



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Dept. of Transportation)	DOCKET NO. TR-
_____)	
Petitioner,)	PETITION TO MODIFY HIGHWAY
)	RAIL GRADE CROSSING ACTIVE
vs.)	WARNING DEVICES
BNSF Railway Company)	
_____)	
Respondent)	USDOT #085445K
.....)	
_____)	

State Of WASH. UTIL. AND TRANSP. COMMISSION


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The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of highway-rail grade crossing warning signals.

Section 1 – Petitioner’s Information

Washington State Department of Transportation

 Petitioner



 Signature

310 Maple Park Avenue SE, Suite 2B

 Street Address

Olympia, WA 98504

 City, State and Zip Code

PO Box 47329 Olympia, WA 98504-7329

 Mailing Address, if different than the street address

Connie Raezer

 Contact Person Name

360-705-7459 raezerc@wsdot.wa.gov

 Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

BNSF Railway Company

Respondent

2454 Occidental Avenue South, Suite 2D

Street Address

Seattle, WA 98134

City, State and Zip Code


Mailing Address, if different than the street address

Stephen Semenick

Contact Person Name

206.625.6152 stephen.semenick@BNSF.com

Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway State Highway 104 (Main St) Edmonds Washington MP 24.51

2. Existing railroad BNSF Mainline – Scenic Subdivision

3. USDOT Crossing No. 085445K

4. Located in the NE 1/4 of the NE 1/4 of Sec. 23, Twp. 27N, Range 3E W.M.

5. GPS location, if known 47.8125 -122.3827

6. Railroad mile post (nearest tenth) 17.66

7. City Edmonds

County Snohomish

Section 4 – Current Highway Traffic Information

1. Name of highway State Route 104 (Main Street)
2. Road authority Washington State Department of Transportation
3. Average annual daily traffic (AADT) 5,200
4. Number of lanes 2 SE and 3 NE
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? 10 _____
8. Is the crossing part of an established school bus route? Yes _____ No X
Transit bus and other commercial passenger vehicles - yes
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:
There are no significant changes to either the state highway system or the Washington State ferry terminal at this time.

Section 5 – Current Crossing Information

1. Railroad company BNSF Railway Company
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 44
Authorized freight train speed 60 Operated freight train speed 60
6. Average daily train traffic, passenger 8
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:
There will be a second mainline track constructed through the Main St crossing. The city of Edmonds will be installing wayside horns.

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?

North is less than 100 feet. South is estimated 200 feet.

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.

There are topographical obstructions as well as building as this crossing is located in the downtown area of Edmonds and is adjacent to the Washington State ferry terminal.

Section 5 – Current Warning Devices

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

Currently the crossing has cantilevers that have reached reasonable infrastructure expectancy.

There are gate assemblies and shoulder mounted signals. The existing bungalow currently sits on a temporary foundation.

Section 6 – Description of Proposed Changes

1. Describe in detail the proposed changes to the crossing. Include the funding source for the proposed installation, if applicable.

The funded improvements will include replacing the obsolete signal equipment and upgrading to LED lights, moving the bungalow to a permanent foundation, signage improvements, and pavement markings updates will be completed by the state once the railroad completes construction.

Improvements to be funded under Federal Section 130 Program.

Section 7 – Illustration of Proposed Warning Devices

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

Section 8 – Waiver of Hearing by Respondent

Waiver of Hearing


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

USDOT Crossing No. 085445K

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 Seattle, Washington, on the 16 day of May, 2018.

Stephen Semenick
Printed name of Respondent


Signature of Respondent's Representative

Manager Public Projects
Title

206.625.6152 stephen.semenick@BNSF.com
Phone number and e-mail address

2454 Occidental Avenue South, Suite 2D, Seattle, WA 98134
Mailing address

The Burlington Northern & Santa Fe Railway Company

TO SEATTLE

TO WENATCHEE

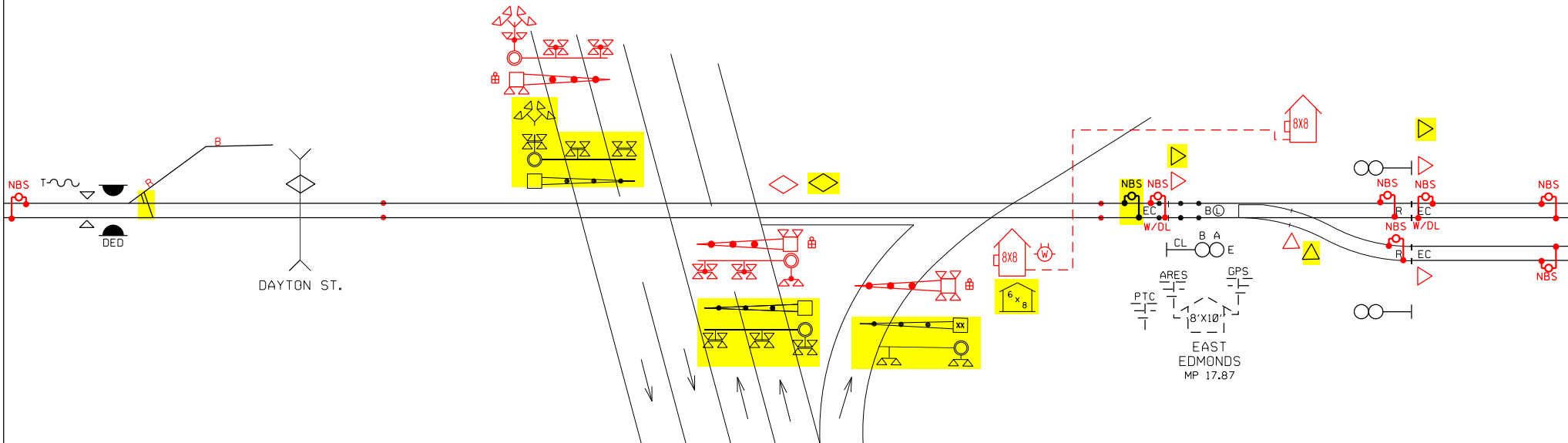
EASTWARD APPR. 3433'
60 MPH

120' MIN.

WESTWARD APPR. 3433'
60 MPH

50' MIN.

50' MIN.



M.P. 17.70
MAIN STREET (SR 104)

DOT # 085 445 K

PROJECT# 70418

REPLACE: 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: EDMONDS, WA
 STREET: MAIN STREET
 LS: 0050
 M.P. 17.70
 DOT # 085 445 K
 DIVISION: NORTHWEST
 SUBDIVISION: SCENIC
 KANSAS CITY
 NO SCALE
 DATE: 11/17/2017
 FILE: 70418-STATE SKETCH-.dgn
 AMW



WSDOT RAILROAD GRADE CROSSING DIAGNOSTIC TEAM REVIEW WORKSHEET*

Reviewers: WSDOT (Connie Raezer) FHWA (Don Peterson) Railroad BNSF (Steve Semenick, Megan McIntyre, Paul D. Robinson) UTC (Betty Young) Edmonds (Bertrand Hauss)

Date: October 9, 2014 and October 16, 2017

Location: SR 104 Mile Post 24.51 (Sunset/Ferry Dock) WSDOT Region NWR

Railroad BNSF USDOT No. 085445K

Highway Data

No. of lanes in each direction: 2 SE direction / 3 NE

Are Sidewalks or bike paths present? Yes No

ADT: 5,200 Roadway Speed Limit: 25 mph posted

School bus route? Yes No Unknown

Truck route? Yes No Unknown

Hazmat transporters? Yes No Unknown

Crossing angle: degrees

Approach curvature: _____

Approach grades: _____

- Evidence of scrape marks at the crossing from low vehicle clearance? Yes No

Comments on highway data:

T. Oster: CSD 179 MTCD 21 % Grade City to provide

B. Hauss: slope of Main St between the RR tracks and Sunset Ave. is ~ 4%

Railway Data

No. of Tracks: 1 Trains Per Day: 43

Train Speed Limit: 60 MPH

Approach curvature: _____

* This report of survey is undertaken in order to comply with 23 United States Code Section 130. The use of this data is governed by 23 United States Code Section 409 and shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Passenger Trains? Yes - Amtrak

Comments on railway data

Warning Devices (check all that apply)

- Gates Overhead flashing lights Shoulder-mounted flashing lights
 Crossbucks # Tracks sign Stop Bars

Are advance warning signs and pavement markings (including stop line) properly placed and in good condition?
Yes No

If “no” explain pavement markings are worn and should be repainted, signs need to be updated to retro reflective

Note the presence of other warning or regulatory signs associated with the crossing. For example:

- Stop or Yield Exempt Do Not Stop on Tracks Skewed Crossing
 Low Clearance Other(s) _____

Is the USDOT number posted? Yes No

Is an emergency notification phone number posted? Yes No

Crossing Surface

- Concrete Asphalt Timber Rubber Other _____

Sight Distance

Approach Sight Distance

Distance from the crossing along the opposing highway approach where the crossing becomes clearly visible: _____

Clearing Sight Distance

If the crossing has **no gates**, does the clearing sight distance meet the guidance criteria in Design Manual Figure 1350-1 (Case 1)? N/A

Sight Triangle

If the crossing is **passive**, does the sign triangle meet the guidance criteria in Design Manual Figure 1350-1 (Case 2)? N/A

Is the crossing illuminated? Yes No

Other Roadways

Are there any roadway intersections in the vicinity of the crossing that may cause traffic to queue back over the tracks? Yes No

If yes:

- What is the available storage space? _____

Are traffic signals located within 200 feet of the crossing or otherwise contributing to vehicle queues approaching the tracks? Yes No

If "yes", is Railroad Preemption provided? Yes No

Comments/Observations

Currently Simultaneous Preemption, Per CTC study there is not enough clear time, there is a manual advance used by police – does it override preemption?

Accident Data

No. vehicle-train collisions in the last 5 years

Fatal 0

Injury 0

Property Damage 1 (10/16/2012)

No. non-train-related vehicle collisions at crossing in the last 5 years

Fatal _____

Injury _____

Property Damage _____

No. pedestrian-related incidents in the last 5 years

Fatal _____

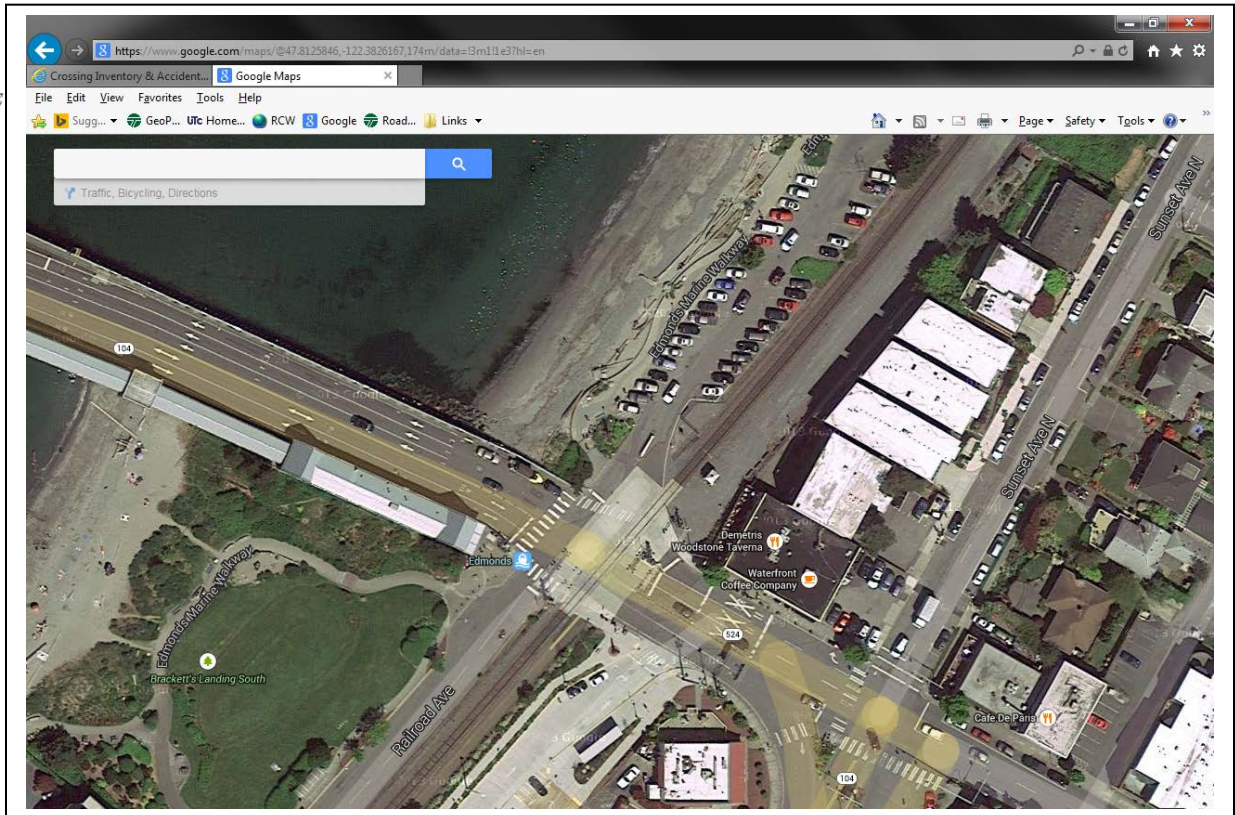
Injury _____

Information on reported near misses between vehicles and trains at the crossing

None reported to WSDOT

Other Notes

Crossing Diagram



NOTES:

4/10/17 – Diagnostic Team was reconvened due to changes from BNSF in preemption timing requirements as outlined in the attached letter.

An additional site visit was conducted on October 16, 2017. Site visit was attended by UTC, BNSF, City and WSF staff and discussed hazards at the crossing that could be mitigated without updating preemption timing. WSF staff recounted a number of trip accidents near the tracks. On site observation noted high levels of pedestrian traffic.

Updated Recommendations: WSDOT: Install new Do Not Stop on Track (R8-8) signs on both approaches, install pavement markings from WSF approach. Update W10-1 (round railroad advance warning of crossing) signs for all approaches. Install R8-10A (Stop here) sign from both approaches (replacement of R10-6 WB (Stop here when red), remove non-standard sign on ferry terminal. Replace or reposition ped crossing ahead sign from traffic exiting ferry. Reduce tripping hazards for peds crossing track by improving road approach to crossing surface.

City: Reduce tripping hazards near tracks by improving sidewalk and ADA access.

BNSF: Upgrade railroad signals, including installation of install LED.

Estimated Cost: preliminary estimate for PM \$545,711 for RR work, \$60,000 for City

Concurrence from BNSF: 7/6/2017