

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-
	)	
Grant County Public Works Department	)	PETITION TO MODIFY HIGHWAY-
_____	)	RAIL GRADE CROSSING ACTIVE
Petitioner,	)	WARNING DEVICES AND
	)	DISBURSEMENT OF FUNDS
vs.	)	FROM THE GRADE CROSSING
BNSF Railway Company	)	PROTECTIVE FUND
_____	)	
Respondent.	)	
	)	
.....	)	USDOT CROSSING # 065792C
	)	

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*

Grant County Public Works Department
Petitioner
124 Enterprise Street SE
Street Address
Ephrata, WA 98823
City, State and Zip Code
_____
Mailing Address, if different than the street address
Jeff Tincher, P.E.
Contact Person Name
_____
Contact Person’s Signature
(509) 754-6082    jtincher@grantcountywa.gov
Contact Phone Number and Email Address

*Section 2 – Respondent's Information*

<u>BNSF Railway Company</u> Respondent
<u>2454 Occidental Ave. South Suite 1A</u> Street Address
<u>Seattle, WA 98164</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>Richard Wagner</u> Contact Person Name
<u>(206) 604-8290</u> Contact Phone Number and Email Address

*Section 3 – Crossing Location*

1. Existing highway/roadway <u>Adams Road</u>
2. Existing railroad <u>BNSF mainline</u>
3. USDOT Crossing No. <u>065792C</u>
4. Located in the <u>NW</u> 1/4 of the <u>NW</u> 1/4 of Sec. <u>12</u> , Twp. <u>20</u> , Range <u>24</u> W.M.
5. GPS location, if known _____
6. Railroad mile post (nearest tenth) <u>1611.71</u>
7. City <u>Quincy</u> County <u>Grant</u>

*Section 4 – Project Information*

**Please complete all information in this section – attach additional sheets as necessary that provide the following:**

1. A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

This project is being done due to deterioration of existing Roadway surface. The current roadway is going to be ground up and reconstructed.

2. A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.

This project will include the grinding of the existing roadway surface and reconstruction of the sub-grade and drainage facilities along the roadway prism. New base rock and maintenance rock will be spread over the sub-grade and compacted and then the roadway will be double shot with a Bituminous Surface Treatment (BST). Replace/upgrade 4 bridges on adjoining roadways that intersect with Adams Road from the current wood structure bridges to concrete single span. The above phase of work will take place summer/fall 2016.

Existing crossing warning devices will be upgraded to current standard, moved out from the roadway 2-3 feet, new crossing arms will be installed, new bungalow, wider/new crossing surface, new pavement warning markings, new warning bell, etc. The railroad work will take place as soon as BNSF easement and construction and maintenance agreement is provided from the railroad (possible 2016, spring/summer 2107 most likely).

*Section 5 - 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	<u>Adams Road</u>
2. Road authority	<u>Grant County Public Works</u>
3. Average annual daily traffic (AADT)	<u>538</u>
4. Number of lanes	<u>2</u>
5. Roadway speed	<u>50</u>
6. Is the crossing part of an established truck route?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
7. If so, trucks are what percent of total daily traffic?	<u>24%</u>
8. Is the crossing part of an established school bus route?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
9. If so, how many school buses travel over the crossing each day?	<u>2</u>
10. Describe any changes to the information in 1 through 7, above, expected within ten years:	<u>None</u> <u></u> <u></u>

*Section 6 – Current Crossing Information*

1. Railroad company BNSF

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

5. Average daily train traffic, freight 22

Authorized freight train speed 1-79 mph Operated freight train speed 1-79 mph

6. Average daily train traffic, passenger 0

Authorized passenger train speed 1-79 Operated passenger train speed 1-79 mph

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

N/A  
\_\_\_\_\_  
\_\_\_\_\_

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?

400+  
\_\_\_\_\_

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.

N/A  
\_\_\_\_\_

**Section 7 – 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.

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Shoulder mounted 12" lights and gates, warning bell, crossbucks, advance warning signs, train detection is DC/AFO track circuit system.

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***Section 9 – Illustration of Proposed Warning Devices***

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

***Section 10 – 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 11 – Project Cost Information***

1. A cost estimate, including:
  - a. An itemized list of the total costs of the project.
  - b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.
  - c. The amount the applicant is requesting from the GCPF grant program.

Itemized list of crossing work attached.

Total project estimated cost (not including railroad): \$1,145,000.00  
Total project estimated cost (including railroad costs): \$1,431,568.00

Parties contributing to entire Road reconstruction project :  
State RAP funds: 1,031,000.00  
Grant County Public Works funds: \$114,000

Railroad crossing upgrade cost: \$286,568 (based on BNSF provided estimate)

Requesting \$20,000 in grant money which will go towards railroad costs, the grant will not effect County or State funding contributions.



2. The name of the party responsible for long-term maintenance.

BNSF Railway Company

*Section 12 – Project Completion*

1. An estimated timeline of the project.

Spring/Summer of 2017

2. A description of how the project's success would be measured.

Inspector Daily Reports and daily pay vouchers, pay estimates.

3. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

14+ years. This project cost is approximately +/- 1.2 million dollars.

4. Any other information the applicant believes would be useful to the Commission in considering the project.

This project has been cleared and approved Environmentally and cleared by the Department of Archeological & Historical Properties, the Colville and Yakima Tribes for any possible cultural resource impact.

*Section 13 – 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:

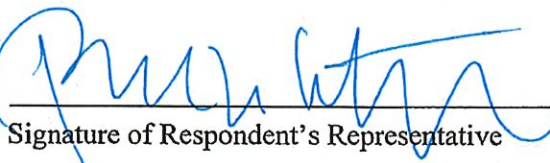
USDOT Crossing No. 065792C

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 BINGEN, Washington, on the 7<sup>th</sup> day of  
SEPTEMBER, 20 16

Burlington Northern Santa Fe Railroad Company

Printed name of Respondent

  
Signature of Respondent's Representative

Manager Public Projects

Title

(206) 625-6152, Wagner, Richard.Wagner@BNSF.com

Phone number and email address

BNSF Railway

2454 Occidental Ave, S. Suite 2D Seattle, WA 98134

Mailing address