

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

The Burlington Northern and)	Docket No. _____
Santa Fe Railway Company)	PETITION
Petitioner,)	Road Name <u>SR 21 (Alder Street)</u>
Vs)	WUTC Crossing No. <u>new</u>
Odessa, Washington)	DOT Crossing No. <u>new</u>
Respondent)	

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the construction of a grade crossing;
(construction - reconstruction-relocation)
- directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing.
- directing _____ of warning devices at an existing crossing;
(replacement-change-upgrade)
- allocating funds from the "grade crossing protective fund" for _____ of active warning devices;
(installation and/or maintenance)
- authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
- order without hearing

[] Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act YES NO been made to the Local Programs Division for this project.

[] If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation YES NO Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

 Petitioner *John M. Cowles*

John M. Cowles Mgr. Public Projects - BNSF
 Print Name Title

2454 Occidental Avenue So., Ste 1-A
 Street Address

Seattle, WA. 98134
 City - State - Area Code

INTERROGATORIES
Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway SR 21 (Alder Street) mile post _____

Existing or proposed railway The Burlington Northern and Santa Fe Railway Company mile post 1553.22

Located in SE 1/4 of the SW 1/4 of Sec. 5 Twp. 21N Range 33E, W.M.

WUTC crossing number _____ new DOT crossing number new

Street Alder Street (SR 21) City Odessa County Lincoln

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier (xx) Logging or Industrial ()

(b) Main Line (xx) Branch Line () Siding or Spur ()

(c) Total number of tracks at crossing 4

(Note: A track separated 100 feet or more from another track constitutes a separate crossing).

(d) Operating maximum train speed:

Legal maximum train speed:

Passenger 65 MPH

Passenger 65 MPH

Freight 60 MPH

Freight 60 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains 2

Freight Trains 25

(Note: Round trip counted as two trains. Include switch movements).

[3]

Character of Roadway:

(a) State Highway-Classification 3 - Collector

(b) County Highway-Classification County does not have a classification system

(c) City Street-Classification City does not have a classification system

(d) Number of traffic lanes existing in each direction: 1 Number of additional traffic lanes proposed: 0

(e) Posted vehicle speed limit: Automobile 25 MPH Trucks 25 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 1,071, including 310 trucks and 10 school bus trips. Projected traffic in 17 years: total 2,000, including 580 trucks and 20 school bus trips.

[4]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so: Please describe.

No

[6]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why?

It is not economically feasible and traffic volumes do not warrant a grade separation.

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or overpass, even though it may be necessary to relocate a portion of the highway to reach that point?

No.

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

N/A

[7]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.
 .11 mile west - Birch Street crossing (public)
 .08 mile east - Division Street crossing - (existing SR 21 - to be closed)
 .93 mile east - Private crossing
- (b) If there is an existing crossing near vicinity, or if more than one crossing is proposed is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than one crossing?
 No
- (c) If so, state approximate cost of highway relocation to effect such changes.
 N/A
- (d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.
 Yes. Division Street (SR 21) .08 mile east.
- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?
 Yes

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing fromSouth.....(direction) an unobstructed view to

right when on highway 300 feet from crossing of _____	165	feet
right when on highway 200 feet from crossing of _____	200	feet
right when on highway 100 feet from crossing of _____	240	feet
right when on highway 50 feet from crossing of _____	280	feet
right when on highway 25 feet from crossing of _____	360	feet
left when on highway 300 feet from crossing of _____	150	feet
left when on highway 200 feet from crossing of _____	315	feet
left when on highway 50 feet from crossing of _____	2,000+	feet
left when on highway 25 feet from crossing of _____	2,000+	feet

Approaching crossing fromNorth.....(opposite direction) an unobstructed view to

Right when on highway 300 feet from crossing of _____	98	feet
Right when on highway 200 feet from crossing of _____	101	feet
Right when on highway 100 feet from crossing of _____	112	feet
Right when on highway 50 feet from crossing of _____	127	feet
Right when on highway 25 feet from crossing of _____	166	feet
Left when on highway 300 feet from crossing of _____	140	feet
Left when on highway 200 feet from crossing of _____	160	feet
Left when on highway 100 feet from crossing of _____	200	feet
Left when on highway 50 feet from crossing of _____	250	feet
Left when on highway 25 feet from crossing of _____	322	feet

[9]

Attache one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersections.

See exhibit "C" attached.

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

No

(b) If not, state in feet the length of level grade it is feasible to obtain.

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

No

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement, or changing of automatic grade crossing signal or other warning device, other than crossbucks.

[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than crossbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local government agency.)

Installation of 2 automatic flashing light traffic control devices (shoulder mount type) with gates and train activation devices.

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company \$ 163,408

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company \$ _____

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices.

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

() Yes () No (N/A) RR is petitioner

[13]

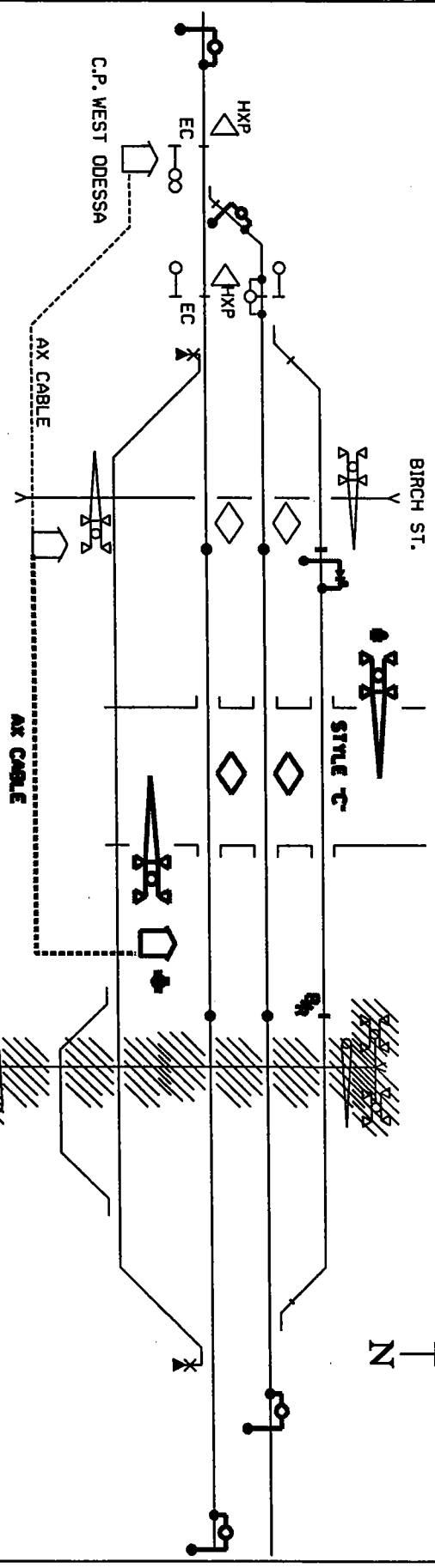
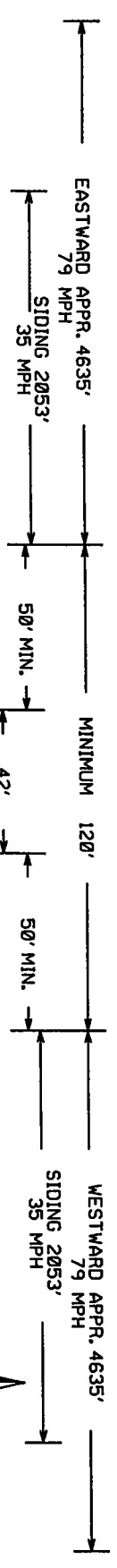
Furnish a brief statement of why the public safety requires the installation of the automatic signals or devices as proposed?

Upgrade and installation of warning devices will improve the safety of the motoring public.

TO: WENATCHEE

The Burlington Northern & Santa Fe Railway Company

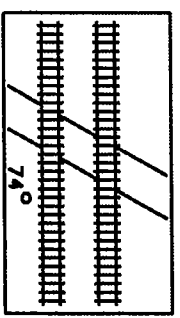
TO: SPOKANE



INSTALL: GATES & FLS
 CONTROL DEVICES: CONSTANT WARNING
BOLD - IN
~~SLASH~~ OUT
 SALVAGE: NONE

ALDER STREET
 DOT UNASSIGNED

DIVISION ST.
 TO BE CLOSED



- ▢ INSTRUMENT HOUSE
- Ⓚ BELL
- Ⓜ METER
- CROSSING CONTROL CONNECTIONS
- ◁ UNIDIRECTIONAL CROSSING CONTROL
- ◇ BIDIRECTIONAL CROSSING CONTROL
- ⊕ COUPLER OR TERMINATION
- () GUARD RAIL

Warning device placement:
 Clearance to C.L. Track = Min. 12', Max. 20'
 Edge of Road to C.L. Foundations:
 Min. 4'1" with curb.
 Max. 8'1" without curb, Max. 12'
 House Clearance:
 25' Min. to C.L. of Track
 30' Min. to Edge of Road
 Front Lights:
 30-15 Degree Lenses
 Back and Side Lights: 70 Degree Lenses
 Cantilever Jurg Mast: 20-30 Degree Lenses

BNSF RAILWAY CO.
 ESTIMATE SKETCH
 ODESSA, MO
 ALDER ST.
 L.S.: 0037 SUBDIVISION: COLUMBIA
 M.P.: 1553.22 DIVISION: NORTHWEST
 DOT NO.: UNASSIGNED
 DDS: KANSAS CITY
 NO SCALE DATE: 02-06-02
 FILE: 00371553.22.dgn MCR/TLF

EXHIBIT "A"

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of BNSF RAILWAY COMPANY

For Alder Street Crossing

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

[xx] I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[xx] The cost of installation (estimated at \$ 163,408) is acceptable.

[X] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[] as apportioned between the parties

[] to be paid by petitioner.

Other conditions to waiver of hearing:

_____ Per the agreement between the parties, hereto.

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Dated at Odessa, WA, Washington, on this 8 day of May, 2003.

Respondent Town of Odessa

By Carl Ryan

Print Name: CARL RYAN

Title: MAYOR

FORMAL COMPLAINT, **PETITION**, BAP, AND
REJECTION OF FILINGS
DISTRIBUTION FOR
TRANSPORTATION DOCKETS

Date: September 15, 2003

Docket No.: TR-031473

Document: **Petition of BNSF to construct a new grade crossing at SR 21 (Alder Street),
Odessa, WA.**

Chairwoman Showalter
Commissioner Oshie
Commissioner Hemstad
Public Affairs
Carolyn Caruso (No Rail)
Vicki Elliott
Penny Hansen (Solid Waste)
Dixie Linnenbrink

ALD
Policy Planning
Sally Johnston
Gene Eckhardt
Bob Colbo
Bonnie Allen
Bob Boston (rail only)
Ahmer Nizam (w/Screen Print)
Steve King
Paul Curl