



TR-131726

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
BNSF Railway)	PETITION TO RECONSTRUCT A
_____)	HIGHWAY-RAIL GRADE
Petitioner,)	CROSSING
)	
vs.)	
)	
Spokane County, WA)	USDOT CROSSING NO.: 089625W
_____)	
Respondent)	
.....)	

2013 SEP 11 PM 4:17

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> <u>Richard.Wagner@BNSF.com</u>
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

<u>County of Spokane, Washington</u> Respondent
<u>1116 W Broadway Ave</u> Street Address
<u>Spokane, WA 99260</u> City, State and Zip Code
<u>Same as above</u> Mailing Address, if different than the street address
<u>Mr. Barry Greene</u> (Traffic Engineer – Spokane County) Contact Person Name
<u>(509)-477-7444</u> <u>BGreene@spokanecounty.org</u> Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Lance Hill Road</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>NW</u> 1/4 of Sec. <u>27</u> , Twp. <u>23N</u> , Range <u>41E</u> W.M.
4. GPS location, if known <u>47.4627783, -117.6245086</u>
5. Railroad mile post (nearest tenth) <u>19.28</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 One (1)

5. Average daily train traffic, freight 39 Trains/Day

Authorized freight train speed 60 MPH Operated freight train speed 0 – 60 MPH

6. Average daily train traffic, passenger 2 Trains/Day

Authorized passenger train speed 79 MPH Operated passenger train speed 0 – 79 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 _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Lance Hill Road
2. Roadway classification Rural Local Access
3. Road authority Spokane County
4. Average annual daily traffic (AADT) 327
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? 5%
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? 1
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.

Crossing has relatively low AADT. Constructing a grade separated crossing would not be cost effective. Additionally, the existing geometry of the crossing would require significant re-design in order to provide the necessary approach distance for a grade separated crossing.

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 Lance Hill Rd is Mullinix Rd (DOT # 089624P). It is located approximately 0.86 miles to the east of the existing Lance Hill Rd crossing. It is feasible to divert traffic to Mullinix Rd during the revision/ reconstruction of Lance Hill Rd. However, detour length would be long

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?

NW quadrant: 1000 + feet

NE quadrant: 1000 + 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. 15 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 (Constant Warning) 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/

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.: 089625W

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 Spokane County, Washington, on the 15 day of may, 2013.

Barry Greene
Printed name of Respondent


Signature of Respondent's Representative

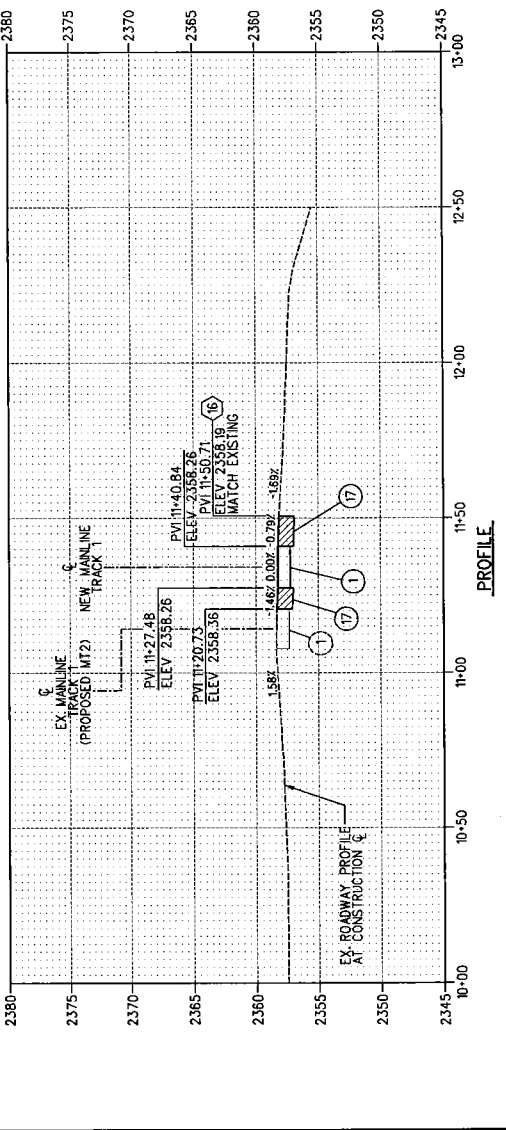
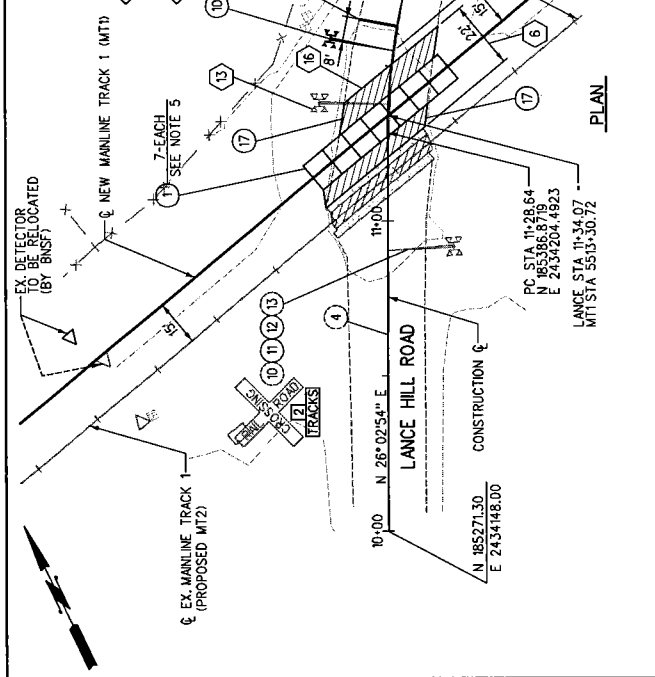
TRAFFIC Engineer
Title

509 477 7464 bgreene@spokaneCounty.org
Phone number and e-mail address

1026 W. BROADWAY AVE.

Spokane, WA 99260-0170
Mailing address

GENERAL NOTE:
 EXISTING ADVANCE RAILROAD WARNING SIGN & RAILROAD CROSSING SYMBOL ARE NOT SHOWN ON THIS SHEET. THE LOCATIONS ARE APPROXIMATE 550 FEET SOUTHWEST AND NORTHEAST OF RAILROAD CROSSING.



LEGEND:

[Symbol]	NEW PANELS
[Symbol]	EXISTING PANELS
[Symbol]	NEW ASPHALT CONCRETE PAVEMENT
[Symbol]	NEW CEMENT CONCRETE SIDEWALK
[Symbol]	MUTCD SIGN DESIGNATION

[Symbol]	NEW CONSTRUCTION ITEM
[Symbol]	REMOVE AND RECONSTRUCT
[Symbol]	REMOVAL ITEM
[Symbol]	EXISTING TO REMAIN ITEM

NO.	DESCRIPTION
1	CONCRETE GRADE CROSSING PANELS (BY BNSF)
2	24" THERMOPLASTIC STOP BAR
4	4" DOUBLE YELLOW CENTERLINE (EXISTING)
5	ASPHALT PAVEMENT (EXISTING)
6	GRADE CROSSING CANTILEVER & FLASHERS (BY BNSF)
9	R15-1 48" x 9" (RAILROAD CROSSING) (BY BNSF)
11	R15-2 9" x 9" (NUMBER) - PER PLAN (BY BNSF)
12	R15-2 27" x 9" (TRACKS) (BY BNSF)
13	AUTOMATIC GATE W/ FLASHERS (BY BNSF)
16	SAWCUT FULL DEPTH & REMOVE EXIST PAVEMENT
17	HMA CL 1/2 INCH, PG 64-22, MATCH EXISTING DEPTH

- NOTES:**
1. REPLACE STRIPING/PAVEMENT MARKINGS IN KIND ACROSS NEW PAVEMENT.
 2. AUTOMATIC GATE AND RAILROAD WARNING DEVICE ASSEMBLIES WILL BE CONSTRUCTED SO THAT THE CLOSEST POINT OF THE GATE MASTARM 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 SIGNAGE & PAVEMENT MARKING SYMBOL LOCATIONS SHALL MEET MUTCD 2009 TABLE 2C-4. SEE WSDOT STANDARD PLAN M-11-10-01 FOR GRADE CROSSING SYMBOL DETAIL.
 5. PANELS WILL BE FURNISHED AND INSTALLED BY BNSF.
 6. TRANSITION SIDEWALK AS NECESSARY TO MATCH EXISTING.



DATE	07-13-12
DESIGNED BY	H. H. PHAN
ENTERED BY	H. H. PHAN
CHECKED BY	A. M. SHIELDS
PROJ. MGR.	A. R. SILVER

ISSUE	NO.	DATE	BY	DESCRIPTION

DEPARTMENT	
SIGNATURE	
DATE	

ISSUE	

ISSUED FOR BID	



BNSF RAILWAY COMPANY
 LAKESIDE SUBDIVISION
 CHENEY TO BABB DOUBLE TRACK
 MP 14.90 TO MP 21.49
 GRADE CROSSING
 MP 19.27 LANCE HILL ROAD

DATE	07-13-12
DESIGNED BY	H. H. PHAN
ENTERED BY	H. H. PHAN
CHECKED BY	A. M. SHIELDS
PROJ. MGR.	A. R. SILVER



Google Earth Pro

feet 700
meters 200

