



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BNSF Railway Company
Petitioner,
vs.
Washington State Dept. of Transportation
Respondent

DOCKET NO. TR-
PETITION TO MODIFY WARNING
DEVICES AT A HIGHWAY-
RAILROAD GRADE CROSSING

USDOT: 099190G

State Of WASH.
UTIL. AND TRANSP.
COMMISSION

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

Section 1 – Petitioner’s Information

<u>BNSF Railway Company</u> Petitioner
 Signature
<u>2454 Occidental Ave S, Suite 2D</u> Street Address
<u>Seattle, WA 98134</u> City, State and Zip Code
<u>Mailing Address, if different than the street address</u>
<u>Stephen Semenick</u> Contact Person Name & Signature
<u>206-625-6152, Stephen.Semenick@bnsf.com</u> Contact Phone Number and Email Address

Section 2 – Respondent's Information

Connie Raezer Respondent
310 Maple Park Avenue SE, Suite 2B Street Address
Olympia, WA 98504 City, State and Zip Code
PO Box 47329, Olympia, WA 98504 Mailing Address, if different than the street address
Connie Raezer Contact Person Name
360-705-7459; raezerc@wsdot.wa.gov Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway	SR-22 (Buena Way) at MP 3.19		
2. Existing railroad	BNSF Railway Company		
3. USDOT Crossing No.	099190G		
4. GPS location	46.380381, -120.314948		
5. Railroad mile post (nearest tenth)	71.4		
6. City	Toppenish	County	Yakima

Section 4 – Vehicle Traffic

1. Name of highway SR-22 at MP 3.19
2. Road authority Washington State Dept of Transportation
3. Average annual daily traffic (AADT) 6300 (2016)
4. Number of lanes 2 lanes in each direction with a center turn lane
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? 6%
8. Is the crossing part of an established school bus route? Yes X 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:
None.

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 3

5. Average daily train traffic, freight 8

 Authorized freight train speed 49 mph Operated freight train speed 49 mph

6. Average daily train traffic, passenger 0

 Authorized passenger train speed N/A Operated passenger train speed N/A

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

None.

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?

Unobstructed.

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 6 – Current Warning Devices

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

Location is currently equipped with flashing lights on cantilever and crossing gates. There are three tracks with train detection. One train is mainline 49MPH track with a crossing predictor circuit. One track is classified as ‘other than main track’ and is equipped with a crossing predictor circuit. The last track is an ‘other than main’ track and is equipped with an island circuit and stop and wait signs.

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates or other warning devices, and/or changes to train detection circuitry. Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. (Attach additional information sheets, if needed.)

Changes would be to remove the predictor circuit on one other than main track, and provide an island circuit with stop and wait signs. The stop and wait signs are for display and viewing for trains only, and will have no effect on vehicular traffic. This change would reduce the potential of false activations by removing a predictor circuit on a track that is not frequently used, which means that the track can rust over time and provide inaccurate train predictions. The stop and wait signs would solve the track issues that could arise at this particular location.

Section 9 – Waiver of Hearing by Respondent

Waiver of Hearing


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

USDOT Crossing No. 099190G

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 signal system should be modified and consent to a decision by the commission without a hearing.

Dated at Olympia, Washington, on the 29th day of April, 20 19.

Connie Raezer
Printed name of Respondent


Signature of Respondent's Representative

WSDOT HQ Railroad Liaison
Title

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