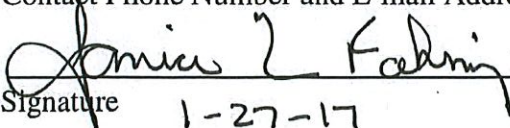


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Snohomish County Public Works)	DOCKET NO. TR-
Petitioner,)	PETITION TO INSTALL HIGHWAY-
vs.)	RAIL GRADE CROSSING ACTIVE
Burlington Northern Santa Fe)	WARNING DEVICES AND
Respondent)	DISBURSEMENT OF FUNDS FROM
.....)	THE GRADE CROSSING
)	PROTECTIVE FUND
)	USDOT NO.:084-683A

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

Section 1 – Petitioner’s Information

Snohomish County Public Works	
Petitioner	
3000 Rockefeller Ave, MS-607	
Street Address	
Everett, WA 98201	
City, State and Zip Code	
Same	
Mailing Address, if different than the street address	
Jeff Rivers	
Contact Person Name	
(425) 388-3488 ext 2813,	jeff.rivers@snoco.org
Contact Phone Number and E-mail Address	
 Signature	Janice.Fahring@snoco.org
1-27-17	

Section 2 – Respondent's Information

Burlington Northern Santa Fe Railroad
Respondent

2454 Occidental Avenue South, Suite 2D
Street Address

Seattle, WA 98134
City, State and Zip Code

Same as above
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 3 – Crossing Location

1. Existing highway/roadway 48th Ave NW

2. Existing railroad Burlington Northern Santa Fe

3. USDOT Crossing No. 084-683 A

4. Located in the SE 1/4 of the NE 1/4 of Sec. 33, Twp. 32, Range 4, W.M.

5. GPS location, if known 48.2185301, -122.2971902

6. Railroad mile post (nearest tenth) 052.41

7. City Stanwood County Snohomish

Section 4 – Project Information

Please attach additional sheets as necessary that provide the following:

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

The current crossing is an at-grade crossing of the BNSF tracks and 48th Ave NW, near Stanwood WA. The crossing is only passively controlled with stop signs at the crossing and warning signs in advance of the crossing. The angle of intersection between the road and the tracks is 65 degrees.

The FRA accident database has three recorded collisions between trains and motor vehicles at the crossing. A summary of the collisions is:

August 2007, pickup truck attempted to cross tracks and was struck by an Amtrak train.
January 2010, delivery truck attempted to cross tracks and was struck by a freight train.
February 2012, automobile stuck on the tracks and was struck by an Amtrak train. Snow on the road may have contributed.

One of the three recorded collisions resulted in injuries to the motorist. No train passengers or crew were injured, and no fatalities were recorded.

All accidents occurred during nighttime conditions. There are no street lights at the crossing or along 48th Ave NW.

The improvements to the crossing include adding motorized two-quadrant gates with post-mounted flashing lights and warning bells, and an equipment bungalow with the required control equipment to operate the gates and lights.

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 48th Ave NW

2. Road authority Snohomish County

3. Average annual daily traffic (AADT) 156

4. Number of lanes 2

5. Roadway speed 35 mph

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

7. If so, trucks are what percent of total daily traffic? n/a

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

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

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

No changes are expected.

Section 6 – Current Crossing Information

1. Railroad company Burlington Northern Santa Fe

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 20 per 24 hour period

 Authorized freight train speed 79 Operated freight train speed 79

6. Average daily train traffic, passenger Less than one per day

 Authorized passenger train speed 79 Operated passenger train speed 79 (est)

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

No expected changes.

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?

Available sight distance exceeds 2,000 ft.

See exhibit #1 below showing the existing sight distance.

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.

No obstacles limit sight distance.

Section 7 – Current Warning Devices

1. Provide a complete description of the warning devices currently located at the crossing, including signs and any other warning devices.

The crossing is protected by one R1-1 Stop sign on a wooden post on each side of the crossing. Each sign is on the right side of the road. Above each sign on the same post is a single-sided R15-1 railroad crossbuck. Next to each stop sign and across the width of the travel lane is one 12” white thermoplastic stop bar.

Ahead of each stop sign is one W10-1 RR Crossing Ahead sign on the right side of the road. Next to each RR Crossing Ahead sign are grade crossing pavement markings as shown in figure 8B-7 of the 2009 MUTCD.

Ahead of each RR Crossing Ahead sign is one W3-1 Stop Ahead sign on the right side of the road.

See exhibit #2 below for a plan of the existing conditions.

Section 8 – Description of Proposed Changes

1. Describe in detail the number and type of automatic signals, gates or proposed warning devices, including the proposed type of train detection. Provide a description of the type of sidewalks proposed. Describe who will maintain the sidewalks.

The proposed plan will install two posts, each post will have one automatic gate, two flasher assemblies, and one bell, with crossbuck signs. The existing stop signs and stop ahead signs will be removed.

A new bungalow will be installed to operate the gates, lights, and bells. The bungalow will include batteries, chargers, an event recorder, and a constant warning detection system. The bungalow will be connected to utility power and will have a cellular modem for remote monitoring by the operating agency.

See Exhibit #3 below showing the proposed crossing system.

There are no existing sidewalks on 48th Ave NW, and no new sidewalks will be constructed with this project.

The Railroad has requested improvements to the profile of 48th Ave NW, but at this time Snohomish County does not have funds available for any improvements to the road.

Section 9 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, map or other illustration showing the proposed warning devices and sidewalks.

See exhibit #3 below for a diagram of the proposed improvements

Section 10 – 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.

Engineer's Estimate				
Description	Quantity	U/M	Cost	Total Cost
<u>Labor</u>				
Electrical labor, signal	54.0	MH	1,520	
Signal labor, field	888.0	MH	27,378	
Signal labor, shop	96.0	MH	3,236	
Admin			66,357	
Total Labor			98,491	\$ 98,491
<u>Material</u>				
Arrestor	1.0	EA	750	
Battery	1.0	LS	7,954	
Bells	2.0	EA	392	
Berm wall, concrete	22.0	FT	5,368	
Bungalow, 6x6	1.0	LS	6,693	
Bungalow material	1.0	LS	7,130	
Cable, 2C/6	500.0	FT	570	
Cable, 3C2	500.0	FT	2,720	
Cable, 5C/10	70.0	FT	128	
Cable, 5C/6	500.0	FT	1,950	
Cable, 7C/14	500.0	FT	835	
Chargers	1.0	LS	848	

Constant Warning System	1.0	EA	29,325		
Coupler	2.0	EA	1,866		
Electrical material, misc	1.0	EA	1,500		
Even recorder	1.0	EA	3,560		
Field material	1.0	LS	7,386		
Fill	20.0	CY	500		
Filter, track	2.0	EA	512		
Foundation, conc.	2.0	EA	600		
Gate keeper	2.0	EA	3,726		
Gate mechanism	2.0	EA	12,032		
Guard rail, half	2.0	EA	988		
LED Light	8.0	EA	1,608		
LED Light, gate kit	2.0	EA	372		
Light out detector	1.0	EA	1,023		
Shunt, NBS	2.0	EA	2,232		
Surface rock	10.0	CY	500		
Tellular device	1.0	EA	3,052		
Tax			10,015		
Offline transportation			1,322		
Total Material Cost			117,457	\$	117,457
<u>Other</u>					
AC Service fee		EA	10,000		
Contract engineering		LS	8,000		
Directional boring		FT	2,500		
Total other items			20,500	\$	20,500
				\$	236,448
Project Subtotal				\$	236,448
Contingencies	_____	_____	_____	\$	23,644
Admin				\$	2,601
Gross project cost				\$	262,693

Neither BNSF nor Snohomish County will be contributing construction funds to this project.

100% of project construction funding is requested to be from State Highway Grade Crossing Protective Fund.

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

Burlington Northern Santa Fe

Section 11 – Project Completion

1. An estimated timeline of the project.

December 2016: Petition review & submission to UTC

January 2017: Petition approved, Notice to Proceed issued

February 2017: Equipment ordered & final engineering initiated, with work to be concluded within 180 days

July 2017: Work completed, final inspection & approval

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

Completion of this project should significantly reduce vehicle-train collisions at this crossing, especially collisions occurring at night.

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.

Snohomish County has been CA certified for over 20 years, and administers an annual construction program of about \$30 million per year. Some recent projects funded in part or in whole with grants include:

128th Ave Near-Side Signal Heads (phases 1 & 2) – Upgrade existing County traffic signals to have near-side indications and ADA accessible pushbuttons

Construction Amount: \$216,000

Completed: December, 2013

North Road Corridor Improvements – Widen North Road between SR-524 and 148th St SW from a two-lane road to three lanes with curb, gutter, sidewalk, stormwater detention facilities, and new traffic signal interconnect system.

Construction Amount: \$13,000,000

Completed: November, 2015

52nd Avenue West Corridor Improvements – Widen 52nd Ave W between Lynnwood City Limits and 164th St SW from a two lane road to three lanes with curb, gutter, sidewalk, stormwater detention facilities, and new traffic signal interconnect system.

Construction Amount: \$6,900,000

Completed: April, 2014

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

[Empty response box]

Section 12 - Waiver of Hearing by Respondent

Waiver of Hearing

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

USDOT Crossing No. 084-683A

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 installed and consent to a decision by the commission without a hearing.

Dated at BINGHAM, Washington, on the 20th day of

January, 20 17.

Richard Wagner

Printed name of Respondent

[Signature]

Signature of Respondent's Representative

Mgr Public Projects NW Division

Title

Company Name

BNSF Railway

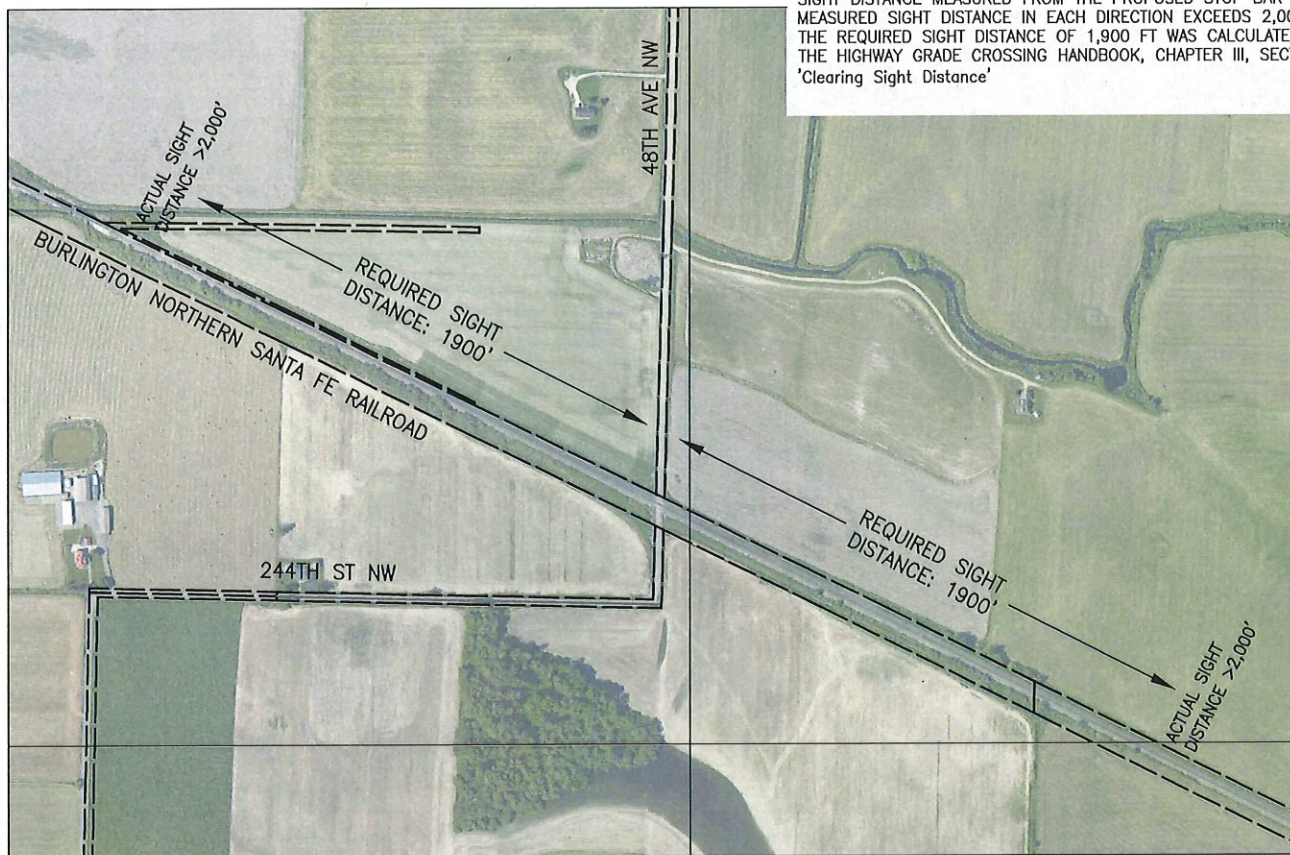
Phone number and email address

206.625.6152 Richard.Wagner@BNSF.com

2454 Occidental Ave So Ste 20 98134

Mailing address

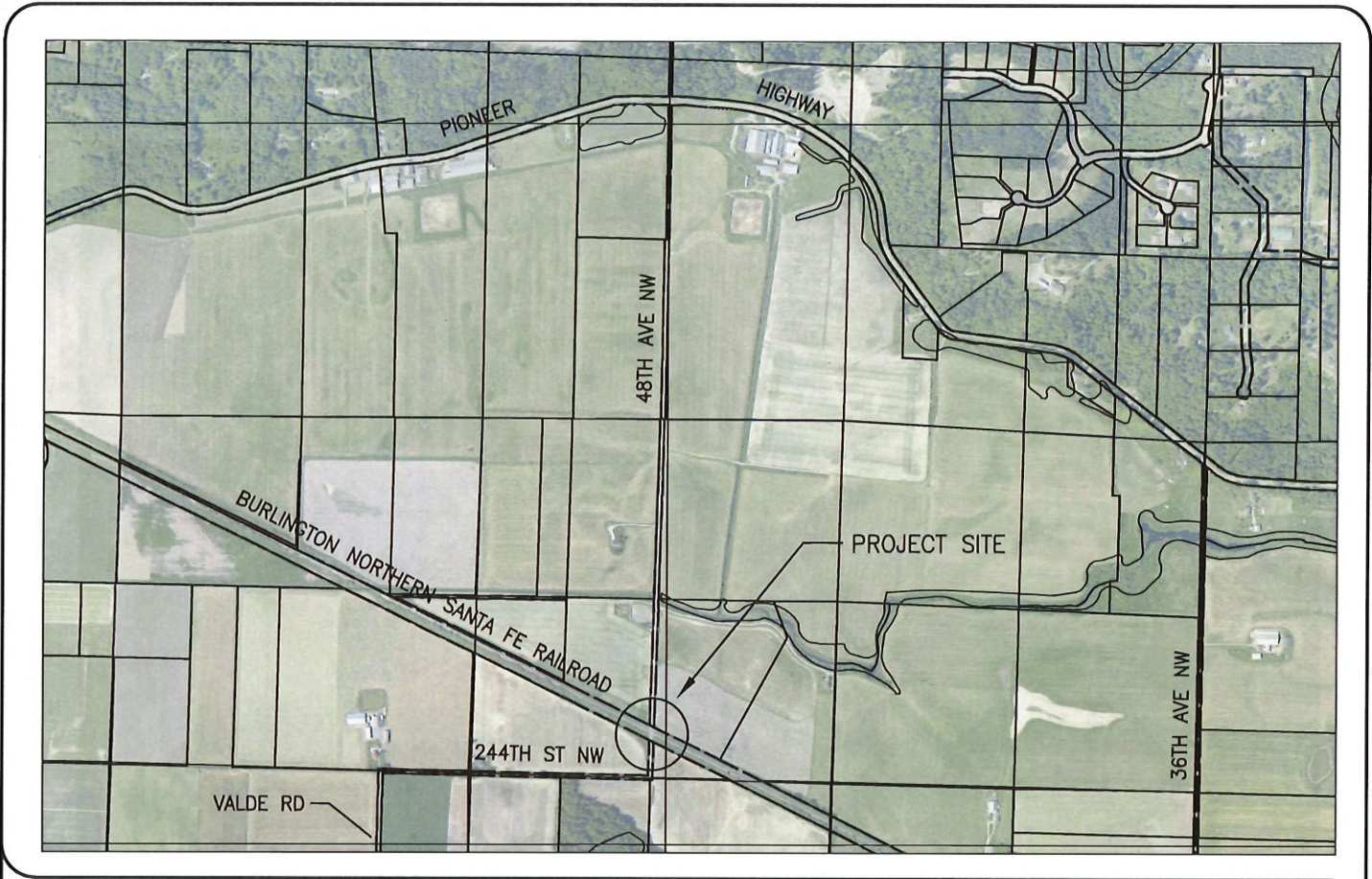
SIGHT DISTANCE MEASURED FROM THE PROPOSED STOP BAR
 MEASURED SIGHT DISTANCE IN EACH DIRECTION EXCEEDS 2,000 FT.
 THE REQUIRED SIGHT DISTANCE OF 1,900 FT WAS CALCULATED PER
 THE HIGHWAY GRADE CROSSING HANDBOOK, CHAPTER III, SECTION C,
 'Clearing Sight Distance'



RC1457 / UPI 16-0078
 Sec. 33, T 32 N, R 4 E W.M.

48th Ave NW RR Crossing
 Exhibit #1: existing sight distance

RC1457 / 16-0078

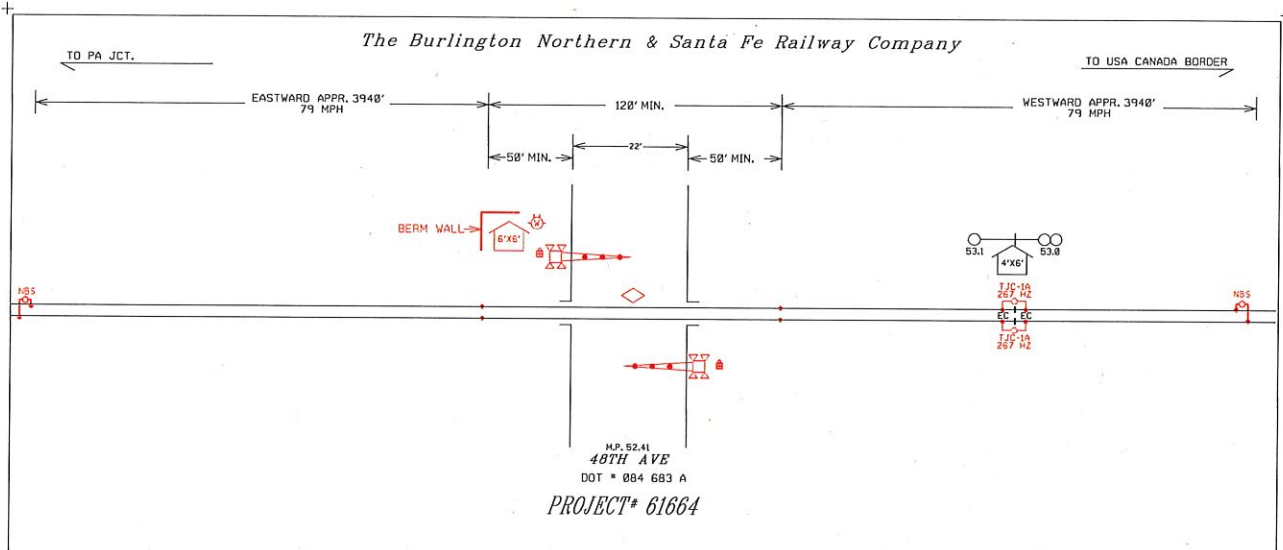


RC1457 / UPI 16-0078
 Sec. 33, T 32 N, R 4 E W.M.
 Road Atlas p. 36, grid:

48th Ave NW RR Crossing Exhibit #2: Existing Conditions

RC1457 / 16-0078

The Burlington Northern & Santa Fe Railway Company



INSTALL: FLASHERS, GATES, BUNGALOW, AND BERM WALL
 CONTROL DEVICES: CONSTANT WARNING
 SALVAGE: NONE

RED - IN - OUT

- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:
 Clearance to C.L. Track = Min. 12'
 Edge of Road to C.L. Foundation:
 Min. 4'3" with curb,
 Min. 8'3" without curb,
 Max. 12'
 House Clearance:
 25' Min. to Near Rail
 30' Min. to Edge of Road
 ALL LIGHTS TO BE LED

BNSF RAILWAY CO.
 LOCATION: SOUTH STANWOOD, WA
 STREET: 48TH AVE
 LS: 0050
 M.P. 52.41
 DOT # 084 683 A
 DIVISION: NORTHWEST
 SUBDIVISION: BELLINGHAM
 KANSAS CITY
 NO SCALE
 DATE: 06/07/2016
 FILE: 61664-STATESKETCH-.dgn
 AMW

