


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-
	)	
Skamania County	)	PETITION TO MODIFY HIGHWAY-
_____	)	RAIL GRADE CROSSING ACTIVE
Petitioner,	)	WARNING DEVICES AND
	)	DISBURSEMENT OF FUNDS
vs.	)	FROM THE GRADE CROSSING
BNSF Railway Co.	)	PROTECTIVE FUND
_____	)	
Respondent.	)	
	)	
.....	)	USDOT CROSSING # 090135B
	)	

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*

<u>Skamania County</u>	STATE OF WASHINGTON UTIL. AND TRANSP. COMMISSION	2017 FEB 10 AM 9:50
Petitioner		
<u>170 NW Vancouver Avenue</u>		
Street Address		
<u>Stevenson, WA 98648</u>		
City, State and Zip Code		
<u>PO Box 1009 Stevenson, WA 98648</u>		
Mailing Address, if different than the street address		
<u>Tim Homann, P.E., County Engineer</u>		
Contact Person Name		
		
Contact Person’s Signature		
<u>509-427-3912 homann@co.skamnia.wa.us</u>		
Contact Phone Number and Email Address		

RECEIVED  
RECORDS MANAGEMENT

#### *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.

The Butler Road crossing was identified as an under protected railroad crossing on an oil route as part of the 2014 Marine and Rail Oil Transportation Study. The two track crossing is currently equipped with flashing lights and cross bucks.

The crossing is in close proximity (27 feet) to State Route 14 which limits containment space for vehicles trying to enter State Route 14. The result is vehicles queuing or fouling the tracks. The south approach grade to the crossing is at seven percent which limits sight distance for motorists approaching the crossing from this direction. There have been no accidents at the crossing within the past five years.

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.

Replace and upgrade the active warning devices to include shoulder-mounted LED lights and gates. The addition of the gates will provide a physical barrier between trains and vehicles resulting in a higher level of protection. The new signal equipment will be the current industry standard versus the current outdated equipment.

Other modifications have been done near the crossing. WSDOT moved the stop line on Butler Road/State Route 14, north to expand the vehicle containment space to 30 feet. As an interim upgrade, BNSF installed LED's at the crossing which were funded by UTC's GCPF program.

See the attached crossing lay-out plan which provides additional detail on the proposed reconfiguration of the crossing.

When Skamania County is able to secure funding in the future to replace a nearby bridge, the stakeholders will reconvene and discuss the possibility of reducing the approach grade and replacing the crossing surface as part of the bridge/roadway project.

*Section 6 – Current Crossing Information*

1. Railroad company BNSF Railway Co.

2. Type of railroad at crossing     Common Carrier     Logging     Industrial  
 Passenger     Excursion

3. Type of tracks at crossing     Main Line     Siding

4. Number of tracks at crossing 2

5. Average daily train traffic, freight 30

Authorized freight train speed 55    Operated freight train speed 55

6. Average daily train traffic, passenger 2

Authorized passenger train speed 60    Operated passenger train speed 60

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?

NW 1,500    NE 1,000    SW 800    SE 300  
\_\_\_\_\_

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.

Bungalow – There is no option to relocate the bungalow due to the physical limitations of the configuration of the area around the crossing.





*Section 12 – Project Completion*

1. An estimated timeline of the project.

The proposed completion is December 2018.

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

Project success will be measured by increasing the level of protection and reliability of the active warning devices at the Butler Road crossing resulting in improved rail and vehicle safety.

In addition, the restriping at the nearby intersection recently completed by WSDOT will also improve safety by creating additional containment space for vehicles entering onto State Route 14.

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.

Skamania County over the last 10 years and beyond has designed, managed and constructed various transportation projects under Federal funding programs including the Federal Highway Administration (FHWA), the Federal Forest Highway Program (FHP), the Federal Surface Transportation Program (STP), the Federal Bridge Repair and Construction Program (BRAC), and the Federal Emergency Management Agency (FEMA). Projects included roadway preservation, roadway reconstruction, roadway emergency repairs, roadway safety improvements, and bridge rehabilitation and painting. Project grants have been in the \$100,000 to \$5,000,000 range.

*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:

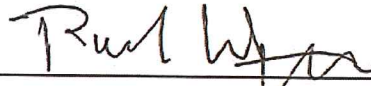
USDOT Crossing No. 090135B

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 Seattle, Washington, on the 25<sup>th</sup> day of  
January, 20 17.

Richard Wagner

Printed name of Respondent



Signature of Respondent's Representative

Manager Public Projects, Northwest Division

Title

206-625-6152      Richard.Wagner@BNSF.com

Phone number and email address

2454 Occidental Avenue South, Suite 1A

Seattle, WA 98134

Mailing address

CEPS PLAN ITEM DOCUMENT

(FOR INTERNAL BNSF RAILWAY USE ONLY)

LOCATION : EAST SKAMANIA	LINE SEGMENT : 47	AFE NUMBER :
PLANITEM NUMBER : 000282026	MILEPOST : 43.31	RFA NUMBER :
PROPERTY OF : BNSF RAILWAY COMPANY	DIVISION : NW	CPAR NUMBER :
OPERATED BY : BNSF RAILWAY COMPANY	SUBDIVISION : FALLBRIDGE	BUDGET YEAR : 2016
JOINT FACILITY : STATE OF WASHINGTON	ENGR. DIVISION : NORTHWEST SOUTH	BUDGET CLASS : 10
% BILLABLE (+/-) : 100.0	TAX STATE : WA, CO: SKAMANIA	REPORTING OFFICE : 463
REQUESTOR ID : Q455	MATL DATE :	SPONSOR : VP ENGINEERING
PROJECT TYPE : SPP	LOCATION CODE : 511101	DEPT CODE : MOWGH
DOT NUMBER : 090135B	TRACK TYPE : 1	DERAILMENT CODE :
STIMULUS FUND TYPE : FHWA	STIMULUS STATUS : BUY AMERICAN	

PURPOSE, JUSTIFICATION AND DESCRIPTION

BUTLER RD SKAMANIA WA; INSTALL CONSTANT WARNING / FLASHERS / GATES; NORTHWEST DIV; FALLBRIDGE SUBDIV; LS 47; MP 43.31; DOT# 090135; SEQ# 66183.

MONTHLY POWER UTILITY COST CENTER : 61504.

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSES ONLY.

THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF WASHINGTON IS FUNDING 100% OF THIS PROJECT.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

PRIMARY FUNDING SOURCE IS FHWA  
 \*\* BUY AMERICA(N) APPLIES \*\*

	CASH CAPITAL	NONCASH CAPITAL	OPERATING EXP	REMOVAL COSTS	BILLABLE	TOTALS
LABOR COSTS	0	0	0	0	141,712	141,712
MATERIAL COSTS	0	0	0	0	233,939	233,939
OTHER COSTS	0	0	0	0	71,695	71,695
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>447,346</b>	<b>447,346</b>

SYSTEM MAINTENANCE AND PLANNING  
 ESTIMATE REF. NUMBER : 000282026 - 1-2S  
 COSTING DATE : 08/19/2016

PRINTED ON : 09/16/2016  
 ESTIMATED BY : WALKER  
 PRINTED BY : WALKER

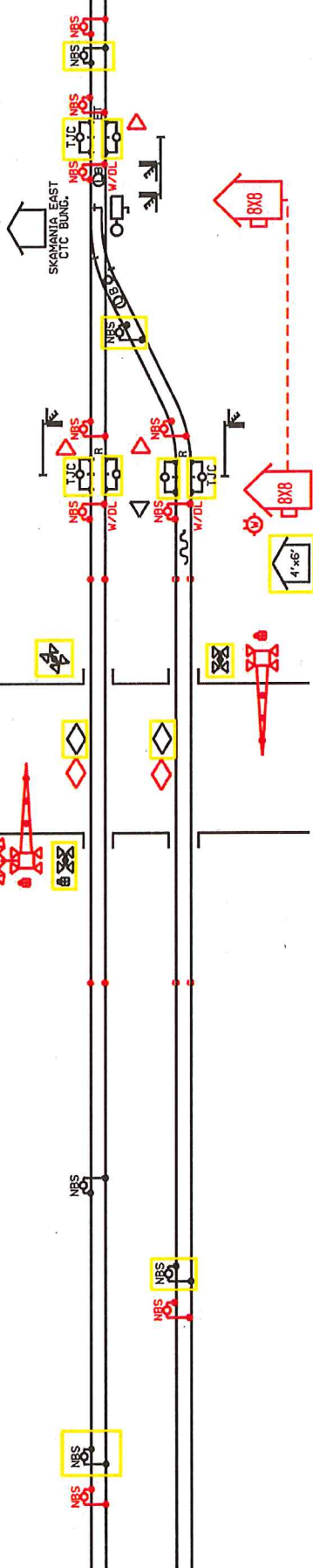
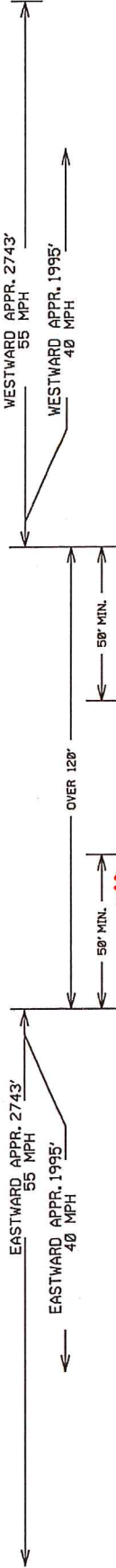
SURFACE ROCK	32.0 CY N	1,600	
TELLULAR DEVICE, RTU	1.0 EA N	3,052	
X REM HSE - ARRESTOR, MDSA-2 XS	2.0 EA N	1,500	
X REM HSE - BATTERY, 18 VGL-350	18.0 LS N	5,634	
X REM HSE - BUNGALOW 8X8 W/ AC	1.0 LS N	10,000	
X REM HSE - BUNGALOW MATERIAL	1.0 LS N	7,975	
X REM HSE - CABLE, 12C/14	2500.0 FT N	6,425	
X REM HSE - CABLE, 2C/6 TW	4000.0 FT N	4,560	
X REM HSE - CABLE, 3C/2	600.0 FT N	3,265	
X REM HSE - CHARGER, 12/80	2.0 EA N	2,170	
X REM HSE - CONSTANT WARNING, XP4, 3TK	1.0 EA N	37,205	
X REM HSE - CONVERTOR, 10-10	8.0 EA N	1,616	
X REM HSE - FIELD MATERIAL	1.0 LS N	4,530	
X REM HSE - FILL DIRT	20.0 CY N	500	
X REM HSE - FILTER, TRACK	2.0 EA N	512	
X REM HSE - GENERATOR, AGC-3	2.0 EA N	666	
X REM HSE - INDUCTOR, DUMMY LOAD	1.0 EA N	820	
X REM HSE - RELAY, DAX	3.0 EA N	3,000	
X REM HSE - SHUNT, NBS	5.0 EA N	5,580	
X REM HSE - SURFACE ROCK	10.0 CY N	500	
USE TAX		19,952	
OFFLINE TRANSPORTATION		2,640	
		<hr/>	
TOTAL MATERIAL COST		233,939	233,939
*****			
OTHER			
*****			
AC POWER SERVICE	1.0 EA N	5,000	
CONTRACT ENGINEERING	1.0 LS N	12,000	
DIRECTIONAL BORING	200.0 FT N	10,000	
		<hr/>	
TOTAL OTHER ITEMS COST		27,000	27,000
PROJECT SUBTOTAL			402,651
CONTINGENCIES			40,265
BILL PREPARATION FEE			4,430
			<hr/>
GROSS PROJECT COST			447,346
LESS COST PAID BY BNSF			0
			<hr/>
TOTAL BILLABLE COST			447,346



The Burlington Northern & Santa Fe Railway Company

TO PORTLAND

TO SP&S JCT



M.P. 43.30  
 BUTLER ROAD  
 DOT # 090 135 B  
 PROJECT# 66183

INSTALL: FLASHERS, GATES & BUNGALOW  
 CONTROL DEVICES: CONSTANT WARNING  
 SALVAGE: NONE  
 RED = IN YELLOW = 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: SKAMANIA, WA  
 STREET: BUTLER ROAD  
 LS: 0047  
 M.P. 43.30  
 DOT # 090 135 B  
 DIVISION: NORTHWEST  
 SUBDIVISION: FALLBRIDGE  
 KANSAS CITY  
 NO SCALE  
 DATE: 09/16/2016  
 FILE: 66183-STATESKETCH-.dgn  
 AMW