




WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Washington State Dept. of Transportation	)	DOCKET NO. TR-
_____	)	
Petitioner,	)	PETITION TO MODIFY HIGHWAY-
	)	RAIL GRADE CROSSING ACTIVE
	)	WARNING DEVICES
vs.	)	
BNSF Railway Company	)	
_____	)	
Respondent	)	USDOT #085007H
.....	)	
	)	
	)	

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 <a href="mailto:raezerc@wsdot.wa.gov">raezerc@wsdot.wa.gov</a>
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 9 at SR 20 MP 64.80
2. Existing railroad BNSF Mainline – Sumas Subdivision
3. USDOT Crossing No. 085007H
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 48.5047084 -122.24708666 estimated
6. Railroad mile post (nearest tenth) 20.87
7. City Sedro Woolley County Snohomish

**Section 4 – Current Highway Traffic Information**

1. Name of highway State Route 9 (SR 20)

2. Road authority Washington State Department of Transportation

3. Average annual daily traffic (AADT) 5,200

4. Number of lanes 2 nb and 1 sb

5. Roadway speed 35 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 X      No \_\_\_\_\_  
Transit bus and other commercial passenger vehicles – yes

9. If so, how many school buses travel over the crossing each day? \_\_\_\_\_ 10

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.  
No known

**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 4  
Authorized freight train speed 10      Operated freight train speed 10

6. Average daily train traffic, passenger 0

Authorized passenger train speed \_\_\_\_\_ Operated passenger train speed \_\_\_\_\_

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

No known 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?

East is less than 200 feet. West is estimated 400 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 obstructions such as vegetation..

#### *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 and flashing lights

#### *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.

BNSF to Upgrade all railroad flashing lights to LED lenses.

WSDOT to install Do Not Stop on Tracks sign for the northbound SR 9 approach towards SR 20. Install blank-out sign or additional arrow signal head to control left turns towards the tracks from west-bound SR 20. Install blank-out sign on traffic signal to control right turns towards the tracks from east-bound SR 20.

There are no impacts to the preemption of the highway signals by the railroad control.

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.

See attached BNSF sketch and estimates for details.



*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.

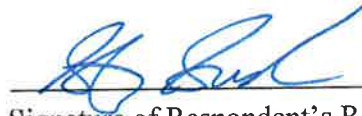
USDOT Crossing No. 085007H

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 7<sup>th</sup> day of June, 2019.

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