WASHINGTON UTC UTILITIES AND TRANSPORTATION COMMISSION

TR-140380-P

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BNSF Railway Petitioner, vs. Adams County, Washington Respondent	)	DOCKET NO. TR- PETITION TO CONSTRUCT OR RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING USDOT CROSSING NO.: 089682E

Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-[illegible] between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

> **All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**
>
> **(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

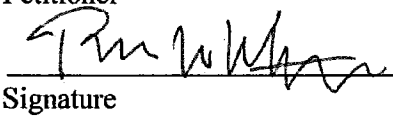
Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

☐ **Construction** **X Reconstruction**

Section 1 – Petitioner's Information

BNSF Railway
Petitioner


Signature

2454 Occidental Ave South, Suite 2D
Street Address

Seattle, WA 98134
City, State and Zip Code

Same as above
Mailing Address, if different than the street address

Mr. Richard Wagner
Contact Person Name

(206)-625-6152 Richard.Wagner@BNSF.com
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Adams County, Washington
Respondent

210 W. Alder
Street Address

Ritzville, WA 99169
City, State and Zip Code

Same as above
Mailing Address, if different than the street address

Mr. Clint Biggar
Contact Person Name

(509)-659-3281 Clintb@co.adams.wa.us
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Hampton Road

2. Existing railroad BNSF Railway, Lakeside Subdivision

3. Location of the crossing planned for reconstruction:
   Located in the NW 1/4 of the NE 1/4 of Sec. 20 , Twp. 15N , Range 41E W.M.

4. GPS location, if known 46.778896, - 118.824813

5. Railroad mile post (nearest tenth) MP 100.70

6. City Hatton, WA County Adams County, WA

Section 4 – Proposed or Existing Crossing Information

1. Railroad company BNSF Railway, Lakeside Subdivision

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

5. Average daily train traffic, freight 31 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 60 MPH Operated passenger train speed 0 – 60 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 Hampton Road

2. Roadway classification 09 – Rural Access

3. Road authority Adams County

4. Average annual daily traffic (AADT) 04 (Source: Adams County Public Works Dept- 2012)

5. Number of lanes 2

6. Roadway speed 50

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

8. If so, trucks are what percent of total daily traffic? N/A

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

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

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 X

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 X

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 X

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

The crossing is a seasonal farm crossing with very low AADT. The construction of a grade separated crossing is not feasible or cost effective.

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 X

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

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

Yes ____ No X

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.

No plan for reconstruction of Hatton Road (DOT # 089683S) which is located approximately 0.5 mile to the south of Hampton Road crossing. No other crossing is located in the near vicinity of Hampton Road.

Section 8 – Sight Distance

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

a. Approaching the crossing from East, 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	300
Right	200	1200
Right	100	1300
Right	50	1300
Right	25	5600
Left	300	400
Left	200	1150
Left	100	1150
Left	50	1300
Left	25	1400

b. Approaching the crossing from West, 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	25
Right	200	25
Right	100	25
Right	50	2800
Right	25	1600
Left	300	1700
Left	200	1700
Left	100	5600
Left	50	5600
Left	25	5600

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 X

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 trk, E side greater than 25 ft from new 2nd trk

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

Yes ____ No X

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

The existing approach grade on the west side currently exceeds 5% slope. The current average slope is approximately 5.4 % from the c/l of existing track to a point located 100 feet to the west of the existing crossing. The approach slope on the east side will be no greater than 3.93% when construction is complete. The existing east approach slope is approx. 3.5%

Section 9 – Illustration of Proposed Crossing Configuration

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

- ♦ The vicinity of the proposed 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 – Sidewalks

1. Provide the following information:
   a. Provide a description of the type of sidewalks proposed.
   b. Describe who will maintain the sidewalks.
   c. Attach a proposed diagram or design of the crossing including the sidewalks.

No sidewalks present or planned

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

The existing crossing currently has no automatic signals at this location. The existing crossing currently has advance warning signs and yield signs located on both sides of the crossing. Advance warning signs and stop signs will be placed to a suitable location at the completion of construction.

2. Provide an estimate for maintaining the signals for 12 months. N/A

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

Yes ____ No X

Section 12 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed or modifying an existing crossing. Provide project specific information.

At the completion of construction the eastern approach grade will be improved and have a better approach angle

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: _____

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system 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

_____

Name of Company

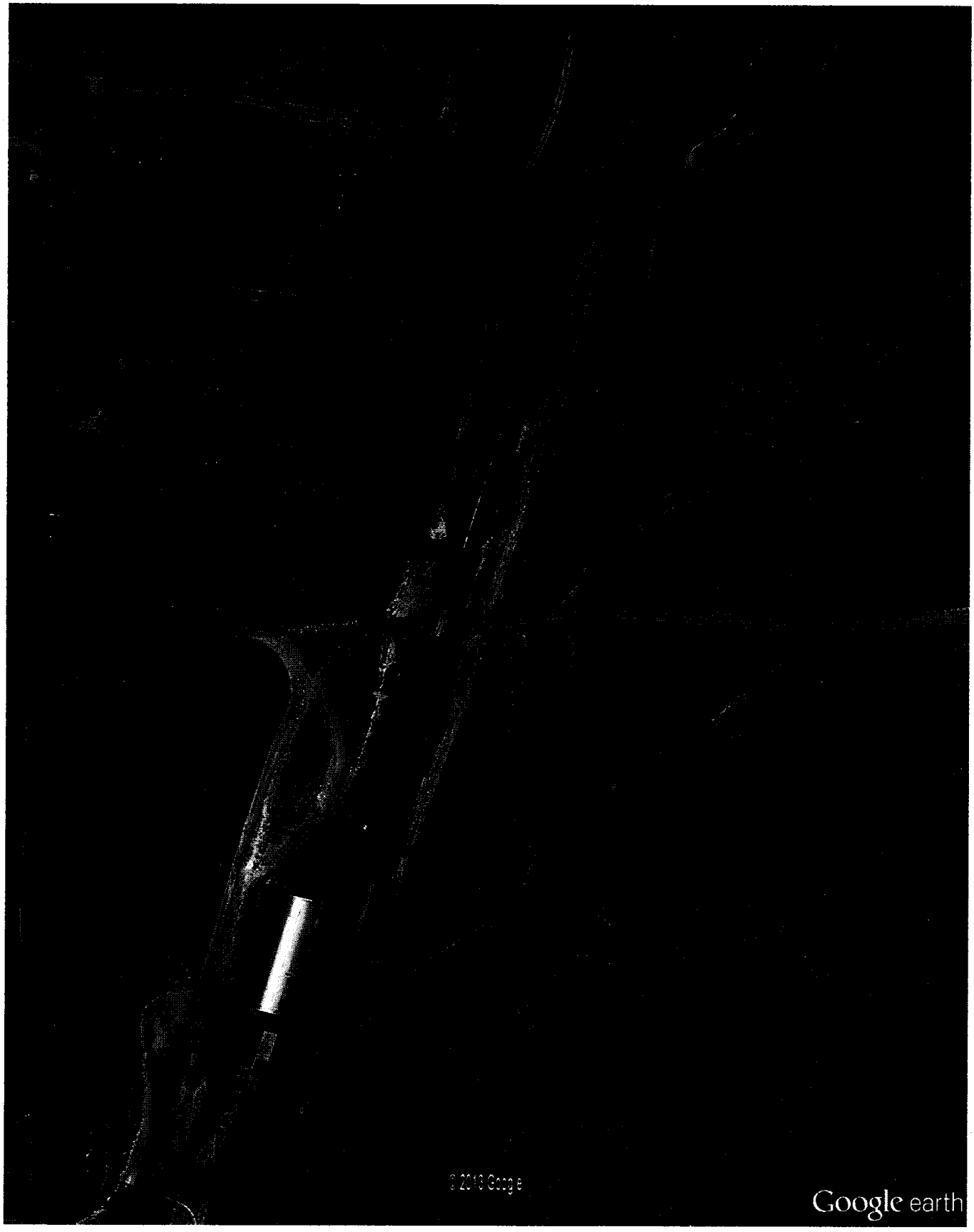
_____

Phone number and e-mail address

_____

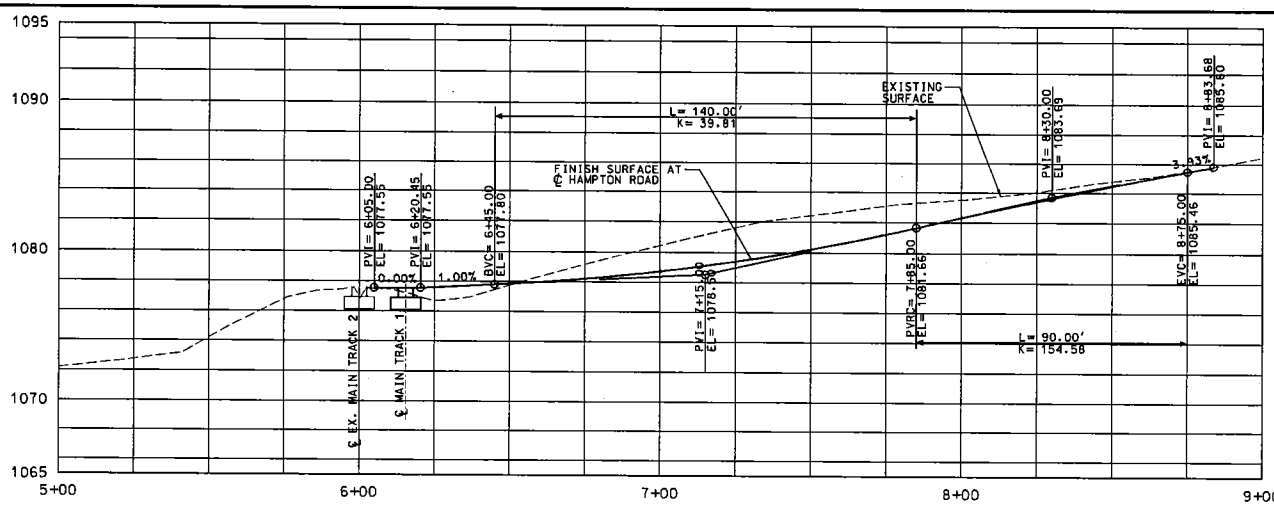
_____

Mailing address



Google Earth Pro

feet 1000
meters 300



PROFILE

CONSTRUCTION NOTES:

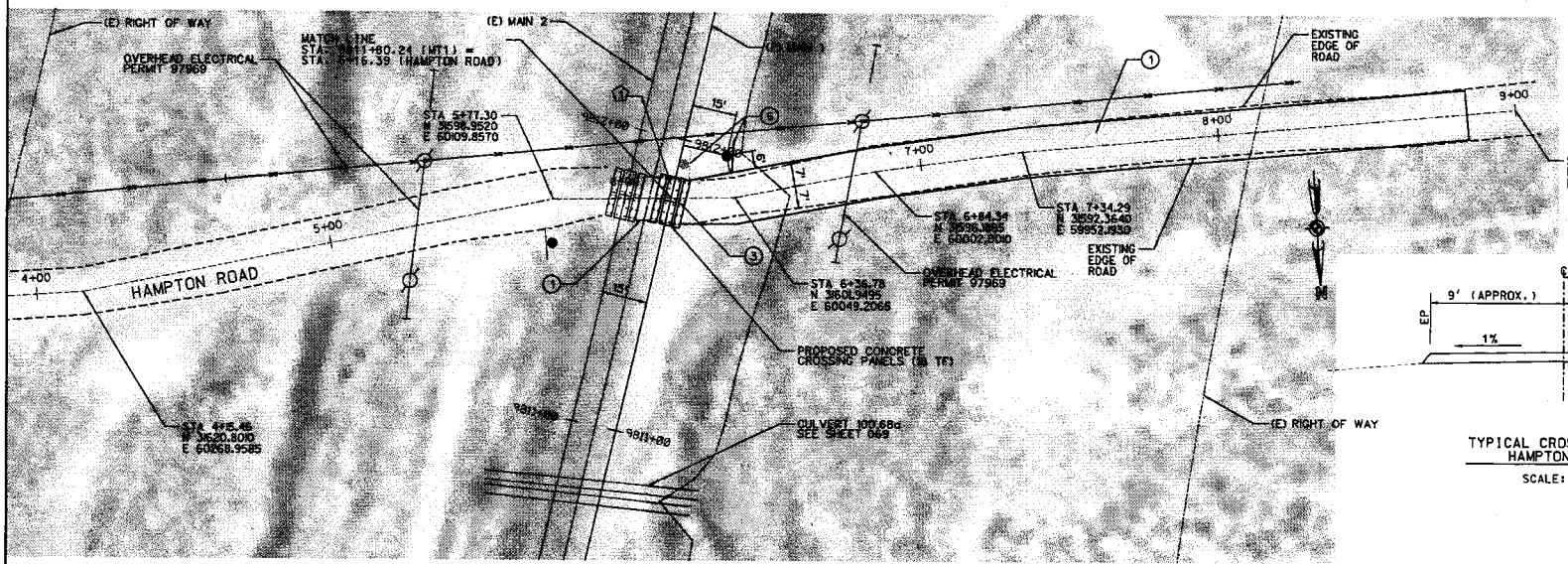
1. 6" AGGREGATE BASE COURSE ROAD. AGGREGATE BASE COURSE IS THE EQUIVALENT OF SUBBALLAST AS SPECIFIED IN THE PROJECT MANUAL.
3. CONSTRUCT TRACK SECTION PER BNSF STD. DWG NO. 2259 WITH 12" MIN. BALLAST.
6. RELOCATE EXISTING SIGN.

WORK BY BNSF:

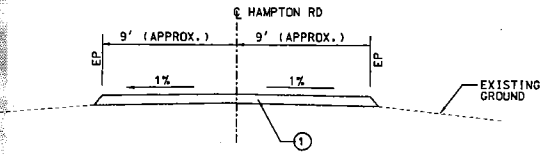
1. INSTALL 8' PRECAST CONCRETE PANELS PER BNSF STD PLAN 2257. MT1 9811+67.64 TO MT1 9811+91.64

NOTES:

1. FOR TRACK ALIGNMENT, SEE DRAWING NOS. RP-01 TO RP-09
2. ALL EXISTING SIGNS TO BE MAINTAINED DURING CONSTRUCTION AND RELOCATED AS NECESSARY AFTER COMPLETION.
3. ADJUSTMENTS TO ROAD VERTICAL ALIGNMENTS TO FOLLOW EXISTING ROAD HORIZONTAL ALIGNMENTS.
4. PROPOSED ROAD CROSS SECTION WIDTH TO MATCH EXISTING ROAD WIDTH



PLAN



TYPICAL CROSS-SECTION
HAMPTON ROAD

SCALE: NONE

GRAPHIC SCALE: HORZ:1" = 40'

GRAPHIC SCALE: VERT:1" = 8'

100% SUBMITTAL

REV	DATE	DESCRIPTION	BY	SUB	APP

DESIGNED BY	MDH
DRAWN BY	JLW
CHECKED BY	MDH
APPROVED BY	JLW
DATE	12/14/2012

BNSF RAILWAY

HANSON
Hanson Professional Services Inc.
11130 NE 33rd Place, Suite 200
Bellevue, WA 98004
Offices Nationwide

JEFFREY S. COLOM — STATE OF WASHINGTON — 41355 — REGISTERED PROFESSIONAL ENGINEER

BNSF RAILWAY
LAKESIDE SUBDIVISION
CUNNINGHAM TO MP101.3 DOUBLETRACK PROJECT
HAMPTON ROAD GRADE CROSSING
CITY OF HATTON
MP 100.699/DOT #089682K

CONTRACT NO.	11R0059
DRAWING NO.	CP-01
REVISION	
SHEET NO.	048
SCALE	AS SHOWN

Calvin Nutt
Project Engineer
Northwest Division

BNSF Railway Company
2454 Occidental Ave. S. #2D
Seattle, WA 98134
Telephone 206-625-6623
Fax 206-625-6256
Calvin.Nutt@bnsf.com

February 10, 2014

Kathy Hunter
Deputy Assistant Director, Trans. Safety
WUTC
1300 S Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

Re: Petition for Construction/Reconstruction of Hampton Road (089682K) at Hatton in Adams Co., WA

Dear Ms. Hunter,

This letter is in support of the aforementioned WUTC petition on behalf of BNSF Railway Company for highway-rail grade crossing upgrades at Hampton Road (DoT# 089682K) in Adams Co., WA. The following is supplemental information as provided in Section 12 of the petition for proposed reconstruction.

The project is designed to increase capacity between Spokane, WA and Pasco, WA by constructing a new main track from the existing double track segment (ending 1.4 miles north of crossing) down to the crossing at Hatton Road (0.5 miles south of Hampton Road crossing). The extension of the double track segment will reduce the time trains are parked on either end of Hatton Canyon waiting on trains travelling through the canyon. The proposed reconstruction of the crossing is to add this additional track creating a total of two (2) tracks at Hampton Road. The additional tracks through the crossing will impact vehicular traffic in duration of trains blocking the intersection.

The current method of warning is railroad crossing signs with yield signs on both sides of the crossing. With the construction of a second track through the crossing, BNSF is proposing railroad crossing signs with stop signs on both sides. This is due to the low traffic across the crossing (4 AADT).

Regarding sight distance, there is no obstruction in either direction for vehicles making eastbound or westbound movements over the crossing.

In conjunction with the attached petition, BNSF is working with adjacent landowners to provide alternate access from the Hatton Road crossing to property accessed from the Hampton Road crossing. BNSF's goal is to close the Hampton Road crossing in the near future, and we view this petition as an interim solution while we continue to work with the county, the City of Hatton, and the nearby landowners to come up with a closure solution that satisfies all parties.

Please review the attached petition and feel free to contact me with any questions.

Sincerely,

Calvin Nutt

Attachments:
UTC Petition Docket No. TR XXXXXXXX (USDOT Crossing No. 089682K)