

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 #085008P
.....)	
)	
)	

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

<u>BNSF Railway Company</u> Respondent
<u>2454 Occidental Avenue South, Suite 2D</u> Street Address
<u>Seattle, WA 98134</u> City, State and Zip Code
 Mailing Address, if different than the street address
<u>Stephen Semenick</u> Contact Person Name
<u>206.625.6152 stephen.semenick@BNSF.com</u> Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>State Highway 20 MP 64.9 (Ferry St)</u>
2. Existing railroad <u>BNSF Mainline – Sumas Subdivision</u>
3. USDOT Crossing No. <u>085008P</u>
4. Located in the <u>NE</u> 1/4 of the <u>NE</u> 1/4 of Sec <u>23</u> , Twp. <u>27N</u> , Range <u>3E</u> <u>W.M.</u>
5. GPS location, if known <u>48.5047084 -122.24708666 estimated</u>
6. Railroad mile post (nearest tenth) <u>20.975</u>
7. City <u>Sedro Woolley</u> County <u>Snohomish</u>

Section 4 – Current Highway Traffic Information

1. Name of highway State Route 20 at Ferry Street

2. Road authority Washington State Department of Transportation

3. Average annual daily traffic (AADT) 14,000

4. Number of lanes 1 eastbound and 2 NW direction

5. Roadway speed 25 mph

6. Is the crossing part of an established truck route? Yes 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
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 more than 400 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.

Clear site distance.

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.

Upgrade all railroad flashing lights to LED lenses. Install gates if possible (remove existing cantilever on southbound approach and replace with mast and gate assemble).

WSDOT to 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. Install Do Not Stop on Tracks sign for the northbound Ferry Street approach towards SR 20.

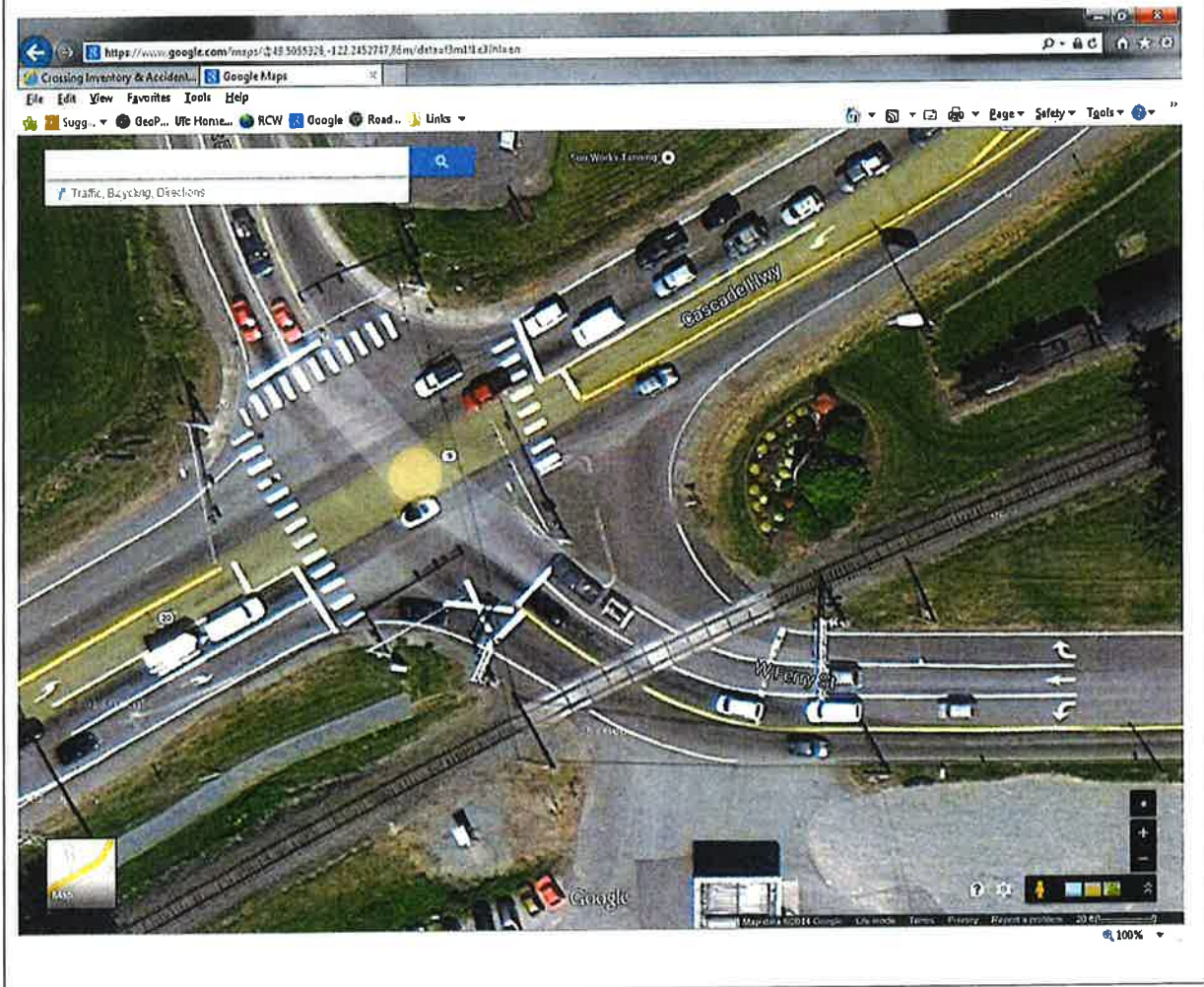
There are no impacts to the preemption of the highway signals by the railroad control.

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. 085008P

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 7th 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

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Mailing address