

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
BNSF Railway)	PETITION TO RECONSTRUCT A
_____)	HIGHWAY-RAIL GRADE
Petitioner,)	CROSSING
)	
vs.)	
)	
City Of Cheney, County Of Spokane, WA)	USDOT CROSSING NO.: 065970L
_____)	
Respondent)	
.....)	

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

Section 1 – Petitioner’s Information

<u>BNSF Railway</u>
Petitioner

Signature
<u>2454 Occidental Ave South, Suite 2D</u>
Street Address
<u>Seattle, WA 98134</u>
City, State and Zip Code
<u>Same as above</u>
Mailing Address, if different than the street address
<u>Mr. Richard Wagner (Manager – Public Projects)</u>
Contact Person Name
<u>(206)-625-6152</u>
Contact Phone Number and E-mail Address
<u>Richard.Wagner@BNSF.com</u>

Section 2 – Respondent's Information

<u>City of Cheney, County of Spokane, Washington</u> Respondent
<u>112 Anderson Road</u> Street Address
<u>Cheney, WA 99004</u> City, State and Zip Code
<u>Same as above</u> Mailing Address, if different than the street address
<u>Mr. Todd Ableman (Director – Public Works)</u> Contact Person Name
<u>(509)-498-9293</u> <u>Tableman@cityofcheney.org</u> Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>"F" Street (aka: Cheney – Spangle Rd., Mill St.)</u>
2. Existing railroad <u>BNSF Railway (Lakeside Subdivision)</u>
3. Location of the crossing planned for reconstruction: Located in the <u>NW</u> 1/4 of the <u>SE</u> 1/4 of Sec. <u>13</u> , Twp. <u>23N</u> , Range <u>41E</u> W.M.
4. GPS location, if known <u>47.4862699, -117.5748156</u>
5. Railroad mile post (nearest tenth) <u>16.40</u>
6. City <u>Cheney, WA</u> County <u>Spokane County, WA</u>

Section 4 – Crossing Information

1. Railroad company BNSF Railway

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

3. Type of tracks at crossing Main Line Siding or Spur

4. Number of tracks at crossing Three (3)

5. Average daily train traffic, freight 39 Trains/Day
 Authorized freight train speed 60 MPH Operated freight train speed 0 – 40 MPH

6. Average daily train traffic, passenger 2 Trains/Day
 Authorized passenger train speed 79 MPH Operated passenger train speed 0 – 55 MPH

7. Will the reconstructed crossing eliminate the need for one or more existing crossings?
 Yes No X

8. If so, state the distance and direction from the reconstructed crossing.
N/A

9. Does the petitioner propose to close any existing crossings?
 Yes No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No X

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

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

Approximate date of removal N/A

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Cheney Spangle Road

2. Roadway classification Rural Major Collector

3. Road authority City of Cheney

4. Average annual daily traffic (AADT) 2924

5. Number of lanes 2

6. Roadway speed 25 MPH

7. Is the crossing part of an established truck route? Yes T4 No ____

8. If so, trucks are what percent of total daily traffic? 12%

9. Is the crossing part of an established school bus route? Yes X No ____

10. If so, how many school buses travel over the crossing each day? 7

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
 None

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for reconstruction? Yes No

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

N/A

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.

N/A

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

Yes No

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

Limited distance between industry railroad track(s) and SR 904 on the west side of existing
BNSF Railway mainline for a grade separated approach. Limited distance between BNSF
Railway and the UP Railway for a grade separated approach on the east side of existing.

7. Does the railway line, at any point in the vicinity of the 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 No

8. If such a location exists, state:

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

No options exist in the vicinity of the existing grade crossing

9. Is there an existing public or private crossing in the vicinity of the crossing planned for reconstruction?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the crossing planned for reconstruction.
- ◆ Whether it is feasible to divert traffic from the crossing planned for reconstruction to the crossing located in the vicinity.

As part of the BNSF Railway project, five public crossings in or near the City of
Cheney, WA will be revised / reconstructed. The closest existing public crossing to
"F" St. is Cheney – Plaza Rd. (DOT # 065971T). It is located approx. 0.42 miles to
the south / southwest of the existing "F" St. crossing. It is feasible to divert traffic to
Cheney – Plaza Rd during the revision / reconstruction of "F" Street.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?
NW quadrant: 350 feet
NE quadrant: 500 feet
SW quadrant: 1000 + feet
SE quadrant: 1000 + feet

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?
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. W side approx. 15 ft. from existing track. E side approx. < 5 ft. from new track.

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?
Yes No

5. 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 Proposed Crossing Configuration

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

- ◆ The vicinity of the crossing planned for reconstruction.
- ◆ 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 existing and proposed signage.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the reconstructed crossing, including a cost estimate for each.

Crossing currently includes the following items:

Signs - Advanced Warning Signs, Stop Lines and RR Xing Symbols

Train Activated Devices – Two (2) Gates, Two (2) Mast Mounted Flashing Lights w/ Bells

Track is currently equipped with (Motion Detection) Train Detection Circuitry

Crossing will have the following items at the completion of the project:

Signs - Advanced Warning Signs, Stop Lines and RR Xing Symbols

Train Activated Devices – Two (2) Gates, Two (2) Mast Mounted Flashing Lights w/ Bells

Track will be equipped with (Constant Warning) Train Detection Circuitry

2. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes No

Section 11 – Additional Information

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

Improved approach surfaces and potentially improved signal warning equipment.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing


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

USDOT Crossing No.: 065970L

We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at Cheney, Washington, on the 5th day of
August, 2013.

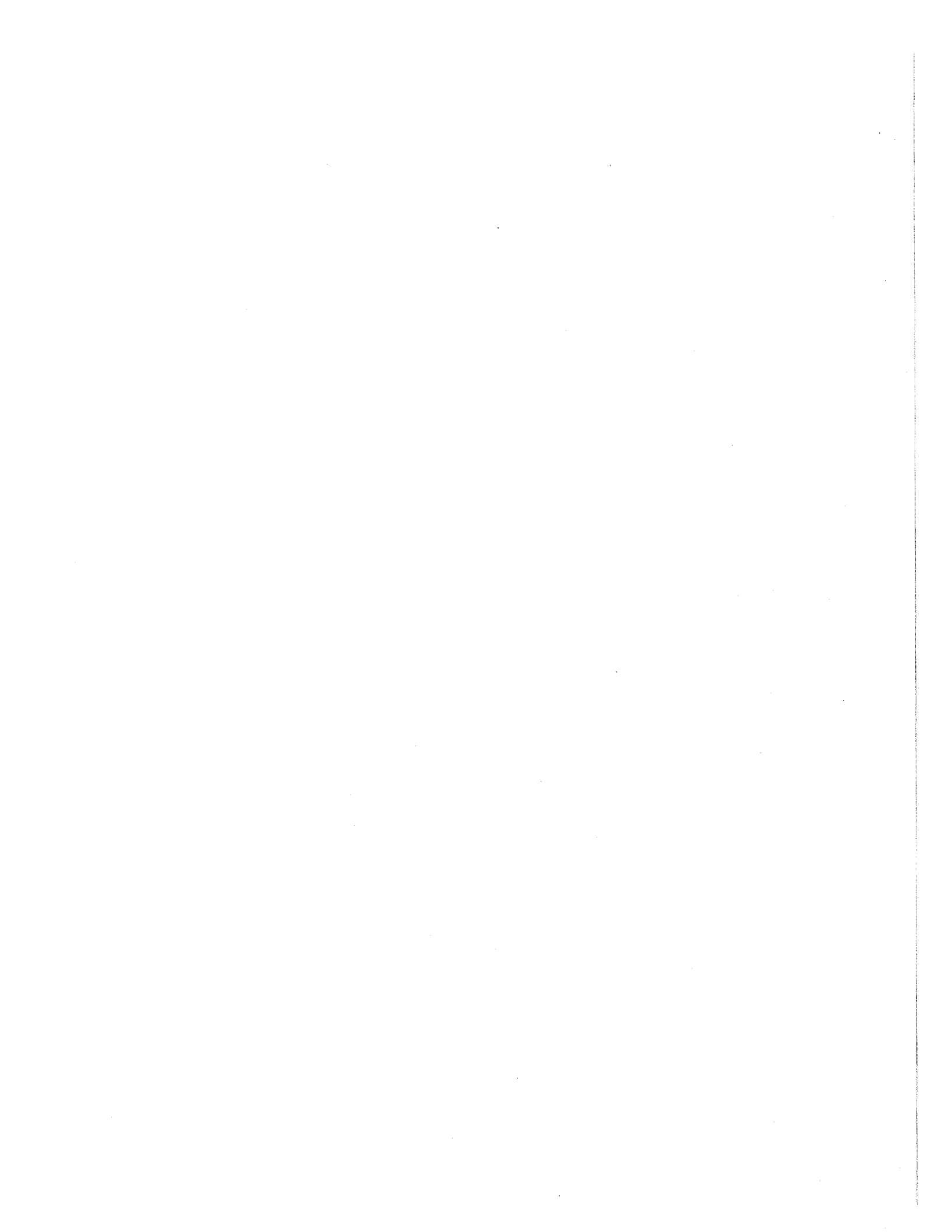
Tom Trulove
Printed name of Respondent


Signature of Respondent's Representative

Mayor, City of Cheney
Title

(509) 498-9200
Phone number and e-mail address

609 2nd Street, Cheney, WA 99004
Mailing address



ISSUED FOR BID

DESIGNED BY	DATE	NO.	DATE	BY	ISSUE	DESCRIPTION	DEPARTMENT	SEQUENCE	DATE
H. H. PHAM	07-13-12								
H. H. PHAM	07-13-12								
A. M. SHELUS	07-13-12								
A. R. SLAYER	07-13-12								

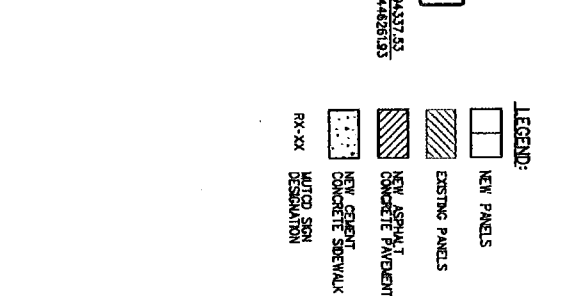
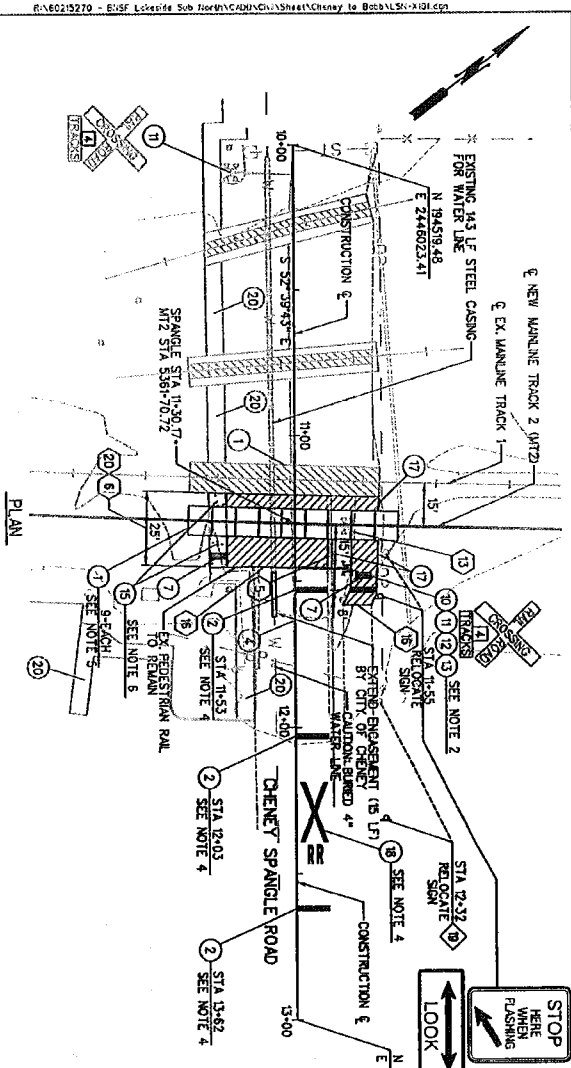
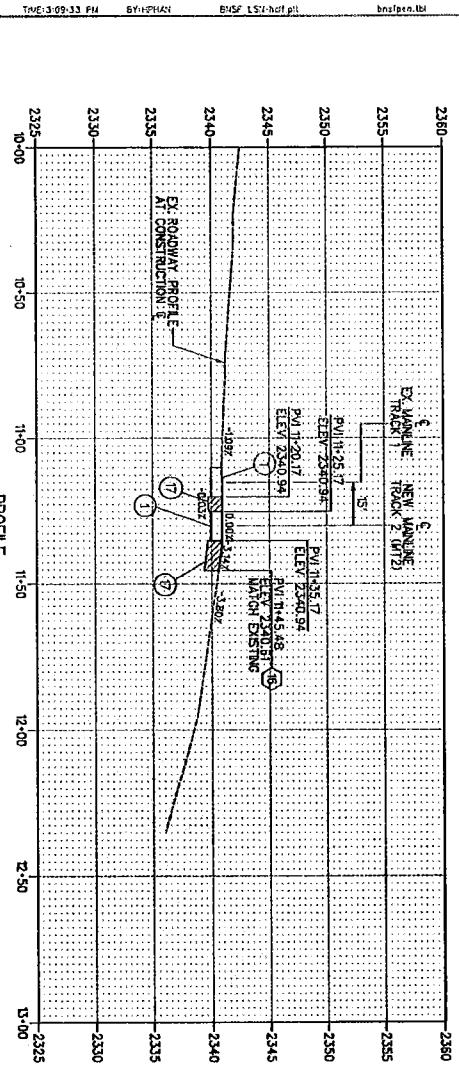
CONSULTANT	DATE	NO.	DATE	BY	ISSUE	DESCRIPTION	DEPARTMENT	SEQUENCE	DATE



BNSF RAILWAY COMPANY
 LAKESIDE SUBDIVISION
 CHENEY TO BABB DOUBLE TRACK
 MP 14.90 TO MP 21.49
 MP 18.40 CHENEY SPANGLE ROAD

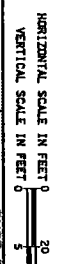
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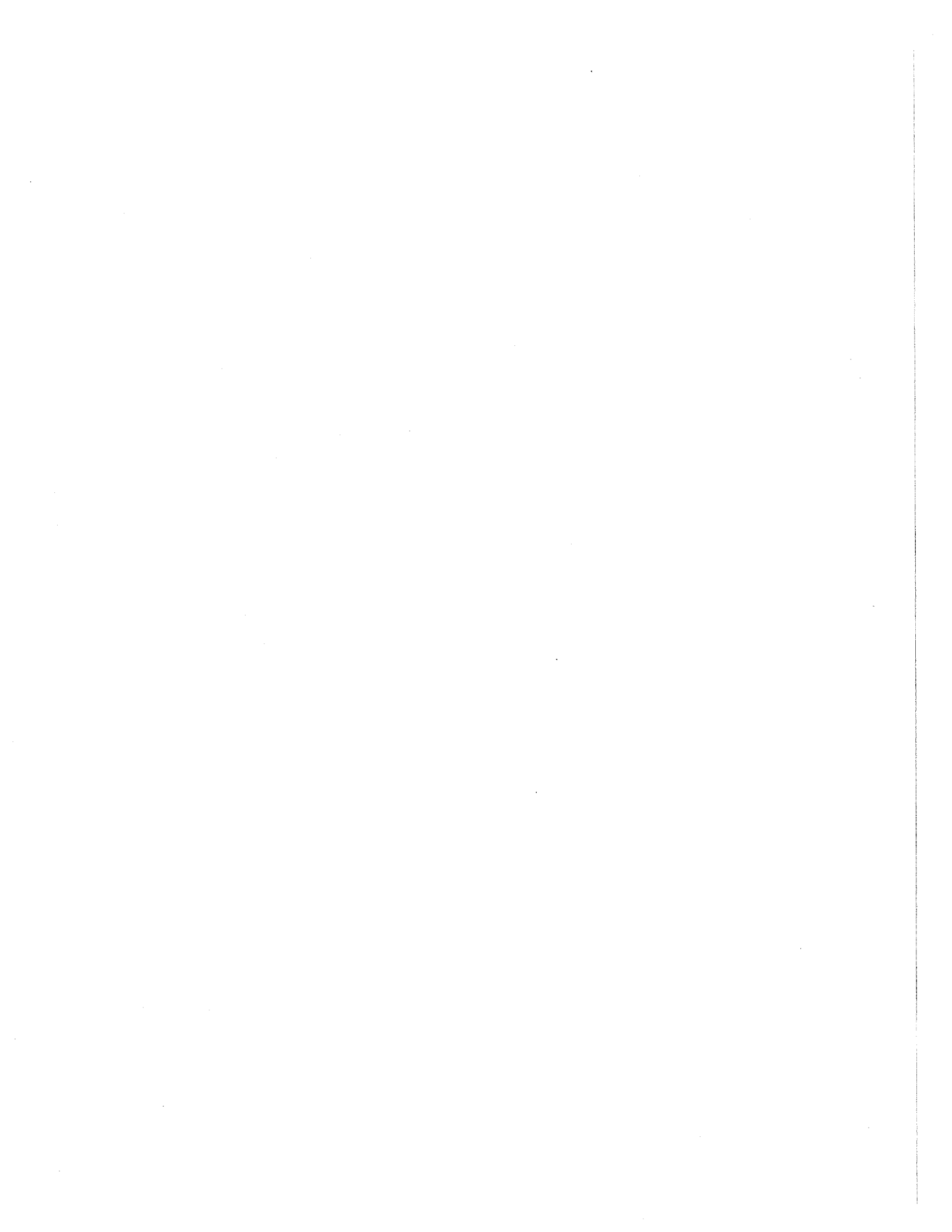
7/25/2012 7:09:33 PM B:\PHAM BNSF LST-hof.plt bna/ben.lw R:\60215270 - BUSF Lakeside Sub for BNSF\CONTRACT\Sheet\CheneY to Babb\LS-X101.dwg



NO.	DESCRIPTION
1	CONCRETE GRADE CROSSING PANELS (BY BNSF)
2	24" THERMOPLASTIC STOP BAR
4	4" DOUBLE YELLOW CENTERLINE (EXISTING)
5	P.C. CONSPARATION GARB & GUTTER
6	ASPHALT PAVEMENT (EXISTING)
7	DETECTABLE WARNING SURFACE
10	R19-1 48" x 8" RAILROAD CROSSING (BY BNSF)
11	R19-2 9" x 8" (HUBBERT) - PER PLAN (BY BNSF)
12	R19-2 27" x 8" (TRACKS) (BY BNSF)
13	AUTOMATIC GATE W/ FLASHERS (BY BNSF)
15	P.C. CONCRETE SIDEWALK (4" THICK)
16	SMOOTH FULL DEPTH
17	R14 CL V/2 INCH, PE 64-22, MATCH EXISTING DEPTH
18	THERMOPLASTIC RAILROAD CROSSING SYMBOL
19	W10-1 (ADVANCE RAILROAD CROSSING SIGN)
20	CEMENT CONCRETE SIDEWALK (EXISTING)

- NOTES:**
1. REPLACE STRIPING/PAVEMENT WARNINGS IN ROAD ACROSS NEW PAVEMENT.
 2. AUTOMATIC GATE AND RAILROAD WARNING DEVICE ASSEMBLIES WILL BE CONSTRUCTED SO THAT THE CLOSEST POINT OF THE GATE MASTHEAD IS 5' FROM THE CENTERLINE OF THE NEW TRACK TO BE DONE BY BNSF-NOT PART OF CONTRACT.
 3. COORDINATE WITH BNSF RAILROAD BEFORE BEGINNING CONSTRUCTION TO INSTALL NEW CONCRETE CROSSING.
 4. GRADE CROSSING SPURGE & PAVEMENT WARNING SYMBOL LOCATIONS SHALL MATCH AUTOD 2008 TABLE 2c-4. SEE WSPOT STANDARD PLAN N-119-01-FOR GRADE CROSSING SYMBOL DETAIL.
 5. PANELS WILL BE FURNISHED AND INSTALLED BY BNSF.
 6. TRANSITION SIDEWALK AS NECESSARY TO MATCH EXISTING.







Google Earth Pro

feet 700
meters 200



