

TR-12/230



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue SE
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 18, 2012

Kathy Hunter, Transportation Safety Compliance Manager
Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Subject: Petition for Temporary At-Grade Crossing

Dear Ms. Hunter:

Enclosed is a petition by the Washington State Department of Transportation to establish a temporary at grade crossing during reconstruction of WSDOT's Francis Avenue railroad overcrossing reconstruction project. We request that you proceed with processing this petition and initiating your investigation as soon as possible.

Since the crossing has not been constructed yet, and location characteristics will be altered as part of the project, it may be more beneficial for us to hold a meeting in Olympia to discuss project details rather than for UTC to conduct an onsite assessment. If, however, UTC would like to visit the site, WSDOT would be glad to participate and assist in any way.

WSDOT has been working with BNSF on this temporary crossing project and we have successfully negotiated the terms of a temporary easement for the crossing and have executed a construction agreement. BNSF has also signed the enclosed waiver of hearing.

Sincerely,

Ahmer Nizam
Manager - Utilities/Railroad/Agreements

cc: Larry Larson, WSDOT
Richard Wagner, BNSF

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PROGRAMS MANAGEMENT
2012 JUL 19 AM 10:43
STATE OF WASHINGTON
UTIL. AND TRANS.
COMMISSION

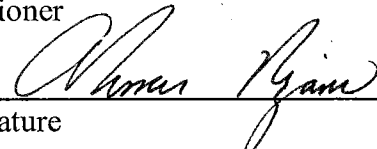
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Department of Transportation)	DOCKET NO. TR-
Petitioner,)	
vs.)	PETITION TO MODIFY A
The BNSF Railway Company)	HIGHWAY-RAIL GRADE
Respondent)	CROSSING
.....)	
)	USDOT CROSSING NO.:
)	<u>058804C (overcrossing to be</u>
)	<u>temporarily modified as an at grade</u>
)	<u>crossing)</u>

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

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 STATE OF WA
 UTILITIES AND TRANSPORTATION COMMISSION

Section 1 – Petitioner’s Information

Washington State Department of Transportation	Ahmer Nizam
Petitioner	
	
Signature	
310 Maple Park Avenue, SE	
Street Address	
Olympia, WA, 98504-7329	
City, State and Zip Code	
Mailing Address, if different than the street address	
Ahmer Nizam – Manager, Utilities and Railroad	
Contact Person Name	
(360) 705-7271 nizama@wsdot.wa.gov	
Contact Phone Number and E-mail Address	

Section 2 – Respondent's Information

The BNSF Railway Company

Respondent

2454 Occidental Ave S., Suite 2D

Street Address

Seattle, WA 98134-1439

City, State and Zip Code

Mailing Address, if different than the street address

Richard Wagner

Contact Person Name

(206) 625-6152 richard.wagner@bnsf.com

Contact Phone Number and E-mail Address

Section 3 – Current Crossing Information

1. Railroad company(ies) BNSF (Owner and Operator)

2. Type of railroad at crossing Common Carrier

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

4. Average daily train traffic, freight 6/day on main tracks; 4/week on spur

Authorized freight train speed 25 main-10 spur Operated freight train speed same

5. Average daily train traffic, passenger none

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

 Crossing is currently grade separated by a highway overpass

Section 4 – Expected Crossing Characteristics After Modification

1. Type of railroad operations at crossing Common Carrier

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

Siding or Spur, number of tracks 2

3. Average daily train traffic, freight 6/day on main tracks; 4/week on spur

Authorized freight train speed 25 main-10 spur Operated freight train speed same

4. Average daily train traffic, passenger None

5. Will the modified crossing eliminate the need for one or more existing crossings?

No

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

7. Does the petitioner propose to close any existing crossings and if yes, which crossings?

At grade crossing will be eliminated at the conclusion of WSDOT's project

Section 5 – Proposed Temporary Crossing

1. Will a temporary crossing be installed? Yes

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

The at-grade crossing will be used to keep traffic flowing along Francis Ave while the existing structure over the BNSF is removed and replaced with a longer, wider structure. It is expected to be in place for approximately 18 months.

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes

Approximate date of removal December 31, 2013

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Francis Avenue

2. Roadway classification Principal Arterial

3. Road authority - Francis Avenue is a Spokane County road; however, WSDOT will act as the road authority for the temporary alignment during construction of the overpass reconstruction. The temporary crossing will be located under a temporary easement to be obtained by WSDOT from BNSF.

4. Average annual daily traffic (AADT) 9350

5. Number of lanes 2 WB 1 EB

6. Roadway speed 35 MPH

7. Is the crossing part of an established truck route? Yes

8. If so, trucks are what percent of total daily traffic? 10

9. Is the crossing part of an established school bus route? Yes

10. If so, how many school buses travel over the crossing each day? 4

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

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.

The only option other than this diversion is to close Francis at this location completely and detour traffic north to Freya and/or south to Wellesley. Francis has a large percent of truck traffic and Wellesley is insufficient for truck passage. Additional work would need to be done to at least two other intersections to make them serviceable to the additional traffic flows. The cost to improve these additional intersections plus the cost to users for a detour for 18 months exceed the cost of the diversion. Also, WSDOT made a commitment to the City of Spokane and the community to keep Francis open to two-way traffic at this location if possible.

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?

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.

N/A

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 - The purpose of the crossing is to allow for reconstruction of the existing Francis Avenue grade separation over the BNSF tracks at this location.

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

N/A

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?

See Above

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.

See Above

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

Wellesley Avenue – 1 mile south; Freya Street – 1.25 miles north

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.

Wellesley Avenue – 1 mile south; Freya Street – 1.25 miles north (See section 2, above)

Section 8 – Sight Distance

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

Crossing is currently grade separated, and the new alignment has not yet been constructed. Therefore this information cannot be provided at this time.

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	
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	
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?

No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. The crossing is designed to meet AREMA, AASHTO, and WSDOT Design Manual standards for vertical alignment at railroad grade crossings: the roadway profile will not exceed 3" above or below the plane of the rails for 30' either side of the tracks. The profile grade, as designed is relative to track superelevation (see attached plan sheets).

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

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

N/A

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 or Modified Warning Signals or Devices

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

Both the mainline crossing and the spur will be equipped with railroad warning signals and gates. Shoulder-mounted signals w/ gates will be installed for the one lane (eastbound approach); and cantilever-mounted signals w/ gates will be installed for the 2 lane (westbound) approach.

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.

This project is part of the WSDOT US 395, North Spokane Corridor (NSC) – Francis Avenue Improvement Project. This phase of the project involves replacing the existing Francis Avenue railroad overcrossing with a new structure that is both wider to handle additional traffic on Francis and longer to span the BNSF tracks and the NSC beneath it. WSDOT has worked closely with Spokane County, the City of Spokane, and the adjacent Hillyard Community regarding the project, including this grade crossing proposal.

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.

USDOT Crossing No.: 058804C

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 SEATTLE, WA, Washington, on the 17th day of July, 20 12.

Richard W Wagener / BNSF Railway

Printed name of Respondent

Richard W Wagener

Signature of Respondent's Representative

MANAGER PUBLIC PROJECTS

Title

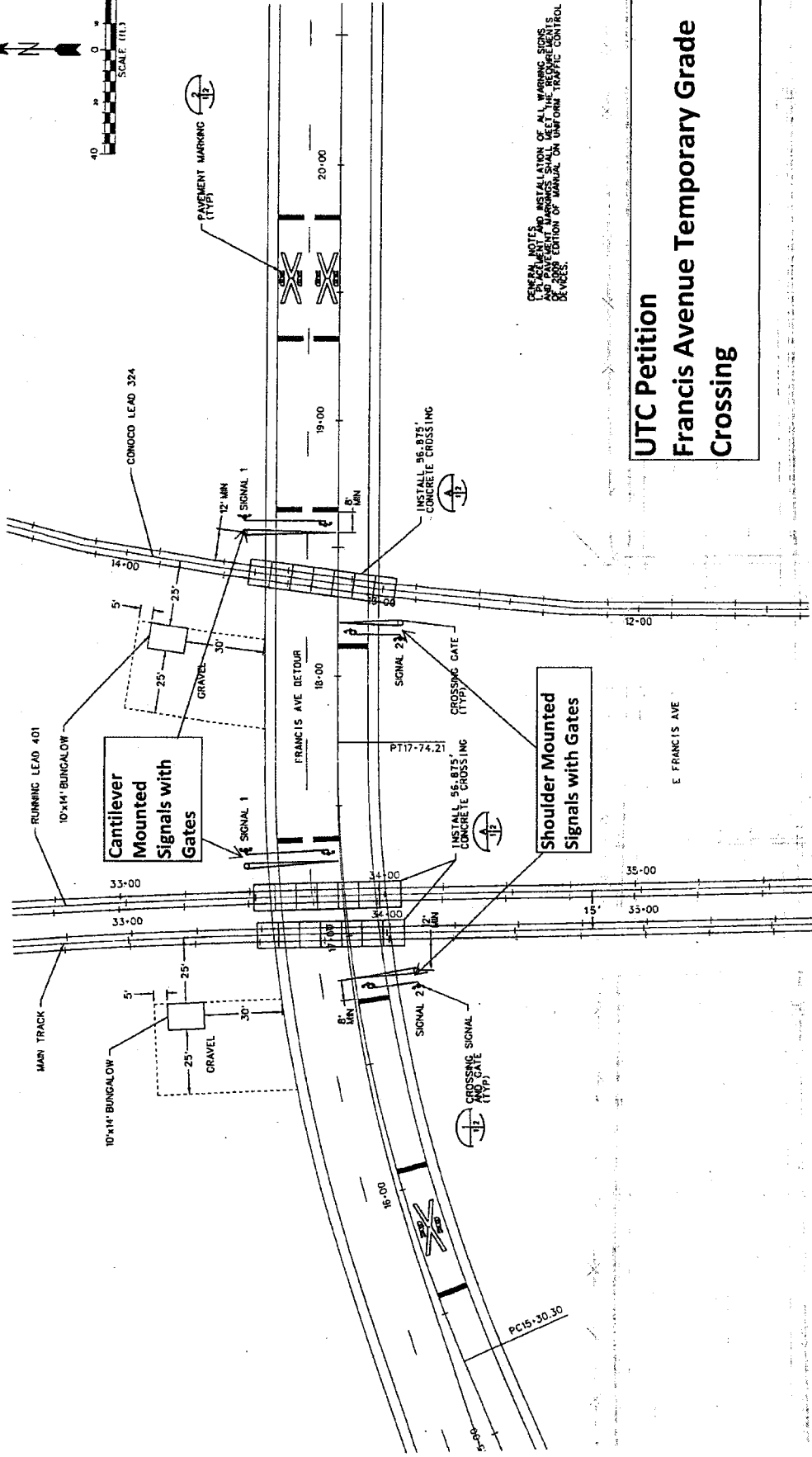
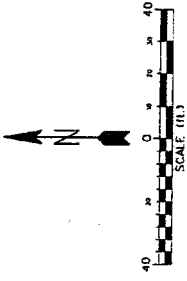
206.625.6152 / Richard.Wagener@BNSF.com

Phone number and e-mail address

2454 OCCIDENTAL AVENUE SO Ste 2D

SEATTLE, WA 98134

Mailing address



GENERAL NOTES AND INSTALLATION OF ALL WARNING SIGNS AND PAVEMENT MARKINGS SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

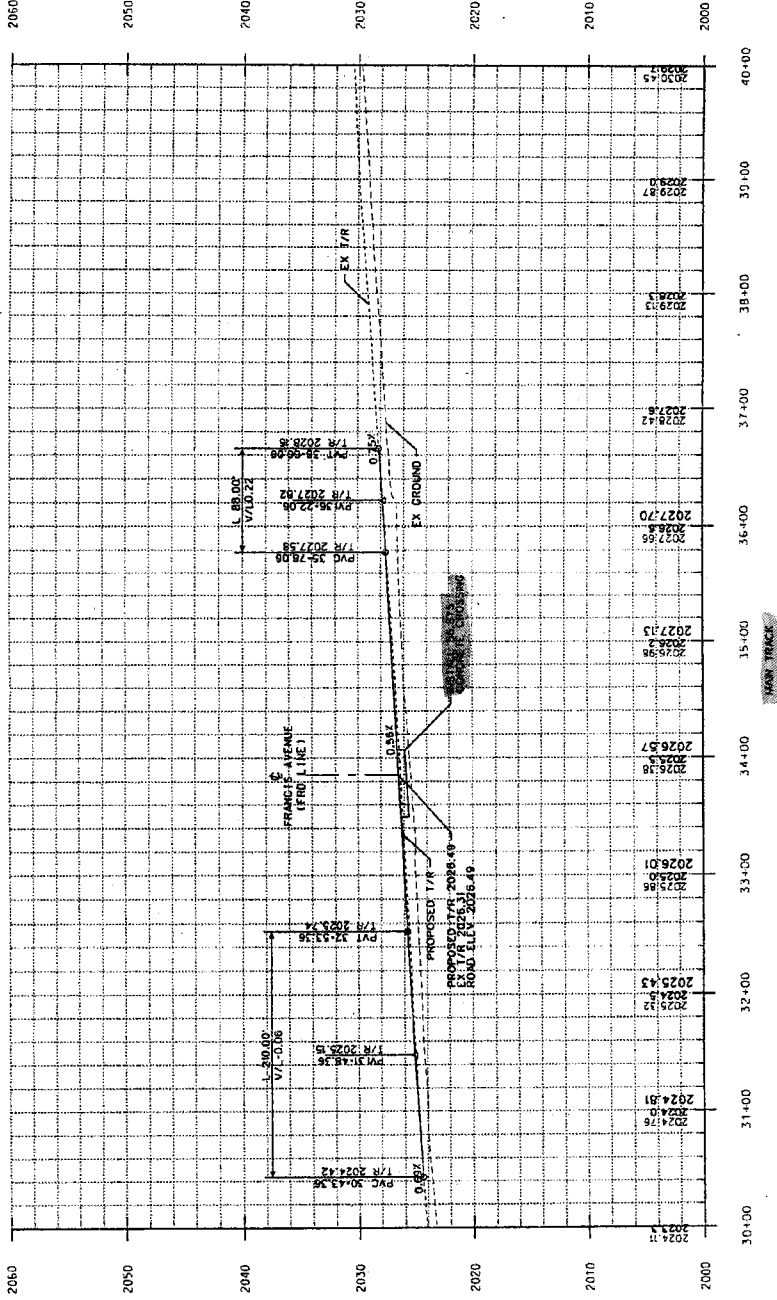
**UTC Petition
Francis Avenue Temporary Grade
Crossing**

**Cantilever Mounted
Signals with
Gates**

**Shoulder Mounted
Signals with Gates**

E FRANCIS AVE

PC15+30.30



UTC Petition

US 395 NORTH SPOKANE CORRIDOR
MAIN TRACK 499
PROFILE

DESIC. NUMBER	DATE	LINE SEG.
DRIBING. BRISLEY	AUTH	
CHEET		

PRELIMINARY
CONTENT
SUBJECT TO
CHANGE

DEPARTMENT	DATE

APPROVALS

**DAVID EVANS
AND ASSOCIATES INC.**
370 Park St., 3rd Fl., SE
Tacoma, WA 98402
Phone: 252-1100

NO.	DATE	BY	REVISIONS

DRAWING NO. SHEET 3 OF 5 DATE: MARCH 2011

IF DRAWING IS LESS THAN
22"x34", IT HAS BEEN
REDUCED SCALE DRAWING
ACCORDINGLY.

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