



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- 140816 -P
	)	
Washington State Dept. of Transportation	)	PETITION TO CONSTRUCT OR
_____	)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,	)	GRADE CROSSING
	)	
vs.	)	
	)	
BNSF Railway Company	)	USDOT CROSSING NO.: 092255Y
_____	)	
Respondent	)	
.....	)	

RECEIVED  
 PROGRAMS MANAGEMENT  
 2014 MAY -6 AM 11:30  
 STATE OF WASHINGTON  
 UTILITIES AND TRANSPORTATION COMMISSION

Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie 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:**

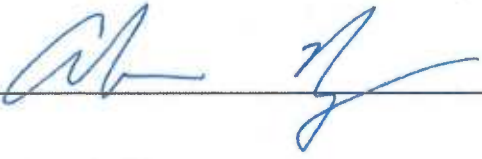
**(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

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                       Reconstruction

**Section 1 – Petitioner’s Information**

<u>Washington State Department of Transportation</u> Petitioner
 Signature
<u>310 Maple Park Avenue SE, Suite 2B</u> Street Address
<u>Olympia, WA 98504</u> City, State and Zip Code
<u>PO Box 47329 Olympia, WA 98504-7329</u> Mailing Address, if different than the street address
<u>Ahmer Nizam</u> Contact Person Name
<u>360-705-7271      <a href="mailto:nizama@wsdot.wa.gov">nizama@wsdot.wa.gov</a></u> Contact Phone Number and E-mail Address

**Section 2 – Respondent’s Information**

<u>BNSF Railway Company</u> Respondent
<u>2454 Occidental Avenue South Building 1A</u> Street Address
<u>Seattle, WA 98134</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>Rick Wagner</u> Contact Person Name
<u>206-272-3674      <a href="mailto:Richard.Wagner@BNSF.com">Richard.Wagner@BNSF.com</a></u> Contact Phone Number and E-mail Address

**Section 3 – Proposed or Existing Crossing Location**

1. Existing highway/roadway State Route 20 near milepost 59.94 (Garl Street)

2. Existing railroad BNSF Railway - LS 409, MP 016.27 crossing 092255Y

3. Location of proposed crossing:  
Located in the NW 1/4 of the SW 1/4 of Sec. 32, Twp. 35N, Range 4E W.M.

4. GPS location, if known Latitude 48.47302 / Longitude -122.3356

5. Railroad mile post (nearest tenth) 16.21

6. City Burlington County Skagit

**Section 4 – Proposed or Existing Crossing Information**

1. Railroad company BNSF Railway Company

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 1 Mainline

5. Average daily train traffic, freight 2 (frequent switching adjacent to crossing)  
Authorized freight train speed 25 mph (Sept 2013) Operated freight train speed 10-25 mph

6. Average daily train traffic, passenger 0  
Authorized passenger train speed N/A Operated passenger train speed N/A

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

8. If so, state the distance and direction from the proposed crossing.

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

**Section 5 – Temporary Crossing**

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

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 State Route 20 at milepost 59.94 (Garl Street)

2. Roadway classification Principle Arterial

3. Road authority Washington State Department of Transportation

4. Average annual daily traffic (AADT) 19,161

5. Number of lanes 2 lanes each direction with a shared median turn lane

6. Roadway speed 35 mph

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

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

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

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

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

**Section 7 – Alternatives to the Proposal**

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

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

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.

7. Does the railway line, at any point in the vicinity of the proposed 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 proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

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

Yes  No

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.

**Section 8 – Sight Distance**

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction. \* Sight distance meets all WSDOT

Design Manual requirements, except NB sight distance to the east is limited to 50'

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 new 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. \_\_\_\_\_

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.

***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.

BNSF to cover eastern edge of existing sidewalk with crossing surface, WSDOT will improve existing sidewalk approaches to ADA standards

***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.

BNSF install gates, WSDOT install raised curb in median to limit approaches to thru lanes only

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

***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.

*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.: 092255Y

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 SEATTLE, Washington, on the 29<sup>th</sup> day of  
April, 2014.

Rick Wagner  
Printed name of Respondent



Signature of Respondent's Representative

Major Public Projects

Title

BNSF Railway Company  
Name of Company

206-272-3674 Richard.Wagner@BNSF.com  
Phone number and e-mail address

2454 Occidental Avenue South Building 1A, Seattle, WA 98134  
Mailing address



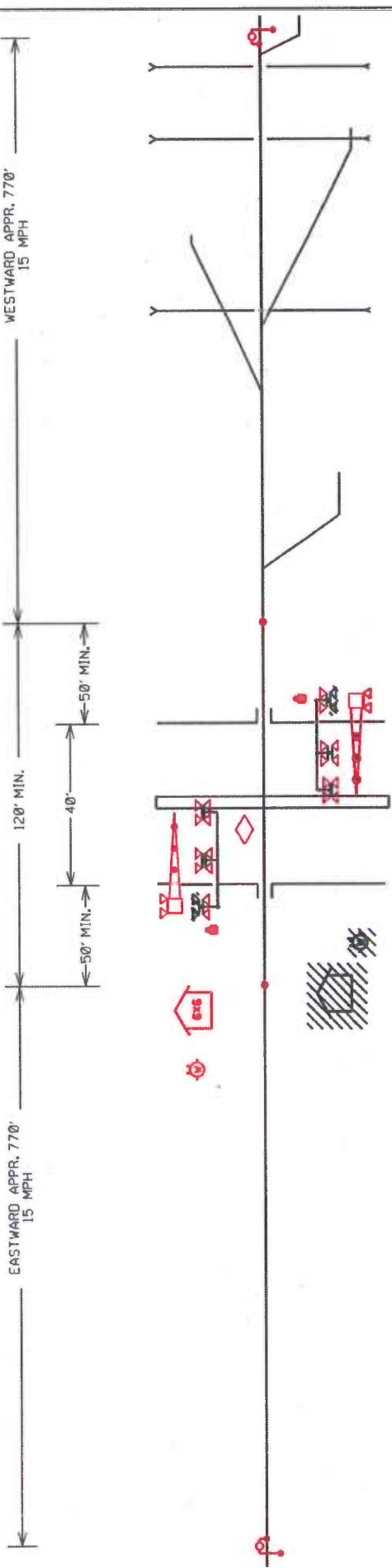
The Burlington Northern & Santa Fe Railway Company

TO ANACORTES

TO BURLINGTON

EASTWARD APPR. 770'  
15 MPH

WESTWARD APPR. 770'  
15 MPH



SR-20 (GARL ST.)

DOT # 092 255 Y

INSTALL: FLASHERS & GATES  
CONTROL DEVICES: CONSTANT WARNING

**BOLD - IN**

OUT

SALVAGE: NONE

	INSTRUMENT HOUSE
	BELL
	METER
	CROSSING CONTROL CONNECTIONS
	BIDIRECTIONAL CROSSING CONTROL
	UNIDIRECTIONAL CROSSING CONTROL
	COUPLER OR TERMINATION
	GUARD RAIL

Warning device placement:  
Clearance to C.L. Track = Min. 12'  
Edge of Road to C.L. Foundation:  
Min. 4'3" with curb,  
Min. 8'3" without curb,  
Max. 12'  
House Clearance:  
25' Min. to Near Rail  
30' Min. to Edge of Road  
ALL LIGHTS TO BE LED

**BNSF RAILWAY CO.**  
LOCATION: BURLINGTON, WA.  
STREET: SR-20 (GARL ST.)  
LS: 0409  
M.P. 16.27  
DOT # 092 255 Y  
DIVISION: NORTHWEST  
SUBDIVISION: ANACORTES SPUR  
KANSAS CITY  
NO SCALE  
DATE: 12/10/2013  
FILE: 040916.27.dgn  
JWM