

Ross B. Dunfee, P.E.  
Director / County Engineer  
Steven W. Becken  
Asst. Director / Asst. Co. Engineer

# Benton County

## Department of Public Works

Post Office Box 1001 - Courthouse  
Prosser, Washington 99350-0954

Area Code 509  
Prosser 786-5611  
Tri-Cities 736-3084  
Ext. 5664  
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October 20, 2008

Lori Halstead, Rail Transportation Specialist  
WA Utilities & Transportation Commission  
1300 S Evergreen Park Drive SW  
PO Box 47250  
Olympia, WA 98504-7250

2008 OCT 22 AM 8:19  
RECEIVED

RE: Petition to Modify a Highway-Rail Grade Crossing

Dear Lori:

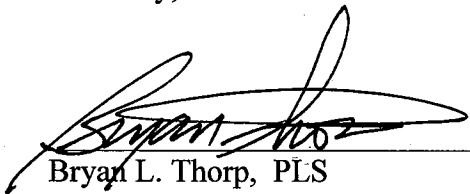
Enclosed is a petition to modify an at-grade crossing on Webber Canyon Road. The existing D.O.T. crossing number is 104562K.

The existing at-grade crossing is being eliminated and an under-crossing is being constructed 450 feet East of the existing crossing. The new D.O.T. crossing number is 927487A.

Also enclosed is a proposed site plan and profile of the new under-crossing.

If you have any questions, I can be reached at (509)786-5611 or email me at [bryan.thorp@co.benton.wa.us](mailto:bryan.thorp@co.benton.wa.us)

Sincerely;



Bryan L. Thorp, PLS  
Project Engineer

c: file

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-081912
	)	
Benton County Dept. of Public Works	)	
_____	)	
Petitioner,	)	PETITION TO MODIFY A
	)	HIGHWAY-RAIL GRADE
	)	CROSSING
vs.	)	
Burlington Northern Santa Fe Railroad	)	
_____	)	
Respondent	)	USDOT CROSSING # 104562K
	)	UTC CROSSING # 1 C 24.00
.....	)	
_____	)	

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of a highway-rail grade crossing.

**Section 1 – Petitioner’s Information**

Benton County Department of Public Works	<i>Ross B. Dunfee 10/29/08</i>
Petitioner	<i>Public Works Director/County Engineer,</i>
620 Market Street	
Street Address	
Prosser, WA, 99350	
City, State and Zip Code	
PO Box 1001, Prosser, WA, 99350	
Mailing Address, if different than the street address	
Ross B. Dunfee, PE, Director	
Contact Person Name	
(509)786-5611 ross.dunfee@co.benton.wa.us	
Contact Phone Number and E-mail Address	

*Section 2 – Respondent's Information*

Burlington Northern Santa Fe Railroad

Respondent

2454 Occidental Avenue South, Suite 1A

Street Address

Seattle, WA, 98134

City, State and Zip Code

Mailing Address, if different than the street address

Megan T. McIntyre

Contact Person Name

(206)625-6029 Megan.McIntyre@bnsf.com

Contact Phone Number and E-mail Address

**Section 3 – Current Crossing Information**

1. Railroad company(ies) \_\_\_\_\_  
• Tracks owned by: Burlington Northern Santa Fe Railroad  
• Operating railroad: Same

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

3. Type of tracks at crossing     Main Line, number of tracks 1  
 Siding or Spur, number of tracks 0

4. Average daily train traffic, freight 6

Authorized freight train speed 53 MPH    Operated freight train speed 49 MPH

5. Average daily train traffic, passenger 0

Authorized passenger train speed N/A    Operated passenger train speed N/A

6. Describe current crossing configuration including type of train detection, active warning devices, preemption, etc.:

The existing roadway is perpendicular to the tracks, but has curves on either side of the tracks. There is existing flashing warning lights and drop down gates.

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*Section 4 – Expected Crossing Characteristics After Modification*

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

2. Type of tracks at crossing     Main Line, number of tracks   1    
 Siding or Spur, number of tracks   1  

3. Average daily train traffic, freight     6    

Authorized freight train speed   53 MPH      Operated freight train speed   49 MPH  

4. Average daily train traffic, passenger     0    

Authorized passenger train speed                       Operated passenger train speed                   

5. Will the modified crossing eliminate the need for one or more existing crossings?  
Yes   XX      No     

6. If so, state the distance and direction from the modified crossing.

  A new underpass is to be built 450 feet East of the existing at-grade crossing and the  
  existing crossing shall be eliminated.

7. Does the petitioner propose to close any existing crossings and if yes, which crossings?  
Yes         No   XX

**Section 5 – Proposed Temporary Crossing**

1. Will a temporary crossing be installed?      Yes \_\_\_\_      No XX

2. If so, describe the purpose of the crossing and the estimated time it will be needed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing?      Yes \_\_\_\_      No \_\_\_\_

Approximate date of removal \_\_\_\_\_

**Section 6 – Current Highway Traffic Information**

1. Name of roadway/highway Webber Canyon Road

2. Roadway classification Major Collector (07)

3. Road authority Benton County

4. Average annual daily traffic (AADT) 1000

5. Number of lanes two

6. Roadway speed 25 MPH

7. Is the crossing part of an established truck route?      Yes XX      No \_\_\_\_

8. If so, trucks are what percent of total daily traffic? 20

9. Is the crossing part of an established school bus route?      Yes XX      No \_\_\_\_

10. If so, how many school buses travel over the crossing each day? 2

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

Increased truck traffic.

*Section 7 – Alternatives to the Proposed Modifications*

1. Does a safer location for a crossing exist within a reasonable distance of the current or proposed location?      Yes       No

2. If a safer location exists, explain why the crossing should not be located at that site.

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The proposed underpass 450 feet East of the of the existing crossing is the best soultion.

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3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes       No

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes       No

6. If an over-crossing or under-crossing is not feasible, explain why.

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The proposed new crossing is an under-crossing.

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7. Does the railway line, at any point in the vicinity of the modified crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes XX No     

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

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The new under-crossing will be 450 feet East of the existing at-grade crossing.

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Cost of the bridge only is approximately \$1,750,000.

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9. Is there an existing public or private crossing in the vicinity of the proposed modified crossing?

Yes      No XX

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

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**Section 8 – Sight Distance**

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction after modification.

a. Approaching the crossing from \_\_\_\_\_, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	N/A
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	
Left	200	
Left	100	
Left	50	
Left	25	

b. Approaching the crossing from \_\_\_\_\_, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	N/A
Right	200	
Right	100	
Right	50	
Right	25	
Left	300	
Left	200	
Left	100	
Left	50	
Left	25	

2. Will the modified crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing? N/A

Yes \_\_\_\_\_ No \_\_\_\_\_

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. \_\_\_\_\_

4. Will the modified crossing provide an approach grade of not more than five percent prior to the level grade? N/A

Yes \_\_\_\_\_ No \_\_\_\_\_

3. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

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N/A

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***Section 9 – Illustration of Modified Crossing Configuration***

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the modified crossing.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of the existing and proposed signage.

***Section 10 – Proposed Warning Signals or Devices***

1. Explain in detail the number and type of proposed automatic signals or other warning devices planned at the crossing, including a cost estimate for each. If the proposed medications include adding or modifying preemption, contact UTC for the additional worksheets.

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New under-crossing will not require any warning devices.

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***Section 11 – Justification of Installation of Wayside Horn (if applicable)***

1. Describe in detail why this crossing should have a wayside horn installed. Also include a description of where the wayside horns and indicator lights will be installed at the crossing.

N/A

***Section 12 – Additional Information***

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from modifying the crossing as proposed.

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The new under-crossing will provide the traffic a more efficient and safer route.

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**Section 13 – Waiver of Hearing by Respondent**

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the crossing be modified 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