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Jul 9, 2025

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BNSF Railway Petitioner, vs. City of Sedro-Woolley Respondent	DOCKET NO. TR- PETITION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE SEPARATION (OVERCROSSING OR UNDERCROSSING) USDOT CROSSING NO.: 085100P

By filing this petition with the Washington Utilities and Transportation Commission (UTC), the Petitioner alleges that public safety requires the construction of a highway-rail grade separated crossing (overcrossing or undercrossing) under RCW 81.53.060.

Section 1 – Petitioner's Information

BNSF Railway
Petitioner

Kyle Leatham
Signature

1310 W 11th St
Street Address

Vancouver, WA 98660
City, State and Zip Code

Mailing Address, if different than the street address

Kyle Leatham
Contact Person Name

(206)-625-6152 kyle.leatham@bnsf.com
Contact Phone Number and Email

[1] An overcrossing means any point or place where a highway crosses a railroad by passing above the same, or any point or place where one railroad crosses another railroad not at grade. An undercrossing means any point or place where a highway crosses a railroad by passing under the same, or any point or place where one railroad crosses another not at grade. *RCW 81.53.010*

Section 2 – Respondent's Information

City of Sedro-Woolley

Respondent

325 Metcalf Street

Street Address

Sedro-Woolley, WA 98284

City, State and Zip Code

Mailing Address, if different than the street address

William Bullock

Contact Person Name

(360)-855-0771 bbullock@Sedro-Woolley.gov

Contact Phone Number and Email

Section 3 – Proposed Crossing Location

1. Name of highway/roadway: Sapp Rd

2. USDOT number: 085100P

3. GPS location: 48.515837, -122.237948

4. Railroad mile post (nearest tenth): 87.4

5. City: Sedro-Woolley County: Skagit

Section 4 – Current Highway Traffic Information

1. Name of highway: Sapp Rd
2. Road authority: City of Sedro-Woolley
3. Average annual daily traffic (AADT):
4. Number of lanes: 1
5. Roadway speed: 25
6. Is the crossing part of an established truck route? Yes ☐ No ☑
7. If so, trucks are what percent of total daily traffic?
8. Is the crossing part of an established school bus route? Yes ☐ No ☑
9. If so, how many school buses travel over the crossing each day?

Section 5 – Railroad Information

1. Name of railroad(s) operating at crossing: BNSF Railway
2. Type of railroad at crossing: ☑ Common Carrier ☐ Logging ☐ Industrial ☐ Passenger ☐ Excursion
5. Type of tracks at crossing: ☑ Main Line ☐ Siding or Spur
6. Number of tracks at crossing: 1
7. Average daily train traffic, freight: 2

   Authorized freight train speed: 40 Operated freight train speed: 40
8. Average daily train traffic, passenger: 0

   Authorized passenger train speed: Operated passenger train speed:

Section 6 – Description of Crossing Construction/Reconstruction

1. Describe in detail the public safety need and reasons for constructing a grade separation at this location (attach additional information sheets to petition as needed):

Grade separation was previously existing, structure was reconstructed with steel instead of timber.

2. How far is the nearest alternate access across the tracks from the crossing?

Not applicable, this is an existing grade separation.

3. Describe the alternate access route, including distance and driving time:

Not applicable, this is an existing grade separation.

4. Will the proposed crossing eliminate the need for one or more existing crossings?

☐ Yes ☐ No ☑ N/A

5. If so, identify the crossing(s) by USDOT number and state the distance and direction from the proposed crossing.

N/A

6. If the grade separation is replacing an existing at-grade crossing, describe what will happen with the existing crossing during construction of the grade separation, as well as what will happen with the crossing surface, signage, and signal equipment once the grade separation is complete.

N/A

7. Who is responsible for long-term maintenance of the grade separation?

BNSF

Section 7 – Illustration of Grade Separated Crossing

Attach a diagram, design drawing, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. Include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 8 – Cost Apportionment

If the commission approves the construction of the grade separated crossing requested in this petition, it will apportion costs in accordance with the applicable statutes. (RCW 81.53.130).

In the alternative, if the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:

Petitioner Signature: Kyle Leatham Respondent Signature:

Section 9 – Respondent's Review

The undersigned represents the Respondent in this petition to construct a highway-rail grade separation.

USDOT Crossing No.: 085100P

We have investigated the conditions at the proposed crossing site. We are satisfied the conditions are the same as described by the Petitioner. We consent to a decision by the commission based on a review of the documents filed in this docket.

Dated at Sedro-Woolley, Washington, on the 1 day of July, 2025.

William Bullock
Printed name of Respondent

Signature of Respondent's Representative

Public Works Director
Title

360-855-0771
Phone Number

bbullock@Sedro-Woolley.gov
Email

325 Metcalf Street
Sedro-Woolley, WA 98284
Mailing Address

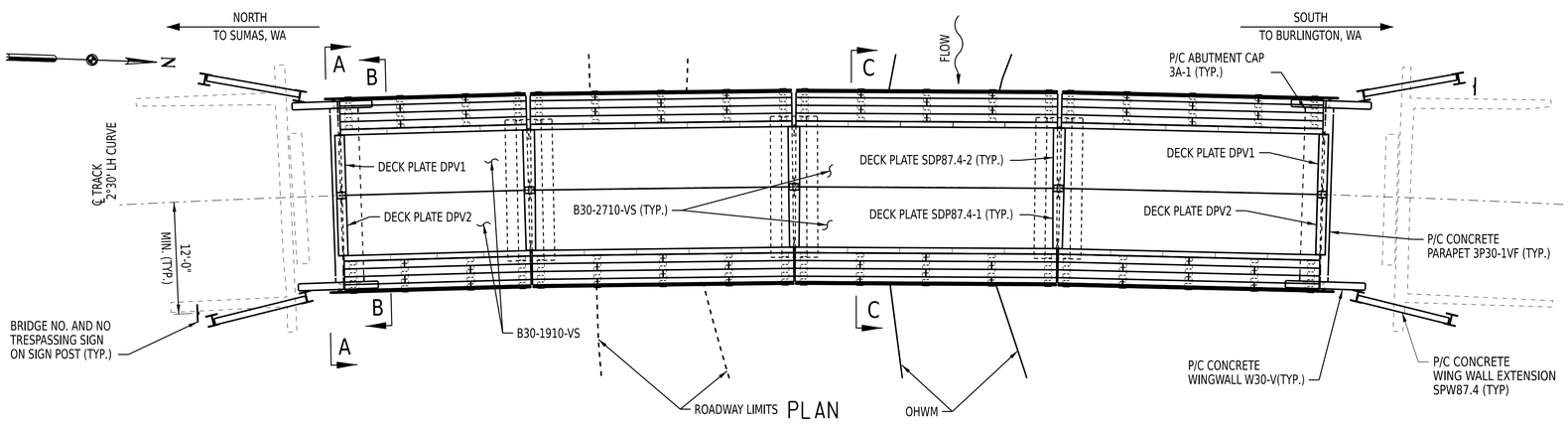
Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 8 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Respondent's Review (Section 9). *If the respondent fails to sign this section, advise UTC staff upon submission.*
- ✓ Attach copies of:
    - Illustration of crossing (described in Section 7).
    - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

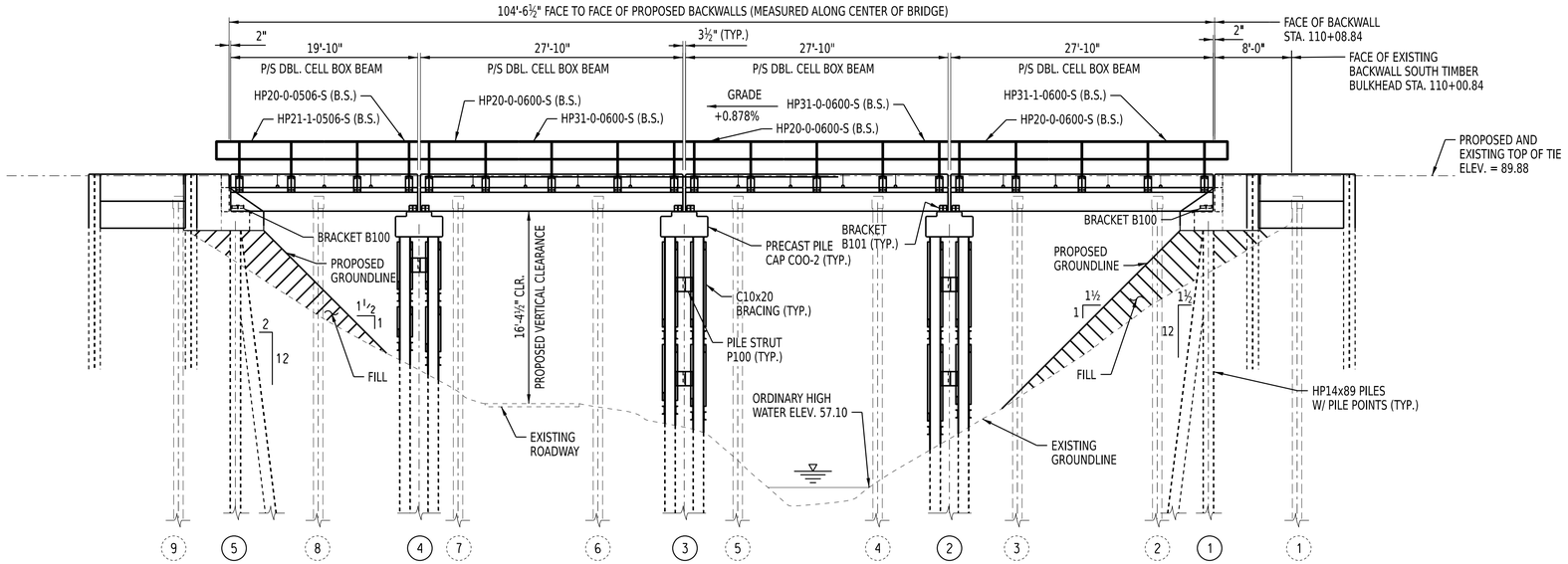
Submitting the petition: To officially file the petition, send the petition form and supporting documents via EFiling.

Questions: For questions, please contact:

Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572	**Tyler Whitcomb** Transportation Planning Specialist tyler.whitcomb@utc.wa.gov (564) 669-0943

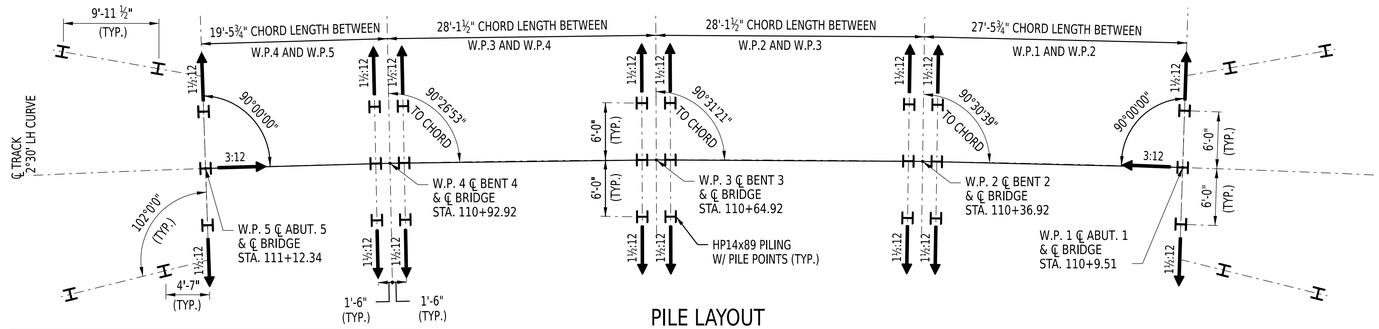


PLAN



ELEVATION

B.S. DENOTES BOTH SIDES



PILE LAYOUT

ATTENTION !

INFORMATION SHOWN ON THESE PLANS CONCERNING TYPE AND LOCATION OF UNDERGROUND OR ABOVE GROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE.

THE SUPERVISOR OF STRUCTURES OR THE FOREMAN IN CHARGE WILL VERIFY THE LOCATION OF UNDERGROUND AND OVERHEAD UTILITIES BEFORE BEGINNING CONSTRUCTION AND PER THE BNSF ENGINEERING INSTRUCTIONS CHAPTER 26.

GENERAL NOTES:

DESIGN LOADING: COOPER E80 w/DIESEL IMPACT FOR BALLAST DECK.

NEW CONSTRUCTION SHOWN IN HEAVY LINES. EXISTING STRUCTURE TO BE REMOVED SHOWN IN LIGHT DASHED LINES.

BRIDGE STATIONING AND ELEVATIONS ARE BASED ON SITUATION SURVEY DATED FEBRUARY 2023, BY WILSON & COMPANY.

TEMPORARY BENCH MARK #1:
STATION: 110+49.96, #4 REBAR
LOCATED 115.17' WEST OF ℄ MAIN
ELEVATION = 62.64

NORTH/SOUTH DIRECTION ESTABLISHED FROM RR TIMETABLE
DATUM: NAVD 88

PILE NOTES:

PILES SHALL BE DRIVEN TO REFUSAL, IF POSSIBLE, OR TO A MINIMUM ULTIMATE RESISTANCE OF 250 TONS, AS DETERMINED BY THE MODIFIED ENGINEERING NEWS RECORD FORMULA AS PER THE BNSF ENGINEERING INSTRUCTIONS 17.2.6.

ESTIMATED PILE LENGTH BELOW CUTOFF = 180'.

ALL PILES ARE TO BE DRIVEN WITH PILE POINTS.

PILE SPACING SHOWN ARE AT PILE CUTOFF ELEVATIONS.

HAMMERS MUST BE APPROVED BY SYSTEM STRUCTURES OFFICE PRIOR TO USE. PILE DRIVING CRITERIA SHALL BE SUPPLIED BY SYSTEM STRUCTURES OFFICE.

ESTIMATED PILE LENGTHS ARE NOT TO BE USED AS BEARING OR DESIGN CRITERIA. ACTUAL PILE DEPTHS REQUIRED TO MEET DESIGN ARE DEPENDENT ON SITE SOIL CONDITIONS AND PILE DRIVING EQUIPMENT.

IF PILES DEVIATE FROM THEIR PROPER LOCATION DURING DRIVING, THEY SHALL BE PULLED AND HELD IN THE CORRECT POSITION UNTIL PRECAST CAPS HAVE BEEN SET AND WELDED.

PILE SPLICING SHOULD BE AT LEAST 15' BELOW GROUNDLINE WHERE POSSIBLE. PREFABRICATED SPLICE PLATES SUCH AS THE CHAMPION HP-30000 MAY NOT BE USED ABOVE 15' BELOW GROUNDLINE.

SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

REFERENCES:

BNSF STANDARD BRIDGE AND COMPONENT PLANS ISSUED FEBRUARY 16, 2024.

LIST OF DRAWINGS - BR. 87.4

PLAN NO.	TITLE
0403-0087.400-001	GENERAL PLAN AND ELEVATION - REBUILD BRIDGE
0403-0087.400-002	TYPICAL SECTIONS
0403-0087.400-003	WINGWALL EXTENSION DETAILS
0403-0087.400-004	BILL OF MATERIAL AND STEEL DETAILS

TABLE OF EST. LIFTING WEIGHTS

ITEM	MARK NO.	ESTIMATED WEIGHT (LBS)
PRECAST CONCRETE ABUTMENT CAP	3A-1	17,950
PRECAST CONCRETE PARAPET WALL	3P30-VF	4,090
PRECAST CONCRETE WING WALL	W30-V	4,790
PRECAST CONCRETE BENT CAP	COO-2	32,720
27'-10" P/S DBL. CELL BOX BEAM (TYPE 1) w/ VERTICAL CURB	B30-2710-VS	43,420
19'-10" P/S DBL. CELL BOX BEAM (TYPE 1) w/ VERTICAL CURB	B30-1910-VS	30.940

TABLE OF STATIONS AND ELEVATIONS

SUBSTRUCTURE UNIT	℄ STATION	T/TIE	TOP/CONC. CAP	PILE CUTOFF	DISTANCE T/TIE TO PILE CUTOFF
ABUT. 1	110+09.51	89.88	86.07	84.07	5'-9¾"
BENT 2	110+36.92	90.12	86.31	83.64	6'-5¾"
BENT 3	110+64.92	90.37	86.55	83.89	6'-5¾"
BENT 4	110+92.92	90.61	86.80	84.13	6'-5¾"
ABUT. 5	111+12.34	90.78	86.97	84.97	5'-9¾"

NOTE:
FOR SECTIONS A-A, B-B, AND C-C SEE PLAN NO. 0403-0087.400-002.

DES:	TEO
DRAWN:	TEO
CHECK:	SWW
DATE:	MAR. 2024
PLAN:	310596
LINE SEG:	0403

BNSF RAILWAY
BRIDGE ENGINEERING KANSAS CITY, KS
APPROVED: Madelyn Guarino
ASST. DIRECTOR STRUCTURES DESIGN

BURLINGTON, WA TO SUMAS, WA
BRIDGE NUMBER 87.4
OVER SAPP RD. NEAR SEDRO-WOOLLEY, WA
GENERAL PLAN & ELEVATION - REBUILD BRIDGE

PLAN NO: 0403-0087.400-001 SHEET: 1 OF 4

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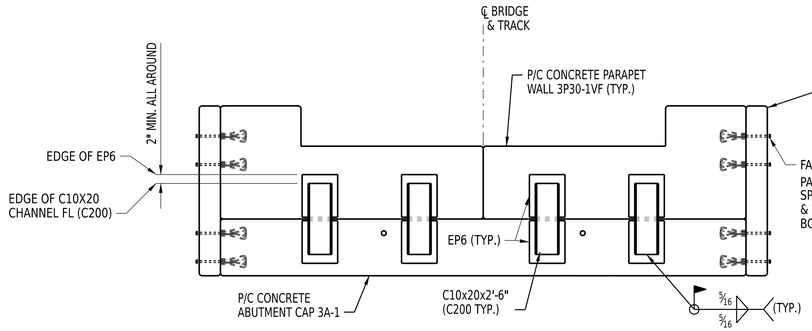
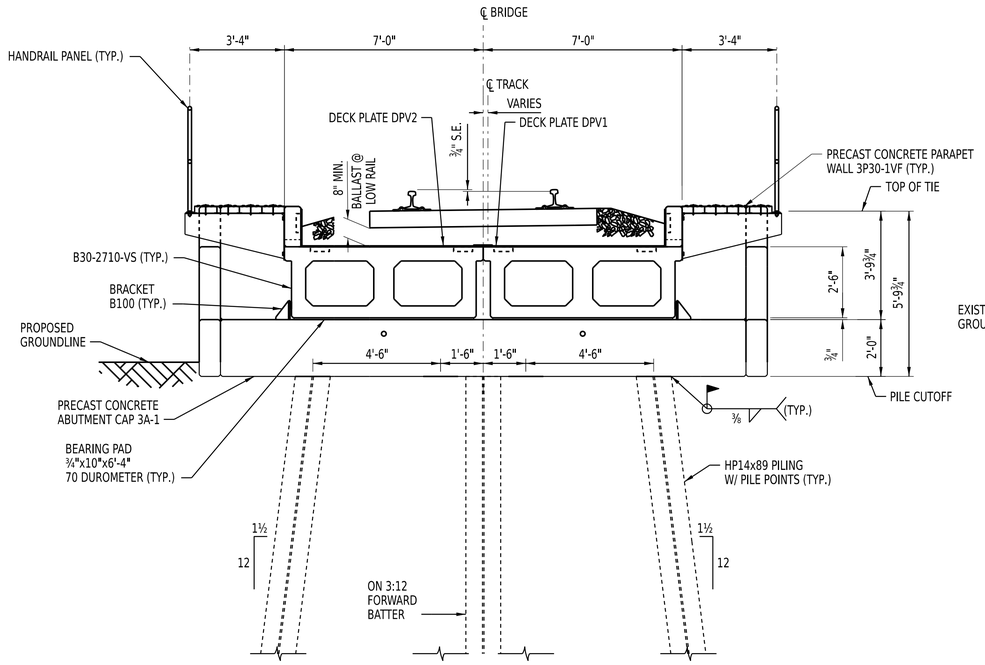
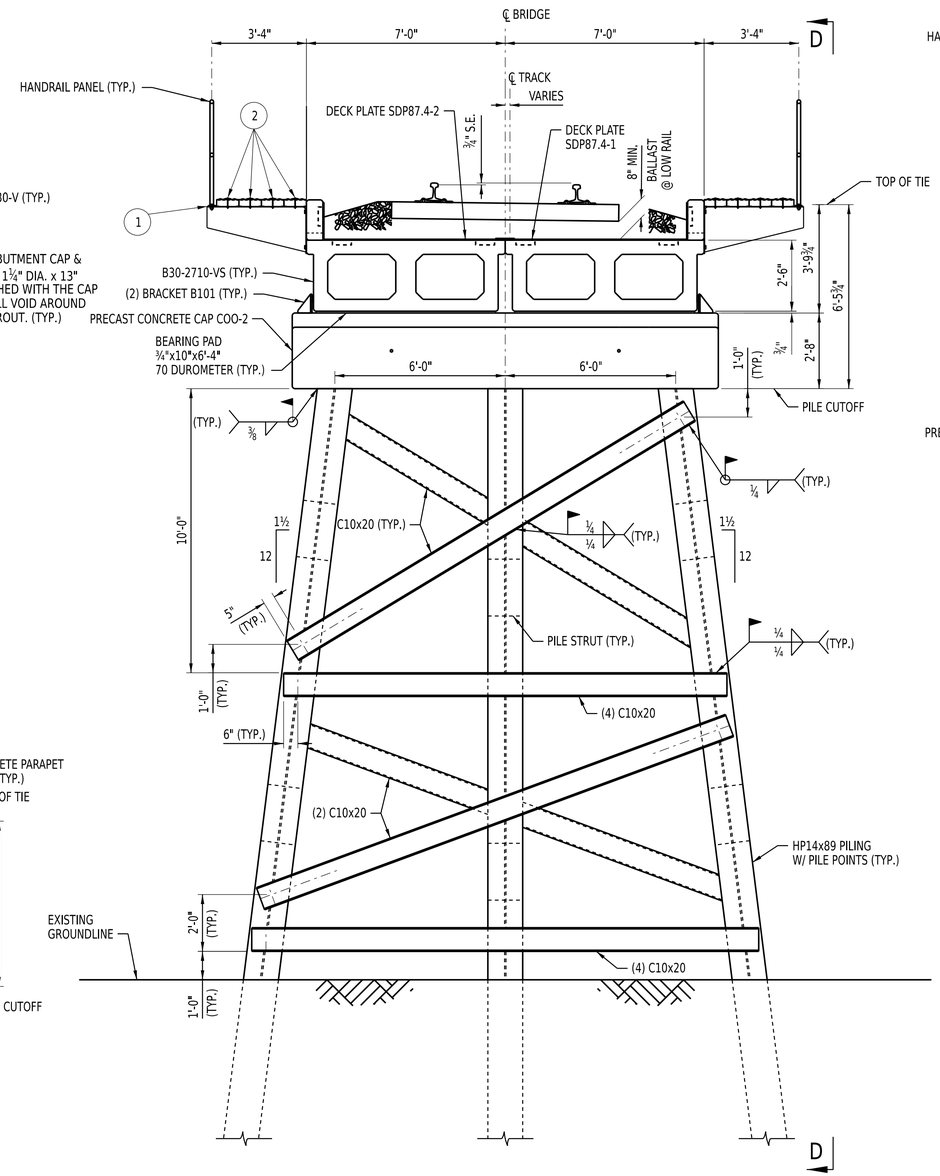


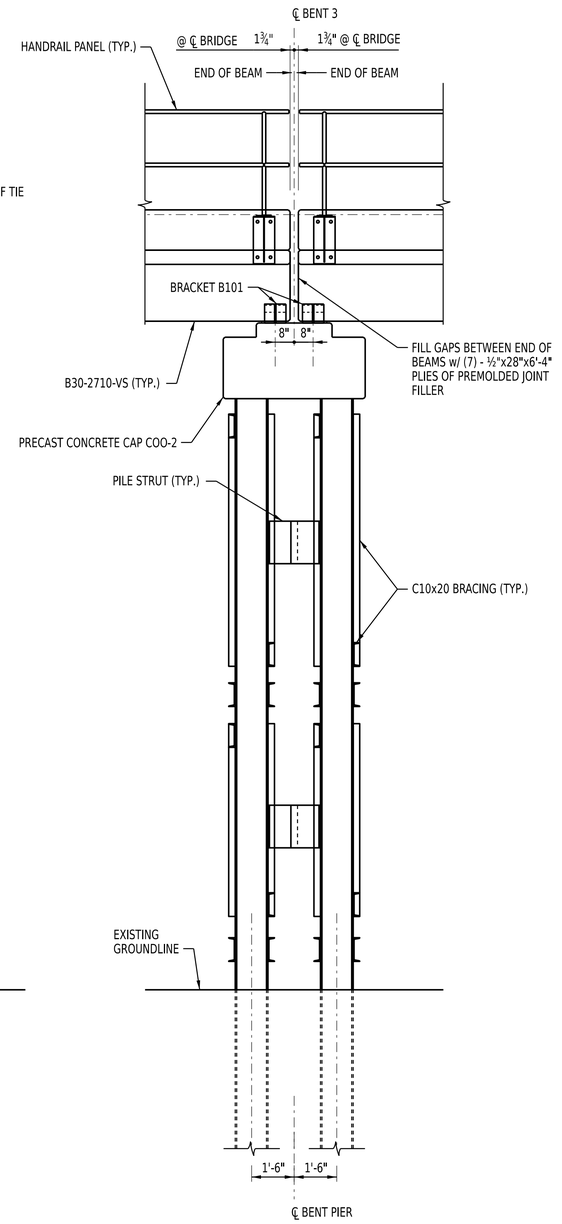
SECTION A-A



SECTION B-B



SECTION C-C



VIEW D-D

TYPICAL VERTICAL CURB WALK & HANDRAIL FASTENING

1. FASTEN HANDRAIL PANEL TO WALK BRACKET w/
   (2) ¾" DIA. x 2¼" BOLTS
   (4) WASHERS (1 3/16" I.D. x 1 7/16" O.D.)
   (2) NUTS, SELF LOCKING NYLON INSERT, ZINC PLATED

2. (4) 3"x9½"x 12 GA. GRIP STRUT
   FASTEN GRATING TO EACH WALK BRACKET w/
   (1) 5/16" DIA. x 4½" CARRIAGE BOLT
   (1) ANCHORING CLIPS
   (1) WASHER (⅜" I.D. x ⅞" O.D.)
   (1) NUTS, SELF LOCKING NYLON INSERT

NOTE:
FOR LOCATION OF SECTIONS A-A, B-B, AND C-C SEE PLAN NO. 0403-0087.400-001.

DES:	TEO
DRAWN:	TEO
CHECK:	SWW
DATE:	MAR. 2024
PLAN:	310596
LINE SEG:	0403

BNSF RAILWAY
BRIDGE ENGINEERING KANSAS CITY, KS
APPROVED: Madlyn Guarino
ASST. DIRECTOR STRUCTURES DESIGN

BURLINGTON, WA TO SUMAS, WA
BRIDGE NUMBER 87.4
OVER SAPP RD. NEAR SEDRO-WOOLLEY, WA
TYPICAL SECTIONS

PLAN NO: 0403-0087.400-002 SHEET: 2 OF 4

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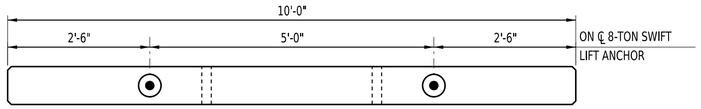
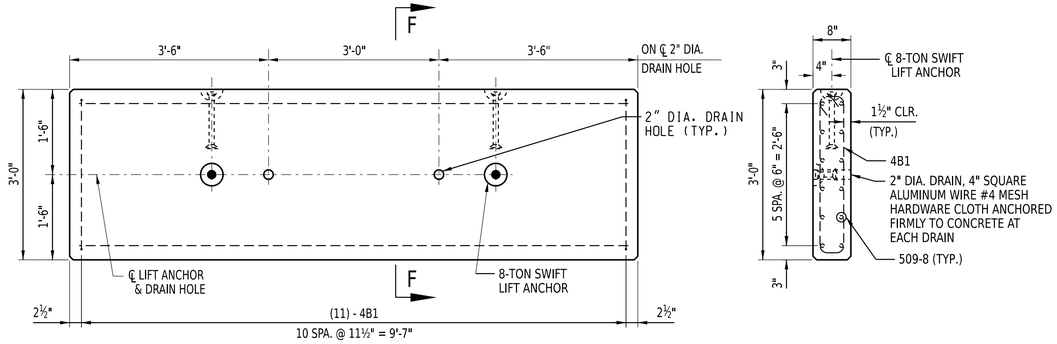


PLAN



ELEVATION

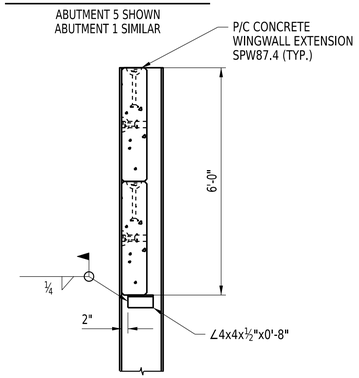
SECTION F-F

PRECAST CONCRETE WINGWALL PANEL SPW87.4

8 REQ'D - MK. SPW87.4
EST. WT. = 3,000 LBS. EA.
VOL. OF CONC. = 0.74 CU. YDS.

ABUTMENT PLAN

ABUTMENT ELEVATION



SECTION E-E

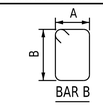
LIST OF REINFORCING BARS

SPW87.4

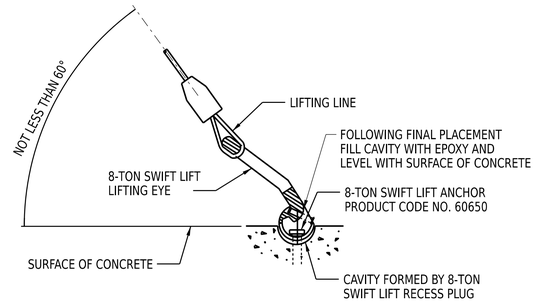
QUANTITY PER PANEL	MARK	SIZE	TYPE	A	B	LENGTH
11	4B1	#4	B	0'-5"	2'-9"	7'-1"
12	509-8	#5	STR.	---	---	9'-8"

EST. WEIGHT OF REINFORCING BARS PER PANEL = 173 LBS.

BENDING DETAILS
(ALL DIMENSION
ARE OUT TO OUT)



BAR B



LIFTING DETAIL

8-Ton Swift Lift Recess Plugs, Anchors and Lifting Eyes are available from Dayton/Richmond 721 Richard St., Miamisburg, Ohio 45342, Telephone (937).866.0711. The materials for this lifting system are not included in the Bill of Material but are to be ordered as required.

PRECAST CONCRETE NOTES:

GENERAL:

1. ALL MATERIAL AND WORKMANSHIP SHALL BE AS PER THE CURRENT BNSF STANDARD SPECIFICATIONS.
2. AFTER PRECAST CONCRETE MEMBERS ARE SET, FILL RECESSES AT LIFT ANCHORS WITH CEMENT GROUT TO THE TOP OF SURROUNDING CONCRETE.

CONCRETE:

1. THE ULTIMATE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE NOT LESS THAN 4000 p.s.i. IN 28 DAYS. CONCRETE MEMBERS SHALL NOT BE REMOVED FROM THE CASTING BED BEFORE THE CONCRETE REACHES A STRENGTH OF 2500 p.s.i.
2. ALL EXPOSED EDGES OF CONCRETE MEMBERS SHALL BE CHAMFERED ¾ INCH.
3. FOR SHIPMENT & STORAGE, CAP ENDS OF CAST HOLES.

REINFORCEMENT:

1. MILD STEEL REINFORCEMENT SHALL MEET THE REQUIREMENTS OF THE CURRENT ASTM DESIGNATION: A615 OR A706, GRADE 60.
2. FABRICATION OF REINFORCEMENT AND STANDARD HOOK DIMENSIONS SHALL BE IN ACCORDANCE WITH CHAPTER 7 OF THE CURRENT C.R.S.I. "MANUAL OF STANDARD PRACTICE".
3. STEEL REINFORCEMENT MAY BE ADJUSTED AS REQUIRED TO CLEAR EMBEDED ITEMS.
4. MINIMUM CONCRETE COVER ON REINFORCEMENT SHALL BE TWO (2) INCHES UNLESS NOTED OTHERWISE.

STEEL:

1. FABRICATION AND WORKMANSHIP SHALL CONFORM TO THE CURRENT AREMA MANUAL FOR RAILWAY ENGINEERING. WELDING SHALL BE IN ACCORDANCE WITH CURRENT A.W.S. BRIDGE WELDING CODE D1.5 AND AREMA MANUAL FOR RAILWAY ENGINEERING.
2. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM DESIGNATION A36.

DES:	TEO
DRAWN:	TEO
CHECK:	SWW
DATE:	MAR. 2024
PLAN:	310596
LINE SEG:	0403

BNSF RAILWAY
BRIDGE ENGINEERING KANSAS CITY, KS
APPROVED: Madlyn Guarino
ASST. DIRECTOR STRUCTURES DESIGN

BURLINGTON, WA TO SUMAS, WA
BRIDGE NUMBER 87.4
OVER SAPP RD. NEAR SEDRO-WOOLLEY, WA
WING WALL EXTENSION DETAILS

PLAN NO: 0403-0087.400-003 SHEET: 3 OF 4

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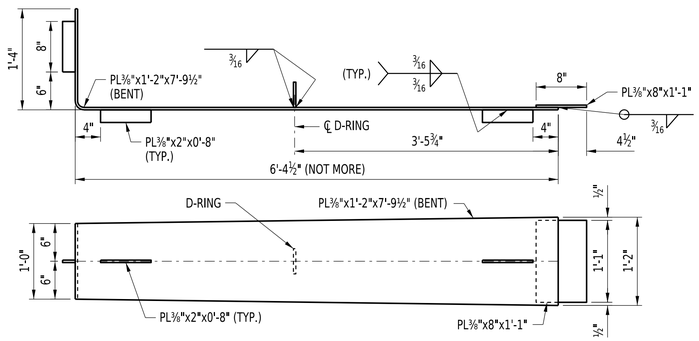
BILL OF MATERIAL

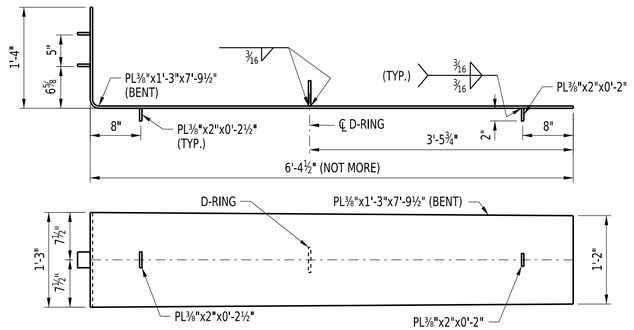
ITEM	QUAN.	UNIT	DESCRIPTION	MARK	SIZE	LENGTH	REMARKS
1	405,840	LBS.	STEEL BEARING PILE (76 PCS.)		HP14x89	60'-0"	ASTM A572, GR. 50
2	19,200	LBS.	CHANNEL BRACING (48 PCS.)		C10x20	20'-0"	ASTM A36
3	600	LBS.	STEEL CHANNEL (12 PCS.)		C10x20	2'-6"	ASTM A36
4	48	EA.	PREFABRICATED SPLICE, BOLTED, CHAMPION 30,000		HP14x89		PER STD. PLAN 0000-1910-02
5	24	EA.	PILE POINTS	HP-77600-B	HP14x89		
6							
7	6	EA.	P/S CONC. DBL. BOX BEAM w/ VERTICAL CURB	B30-2710-VS	30"x84"	27'-10"	PER STD. PLANS 0000-1212-01, -02 & 0000-1214-01
8	2	EA.	P/S CONC. DBL. BOX BEAM w/ VERTICAL CURB	B30-1910-VS	30"x84"	19'-10"	
9	2	EA.	PRECAST CONCRETE ABUTMENT CAP	3A-1	30"x24"	18'-6"	PER STD. PLAN 0000-1120-10
10	4	EA.	PRECAST CONCRETE WING WALL	W30-V			PER STD. PLAN 0000-1121-04
11	4	EA.	PRECAST CONCRETE PARAPET WALL	3P30-1VF	47¾"x10"	9'-3"	PER STD. PLAN 0000-1120-13
12	3	EA.	PRECAST CONCRETE BENT CAP	C00-2	32"x60"	15'-0"	PER STD. PLAN 0000-1110-02
13	8	EA.	PRECAST CONCRETE WING WALL EXTENSION	SPW87.4	36"x8"	10'-0"	DETAILED ON SHEET 3 PLAN 0403-0087.400-003
14	8	EA.	WINGWALL EXTENSION SUPPORT ANGLE, ASTM A36		∠4x4x½"	0'-8"	
15							
16	2	EA.	DECK PLATE, ASTM A36, GALV.	DPV1			PER STD. PLAN 0000-1910-04
17	2	EA.	DECK PLATE, ASTM A36, GALV.	DPV2			
18	3	EA.	DECK PLATE, ASTM A36, GALV.	SDP87.4-1			DETAILED THIS SHEET PLAN 0403-0087.400-004
19	3	EA.	DECK PLATE, ASTM A36, GALV.	SDP87.4-2			
20							
21	2	EA.	HANDRAIL PANEL, ASTM A53, GALV.	HP31-1-0600-S	1½" DIA.	18'-11¾"	PER STD. PLANS 0000-1000-06 & 0000-1222-01 THROUGH -04
22	6	EA.	HANDRAIL PANEL, ASTM A53, GALV.	HP20-0-0600-S	1½" DIA.	10'-4¼"	
23	4	EA.	HANDRAIL PANEL, ASTM A53, GALV.	HP31-0-0600-S	1½" DIA.	17'-4¼"	
24	2	EA.	HANDRAIL PANEL, ASTM A53, GALV.	HP20-0-0506-S	1½" DIA.	9'-10¼"	
25	2	EA.	HANDRAIL PANEL, ASTM A53, GALV.	HP21-1-0506-S	1½" DIA.	11'-5¾"	
26	38	EA.	HANDRAIL WALK BRACKET, ASTM A36, GALV.	WBP			PER STD. PLAN 0000-1222-05
27	4	EA.	RETAINER BRACKET	B100			PER STD. PLAN 0000-1910-05
28	12	EA.	RETAINER BRACKET	B101			
29	16	EA.	WASHER, FLAT, SQUARE, GALV.	W100	¾"x4"	0'-4"	
30							
31	80	EA.	BOLT, ASTM A307, GALV.		¾" DIA.	2¼"	HANDRAIL PANEL TO WALK BRACKET
32	160	EA.	WASHER, FLAT, ROUND, GALV.		13/16" I.D.	1 7/16" O.D.	
33	80	EA.	NUT, SELF-LOCKING NYLON INSERT, ZINC PLATED		¾" DIA.		
34							
35	76	EA.	GRIP STRUT GRATING, 12 GA., GALV.		3"x9½"	16'-0"	FIELD CUT TO FIT
36	304	EA.	CARRIAGE BOLT, ASTM A307, GALV.		5/16" DIA.	4½"	GRIP STRUT TO WALK BRACKET
37	304	EA.	ANCHORING CLIP				
38	304	EA.	WASHER, FLAT, ROUND, GALV.		⅜" I.D.	⅞" O.D.	
39	304	EA.	NUT, SELF-LOCKING NYLON INSERT, ZINC PLATED		5/16" DIA.		
40							
41	16	EA.	PAD, URETHANE, DUROMETER 70		¾" x 10"	6'-4"	BEARING AREA
42	42	EA.	PREMOLDED JOINT FILLER, ASPHALT IMPREGNATED		½" x 28"	6'-4"	BETWEEN ENDS OF BEAMS AND ENDS OF BEAM & ABUTMENT WALL
43							
44	4	EA.	SIGN POST, NO. 1, BLACK			6'-0"	PER TRK. STD. PLAN 3001.01.09
45	2	EA.	BRIDGE NUMBER SIGN, NO. 103	87.4			PER TRK. STD. PLAN 3103.01.04
46	2	EA.	TRESPASSING BRIDGE SIGN NO. 70		18"x24"		PER TRK. STD. PLAN 3070.01.05

SUPERVISOR STRUCTURES TO FURNISH: HARDWARE FOR SIGNS AS REQUIRED, ZINC RICH BRIDGE PAINT, EPOXY ADHESIVE AND GROUT FOR BEARING PADS, IF REQUIRED, AND FILL MATERIAL.



DECK PLATE SDP87.4-1

3 REQ'D - MK. SDP87.4-1
EST WT. = 145 LBS. EA.
GALVANIZE AFTER FABRICATION



DECK PLATE SDP87.4-2

3 REQ'D - MK. SDP87.4-2
EST WT. = 135 LBS. EA.
GALVANIZE AFTER FABRICATION

DES:	TEO
DRAWN:	TEO
CHECK:	SWW
DATE:	MAR. 2024
PLAN:	310596
LINE SEG:	0403

BNSF RAILWAY
BRIDGE ENGINEERING KANSAS CITY, KS
APPROVED: Madlyn Guarino
ASST. DIRECTOR STRUCTURES DESIGN

BURLINGTON, WA TO SUMAS, WA
BRIDGE NUMBER 87.4
OVER SAPP RD. NEAR SEDRO-WOOLLEY, WA
BILL OF MATERIAL AND STEEL DETAILS

PLAN NO: 0403-0087.400-004 SHEET: 4 OF 4

File Location: Z:\Bridge\Bridge Files\0403\0403-0087.400\Sapp Rd\Cad\Final\0087t4004.dgn

Date Printed: 4/16/2024 Time Printed: 3:02:01 PM