

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Dept. of Transportation	)	DOCKET NO. TR- 150309 - P
Petitioner,	)	PETITION FOR INSTALLATION OF
vs.	)	R15-3 EXEMPT SIGNS AT A
BNSF Railroad Company <i>and Longview</i>	)	HIGHWAY-RAIL GRADE
Respondents <i>Switching Company</i>	)	CROSSING
.....	)	USDOT CROSSING #101842C
	)	

The Petitioner asks the Washington Utilities and Transportation Commission (Commission) to approve installation of an R15-3 'Exempt' sign at a highway-rail grade crossing. The Commission does not have jurisdiction to exempt railroad crossings within First Class cities. First Class cities have independent authority to authorize the installation of exempt signs. The Commission only has regulatory authority to exempt crossings on industrial or spur lines.

*Section 1 – Petitioner’s Information*

Washington State Department of Transportation	
Petitioner	
<i>Ahmer Nizam</i>	
Signature	
310 Maple Park Avenue SE, Suite 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	

RECEIVED  
PROJECTS MANAGEMENT  
2015 FEB 24 AM 10:08  
STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

*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>Richard 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 – Crossing Location*

1. Name of highway/roadway	<u>SR 432 at Tennant Way</u>		
2. Name of railroad	<u>BNSF/Longview Switching Company</u>		
3. USDOT Crossing No.	<u>101842C</u>	UTC Crossing No.	<u></u>
4. Located in the	<u>NW 1/4 of the NE1/4 of Sec.3, Twp. T7N, Range R2 W.M.</u>		
5. GPS location, if known	<u></u>		
6. Railroad mile post (nearest tenth)	<u>1.86</u>		
7. City	<u>Longview</u>	County	<u>Cowlitz</u>

*Section 2 – Respondent's Information*

<u>Longview Switching Company</u> Respondent
<u>115 Industrial Way</u> Street Address
<u>Longview WA 98632</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>David Wolter</u> Contact Person Name
<u>360-578-2396 david.wolter@bnsf.com</u> Contact Phone Number and E-mail Address

*Section 3 – Crossing Location*

1. Name of highway/roadway	<u>SR 432 at Tennant Way</u>		
2. Name of railroad	<u>BNSF/Longview Switching Company</u>		
3. USDOT Crossing No.	<u>101842C</u>	UTC Crossing No.	<u></u>
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5. GPS location, if known	<u></u>		
6. Railroad mile post (nearest tenth)	<u>1.86</u>		
7. City	<u>Longview</u>	County	<u>Cowlitz</u>

*Section 4 – Current Crossing Traffic*

1. Type of public road at the crossing     State     County     City  
       Port     State Park     Other \_\_\_\_\_
2. Average daily vehicle traffic over the tracks: 32,000 (2013 traffic report)  
Vehicle speed limit 55 mph
3. Trucks (commercial vehicles) are what percent of average daily traffic 15%
4. Number of school buses over the crossing each day    Please See Section 8
5. Name of railroad(s) operating at crossing Longview Switching Company  
\_\_\_\_\_
6. Type of railroad at crossing     Common Carrier     Logging     Industrial  
       Passenger     Excursion
7. Type of tracks at crossing     Main Line     Siding or Spur
8. Number of tracks at crossing 1
9. Average daily train traffic, freight 6 moves per week  
Authorized freight train speed 10 mph    Operated freight train speed 10 mph
10. Average daily train traffic, passenger None  
Authorized passenger train speed N/A    Operated passenger train speed N/A

*Section 5 – 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 increasing direction \_\_\_\_\_, 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	25'
Right	200	50'
Right	100	75'
Right	50	unobstructed
Right	25	unobstructed
Left	300	unobstructed
Left	200	unobstructed
Left	100	unobstructed
Left	50	unobstructed
Left	25	unobstructed

b. Approaching the crossing from decreasing direction \_\_\_\_\_, 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	unobstructed
Right	200	unobstructed
Right	100	unobstructed
Right	50	unobstructed
Right	25	unobstructed
Left	300	unobstructed
Left	200	unobstructed
Left	100	unobstructed
Left	50	unobstructed
Left	25	unobstructed

*Section 6 – Current Warning Devices*

1. Provide a complete description of the warning devices currently located at the crossing, including signs, gates, lights, train detection circuitry, pre-emption, and any other warning devices.

Cantilever and mast mounted flasher with gates, W10-01 with active flashers, painted road markings.

### *Section 7 – Accident History*

1. How many vehicle train accidents have occurred at the crossing in the last five years?

There have been no reported vehicle-train accidents reported in the last five years.

WSDOT has a record of two accidents that involved vehicles stopped at the RR tracks. The two accidents were rear-end collisions (both involving a Pickup, Panel Truck or Vanette and a second vehicle).

### *Section 8 – Justification*

1. Describe in detail why this crossing should have R15-3 Exempt signs installed.

According to information from the Longview School District, the district (as well as other school districts that would normally use this route ) currently directs drivers to not use this road/crossing due to the hazard of stopping. Bus drivers are driving miles out of the way through Kelso to avoid crossing. There could still be several school buses per day from other school districts in Washington and Oregon that cross the RR track on SR 432/Tennant when transporting school children for athletic or special events. The Longview School District still wishes to use this route, and has contacted WSDOT to support Exemption for this purpose. If the Exemption is authorized, the Longview School District has advised WSDOT that 25 or more buses would begin to regularly use the route, as well as other buses from out of district from time to time. Additionally, UTC staff have advised WSDOT that UTC was contacted on at least one occasion by a hazardous materials transporter with similar concerns regarding the stopping requirement.

Neither BNSF not LVSU plans to alter railroad operating practices at this crossing in the foreseeable future. Nevertheless, the proposed Exempt status at this crossing is based on current railroad operating practices, which require trains to stop and the signals to activate prior to entering the crossing. Exemption at this location is conditioned upon the continuation of this operating practice, and would be reconsidered between all parties in the event that any changes to railroad operating practices are implemented.

WSDOT will also scope this crossing for the addition of stop refuges for the 2017-2019 biennium. Exemption would be removed if stop refuges are constructed.



Section 9 – Waiver of Hearing by Respondent

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to install R15-3 Exempt signs at the following crossing.

USDOT Crossing No. 101842C

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree installation of R15-3 Exempt signs should be made and consent to a decision by the commission without a hearing.

Dated at Seattle, WA, Washington, on the 9<sup>th</sup> day of February, 2015.

Richard Wagner  
Printed name of Respondent

  
Signature of Respondent's Representative

BNSF Mgr Public Projects  
Title

BNSF Railway Company  
Company Name

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

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

*Section 9 – Waiver of Hearing by Respondent*

**Waiver of Hearing**

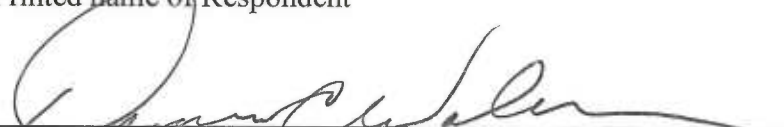
The undersigned represents the Respondent in the petition to install R15-3 Exempt signs at the following crossing.

USDOT Crossing No. 101842C

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree installation of R15-3 Exempt signs should be made and consent to a decision by the commission without a hearing.

Dated at Longview, Washington, on the 11<sup>th</sup> day of February, 2015.

David Wolter  
Printed name of Respondent

  
Signature of Respondent's Representative

General Manager  
Title

LONGVIEW SWITCHING COMPANY  
Company Name

360-578-2396 david.wolter@bnsf.com  
Phone number and e-mail address

115 Industrial Way, Longview, WA 98632  
Mailing address