

TR-151862-P

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
BNSF Rwy. Co.)	PETITION TO CONSTRUCT OR
_____)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,)	GRADE CROSSING
)	
vs.)	
_____)	
Respondent)	
)	USDOT CROSSING NO.: 085652E
City of Auburn, WA)	
.....)	

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

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 UTIL. AND TRANSP.
 COMMISSION

Section 1 – Petitioner’s Information

BNSF Rwy. Co.
Petitioner 
Signature 2454 Occidental Ave. S.
Street Address Seattle, WA. 98134
City, State and Zip Code
Mailing Address, if different than the street address Richard Wagner
Contact Person Name 206-625-6152, Richard.Wagner@bnsf.com
Contact Phone Number and E-mail Address

Section 2 – Respondent’s Information

City of Auburn
Respondent 25 W. Main St.
Street Address Auburn, WA. 98001
City, State and Zip Code
Mailing Address, if different than the street address Pablo Para
Contact Person Name 253-876-1958,ppara@auburnwa.gov
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway 3rd St Northwest

2. Existing railroad BNSF Railway

3. Location of proposed crossing:
Located in the ___ 1/4 of the ___ 1/4 of Sec. 13, Twp. 21N, Range 4E W.M.

4. GPS location, if known 47deg 18'30"N, 122deg 13'56"W

5. Railroad mile post (nearest tenth) 21.23X

6. City Auburn County King

Section 4 – Proposed or Existing 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 2

5. Average daily train traffic, freight 24
Authorized freight train speed 60 Operated freight train speed 60

6. Average daily train traffic, passenger 23
Authorized passenger train speed 79 Operated passenger train speed 79

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

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 3rd St Northwest

2. Roadway classification City Street

City of Auburn

3. Road authority _____

4. Average annual daily traffic (AADT) 7,000

5. Number of lanes 2

6. Roadway speed 30

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? 14

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.

a. Approaching the crossing from West, 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	135
Right	200	245
Right	100	375
Right	50	Unobstructed
Right	25	Unobstructed
Left	300	55
Left	200	70
Left	100	195
Left	50	810
Left	25	Unobstructed

b. Approaching the crossing from East, 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	28
Right	100	40
Right	50	220
Right	25	3250
Left	300	45
Left	200	50
Left	100	60
Left	50	200
Left	25	Unobstructed

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 X

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. 30ft East, 14ft West

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

Yes X 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.

There will be no change to existing sidewalks.

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.

Existing crossing warning devices will be relocated to accommodate new 3rd main line.

BNSF will pay for relocation.

2. Provide an estimate for maintaining the signals for 12 months. _____

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.

BNSF is constructing the third main line in this area to expedite train movement through

the City of Auburn. The addition of the third main line will allow commuter trains to

access the passenger platforms, just south of W. Main St, while other trains will be able

to continue to move down the third track.

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.: 085652E

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 ____.

Nancy Backus

Printed name of Respondent

Signature of Respondent's Representative

Mayor

Title

City of Auburn

Name of Company

253-931-3041, nbackus@auburnwa.gov

Phone number and e-mail address

25 W. Main St.

Auburn, WA 98001

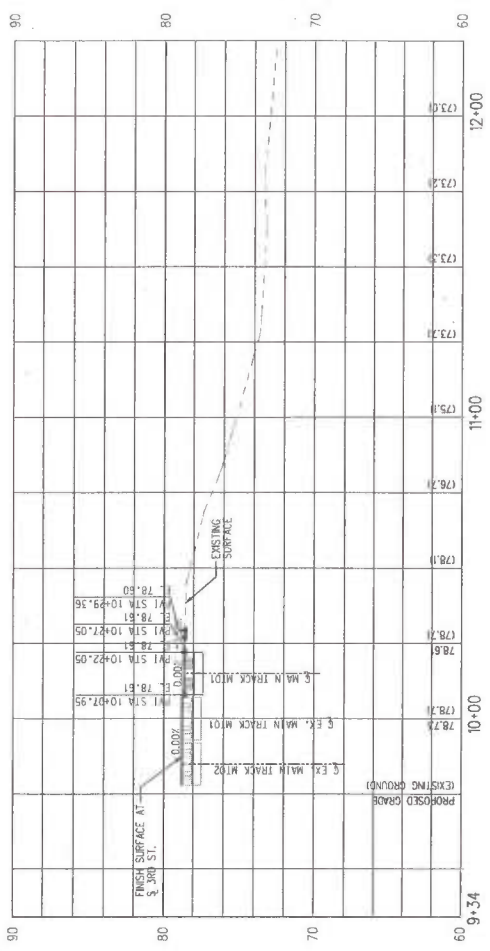
Mailing address

REMOVAL NOTES:

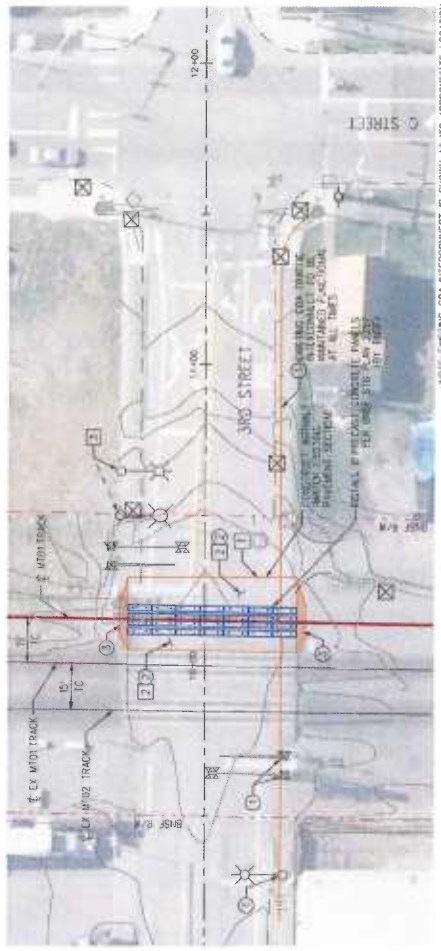
- 1 SAWCUT LINE
- 2 REMOVE ASPHALT CONCRETE PAVEMENT.
- 3 RELOCATE EXISTING STREET LIGHT.

CONSTRUCTION NOTES:

- 1 PROTECT IN PLACE.
- 2 CONSTRUCT 2" HMA CLASS 1/2" 6" HMA CLASS 1" OVER 12" GRAVEL BASE PAVEMENT SECTION.
- 3 CONSTRUCT AC APPROX AND JOIN EXISTING GROUND AT A MAXIMUM 8% SLOPE.



PROFILE



PLAN

NOTE: EXISTING COA INTERCONNECT IS SHOWN AT ITS APPROXIMATE LOCATION. CENTERLINE OF SHALL FIELD VIEW THIS AS UIC LOCATION.

PROJECT NUMBER	CP-402	CONTRACT NO.	CP-402
COST ELEMENT	ST2 TRACK IMPROVEMENT PROJECT - EASEMENT 4	DRAWING NO.	CP-402
PHYSICAL ELEMENT	SEATTLE SUBDIVISION - MP 18.26X TO MP 23.85X	REVISION	SHEET NO. 62
CONTRACTOR	GRADE CROSSING PLAN & PROFILE EXHIBIT	SCALE	AS SHOWN
DESIGNED BY	JT	CONTRACT NO.	AS SHOWN
DRAWN BY	JT	DRAWING NO.	CP-402
CHECKED BY	ME	REVISION	SHEET NO. 62
APPROVED BY	MAC	SCALE	AS SHOWN
DATE	JANUARY 15, 2015	CONTRACT NO.	AS SHOWN
REV	DATE	DESCRIPTION	
1	APP		

100% SUBMITTAL

NOT FOR BID OR CONSTRUCTION



JL PETERSON
275 1/2 MAIN & COUNTRY RD
DUNDAS, ONTARIO, CANADA L9H 5R8

DESIGNED BY JT
DRAWN BY JT
CHECKED BY ME
APPROVED BY MAC
DATE JANUARY 15, 2015

100% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

