

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BNSF Railway

 Petitioner,

 vs.
 Skamania County

 Respondent.

) DOCKET NO. TR-160272
)
) PETITION TO MODIFY HIGHWAY-
) RAIL GRADE CROSSING ACTIVE
) WARNING DEVICES AND
) DISBURSEMENT OF FUNDS
) FROM THE GRADE CROSSING
) PROTECTIVE FUND
)
)
) USDOT CROSSING #090135B
)
)
)

STATE OF WASHINGTON
 UTILITIES AND TRANSPORTATION
 COMMISSION

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 PROJECTS MANAGER

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

BNSF Railway

Petitioner
2454 Occidental Ave S Suite 2D

Street Address
Seattle, Washington 98198

City, State and Zip Code

Mailing Address, if different than the street address
Richard Wagner

Contact Person Name

Contact Person’s Signature

206-625-6152 Richard.Wagner@bnsf.com
Contact Phone Number and Email Address

Section 2 – Respondent's Information

Skamania County Respondent
170 NW Vancouver Ave Street Address
Stevenson, Washington 98648 City, State and Zip Code
PO Box 1009 Mailing Address, if different than the street address
Tim Homann, P.E. Contact Person Name
509-427-3912, homann@co.skamania.wa.us Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Butler Road</u>
2. Existing railroad <u>BNSF Railway</u>
3. USDOT Crossing No. <u>090135B</u>
4. Located in the ___ 1/4 of the ___ 1/4 of Sec. ___, Twp. ___, Range _____ W.M.
5. GPS location, if known <u>Lat. 45.6167889, Long. -122.0429596</u>
6. Railroad mile post (nearest tenth) <u>43.30</u>
7. City <u>Skamania</u> County <u>Skamania</u>

Section 4 – Current Highway Traffic Information

**Please complete all information in this section.
Incomplete information may cause delays in the petition approval process.**

1. Name of highway Butler Road

2. Road authority Skamania County

3. Average annual daily traffic (AADT) 100

4. Number of lanes 2

5. Roadway speed 25 mph

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

7. If so, trucks are what percent of total daily traffic? 3%

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

9. If so, how many school buses travel over the crossing each day?

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

Possible bridge replacement to remove weight restriction currently in place.

Section 5 – Current 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 34

Authorized freight train speed 55 Operated freight train speed 30

6. Average daily train traffic, passenger 2

Authorized passenger train speed 60 Operated passenger train speed 30

7. Describe any changes to the information in 1 through 4, above, expected within ten years:

8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?

About 2000 Feet in both directions from the south and north approach.

9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

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, preemption (advance or simultaneous) and any other warning devices.

One advance warning sign and road markings on south approach. One stop line north at seven feet and one stop line south at 11 feet. Four flashing light pairs. Three shoulder-mounted 12" flashing lights (non-LED). One advance warning sign (W10-2) each eastbound and westbound. Track circuitry is CTC on both tracks.

Section 7 – Description of Proposed Changes

1. Describe in detail the number and type of proposed signals, gates or other warning devices, including proposed type of train detection. Include the funding source for the proposed modification, if other funding sources will be used in addition to GCPF.

The modification at the crossing includes upgrading to LED lights. BNSF Railway will provide
_____ the cost estimate for the upgrade.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, engineering plan or other illustration showing the proposed crossing modification.

Section 9 – Use of Surplus Equipment

If surplus or used equipment is being installed as part of the project, please review the following statement and sign, accepting the terms and conditions.

“The recipient of surplus equipment voluntarily accepts the equipment as is. Proper installation and testing is required per Code of Federal Regulations 49, prior to activating the signal equipment. The recipient assumes full responsibility for functionality of the equipment.”

Name (print): _____

Title: _____

Company: _____

Signature: _____

Date: _____

Section 10 – Project Cost Information

1. Breakdown of estimated total cost.

Gross Project Cost is \$24,171 minus \$14,353 in labor cost covered by BNSF Railway.

2. Names of the parties contributing to the project and the amount each is contributing.

BNSF Railway is contributing \$14,353 to the project.

3. Provide the amount the applicant is requesting from the GCPF grant program.
\$9,818 (includes material and contract engineering costs, as well as taxes.)

Section 11 – Project Completion Date

Project completion date: 12.31.2016

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signals at the following crossing:


USDOT Crossing No. 090135B

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 the warning signals should be modified and consent to a decision by the commission without a hearing.

Dated at Stevenson, Washington, on the 25th day of
February, 20 16.

Tim Homann, P.E.

Printed name of Respondent



Signature of Respondent's Representative

County Engineer

Title

509-427-3912, homann@co.skamania.wa.us

Phone number and email address

PO Box 1009

Stevenson, Washington 98648

Mailing address