UTC
TILITIES AND TRANSPORTATION
COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Dept. of Transportation	)	DOCKET NO. TR- 141094 -P
Petitioner,	)	PETITION TO CONSTRUCT OR RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
vs.	)	
The BNSF Railway Company	)	
Respondent	)	USDOT CROSSING NO.: 104534G

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;**

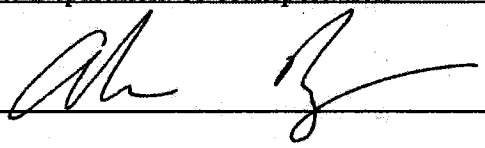
Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

Reconstruction

Section 1 – Petitioner's Information

Washington State Department of Transportation
Petitioner



Signature

310 Maple Park Avenue SE, 2B,
Street Address

Olympia, WA 98504
City, State and Zip Code

PO Box 47329 Olympia, WA 98504-7329
Mailing Address, if different than the street address

Ahmer Nizam
Contact Person Name

360-705-7271 nizama@wsdot.wa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

BNSF Railway
Respondent

2453 Ocidental 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
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway State Route 241 at mile post 0.05

2. Existing railroad BNSF Yakima Subdivision

3. Location of proposed crossing:
   Located in the____ 1/4 of the ____1/4 of Sec. ____ , Twp.___, Range _____W.M.

4. GPS location, if known _____

5. Railroad mile post (nearest tenth) 52.21

6. City Mabton County Yakima

Section 4 – Proposed or Existing Crossing Information

1. Railroad company BNSF Railway Company

2. Type of railroad at crossing Common Carrier

3. Type of tracks at crossing Main Line

4. Number of tracks at crossing 1 mainline track covered by signals + spur covered by crossbucks

5. Average daily train traffic, freight 7

   Authorized freight train speed 49 Operated freight train speed 49 MPH

6. Average daily train traffic, passenger N/A

   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?
   No

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

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

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? No

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? N/A

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway State Route 241 at mile post 0.05

2. Roadway classification _____

3. Road authority Washington State Dept. of Transportation

4. Average annual daily traffic (AADT) 2,722

5. Number of lanes One 12'lane and 2'shoulder at the crossing. No pullout lanes.

6. Roadway speed 35mph posted speed

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

8. If so, trucks are what percent of total daily traffic? 9.6%

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? 8 to 10

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

None expected.

Section 7 – Alternatives to the Proposal

<Not Applicable. A new crossing location is not being proposed.>

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

2. If a safer location exists, explain why the crossing should not be located at 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?
   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?
   No

6. If an over-crossing or under-crossing is not feasible, explain why.
   There are no funds currently available to grade separate this crossing

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?
   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.

   N/A

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

10. If a crossing exists, state:
    - The distance and direction from the proposed crossing. N/A
    - Whether it is feasible to divert traffic from the proposed to the existing crossing.
      SR-524 is a state highway, and cannot be closed/consolidated at this time

Section 8 – Sight Distance

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

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

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. N/A

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

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 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.
   N/A

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.

Widen crossing to add stop refuges for both approaches; and replace existing shoulder-mounted signals and gates with cantilever-mounted signals with gates. All incandescent flashers to be replaced with LED flashers.

Install do not Stop on Tracks sign for southbound traffic approaching SR-22.

2. Provide an estimate for maintaining the signals for 12 months.
Not applicable, BNSF owns and maintains the signal equipment after installed.

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

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.

All proposed changes are pursuant to a recommendation by the Section 130 Diagnostic Review Team.

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.

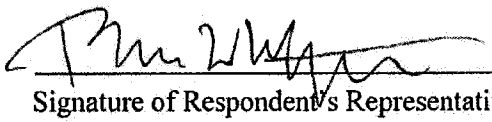
USDOT Crossing No.: 104534G

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 14th day of May, 2014.

BNSF Railway

Printed name of Respondent



Signature of Respondent's Representative

Manager Public Projects NW Division

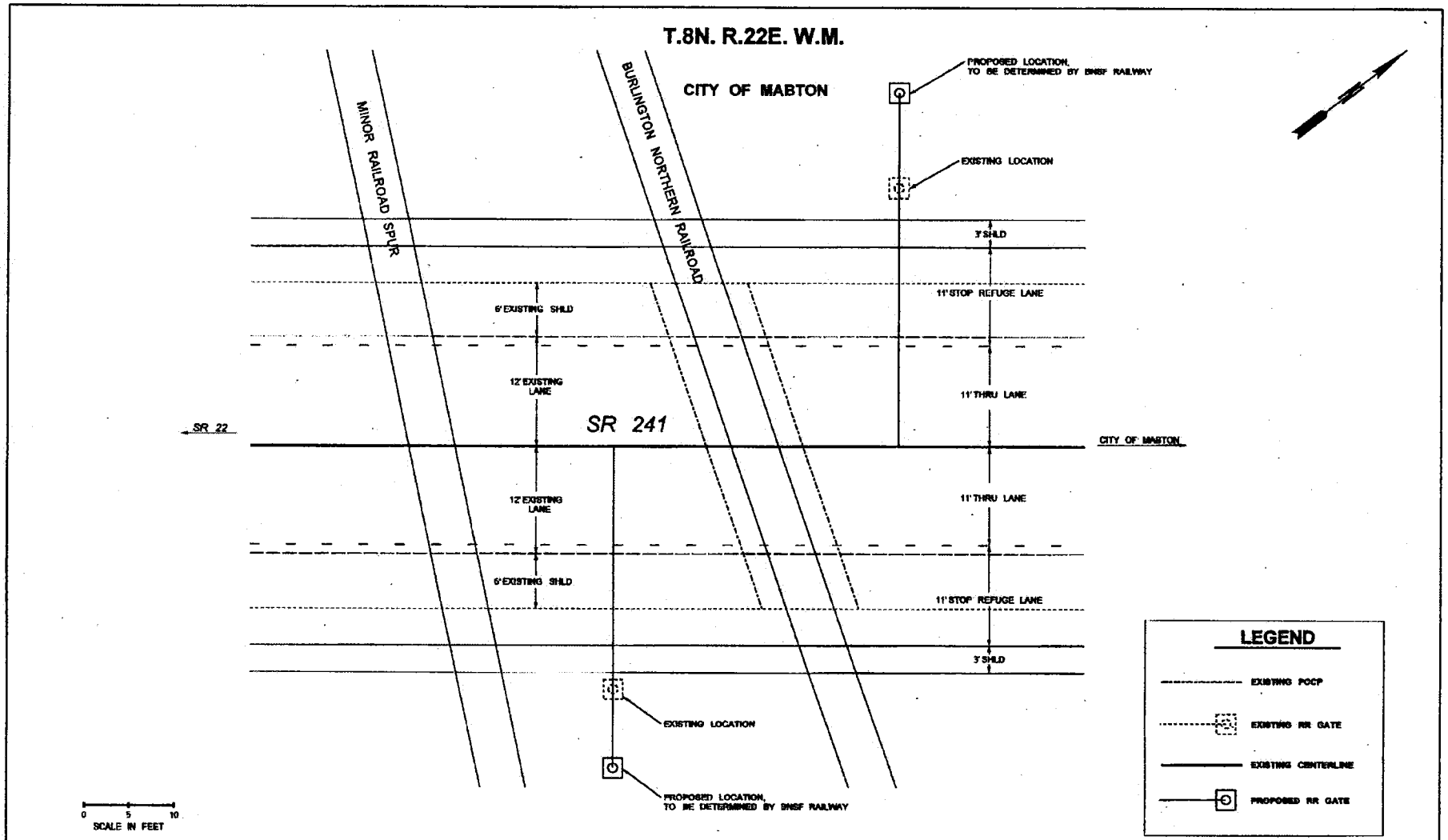
Title

BNSF Railway
Name of Company

206.625.6152, Richard.Wagner@BNSF.com

Phone number and e-mail address

2454 Occidental Avenue So Ste 2D
Seattle, WA 98134
Mailing address



FILE NAME	K:\452841\00\4517 SR 241-SR 22 Mabton Vic RR\CADD\contract\Plans\350-PavingPlan\VL4517_PS_PV.dgn
TIME	3:31:10 PM
DATE	3/4/2014
PLOTTED BY	rickeja
DESIGNED BY	V. WEN
ENTERED BY	J. RICHARDSON
CHECKED BY	R. BURKE
PROJ. ENGR.	J. HEILMAN-SUAREZ
REGIONAL ADM.	D. WHITEHOUSE

REVISION	DATE	BY

10	WASH

FED.AID PROJ.NO.

Washington State Department of Transportation

SR 241/SR 22
MABTON VIC/RR Xing
INSTALL BEACONS & STOP REFUGE
PAVEMENT WIDENING

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