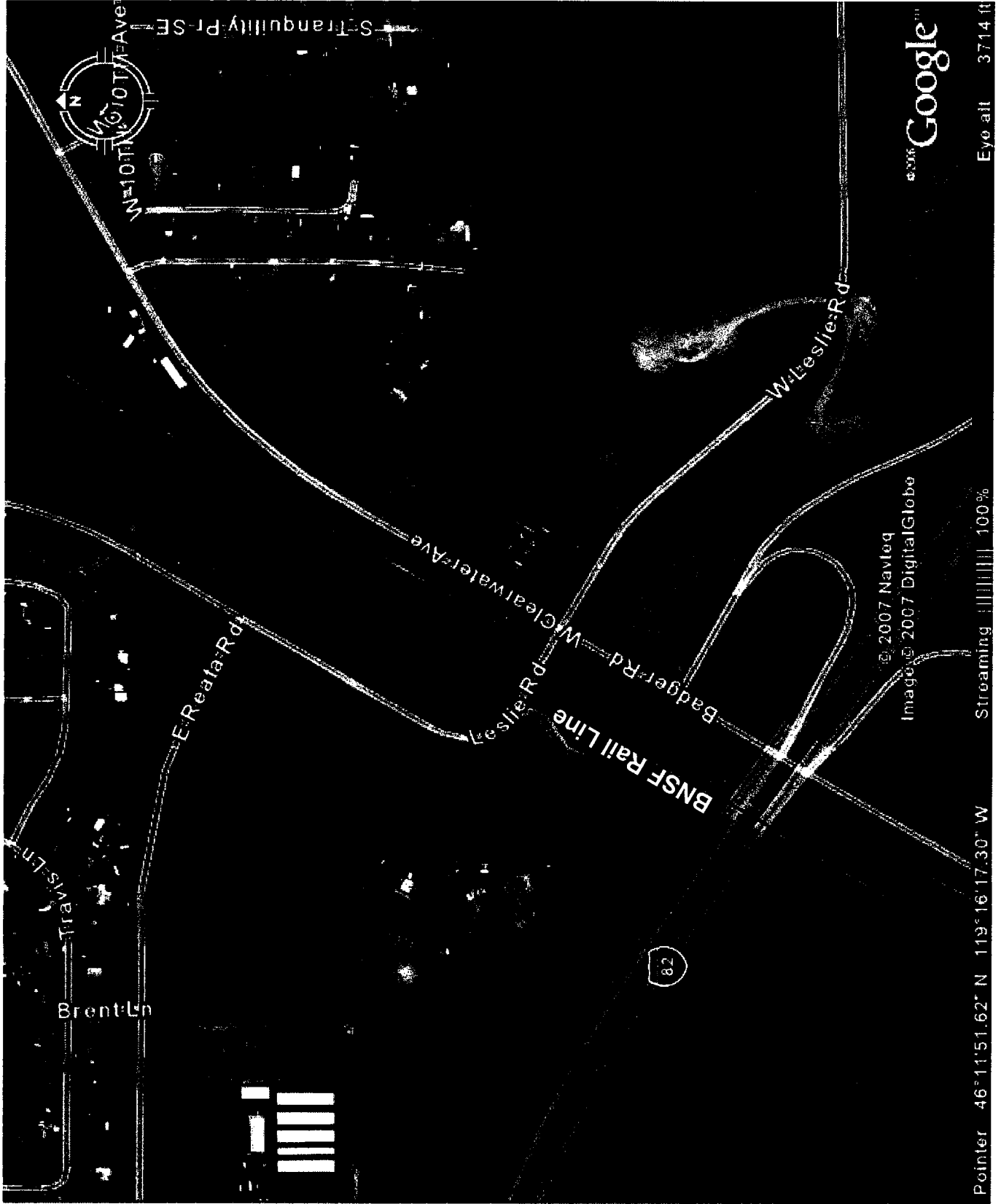
BADGER RD.

CLEARWATER

STONE



OLD DWG: 1518211 REV'D
 DRAWN BY: S. C. SMYBY
 SCALE: NONE



Brent Ln

E Reata Rd

Leslie Rd

W Clearwater Ave

BNSF Rail Line

Badger Rd

W Leslie Rd

N 107th Ave

S Tranquility Pt SE



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Google

Eye all 3714 ft

Streaming 100%

Pointer 46° 11' 51.62" N 119° 16' 17.30" W

82