



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Monroe, Washington

Petitioner,

vs.

BNSF Railway Company

Respondent

DOCKET NO. TR-

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING

USDOT:

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

Scott Peterson, Deputy City Engineer

Petitioner

[Handwritten Signature]

Signature

806 West Main Street

Street Address

Monroe, Washington 98272

City, State and Zip Code

Mailing Address, if different than the street address

Scott Peterson

Contact Person Name & Signature

360-863-4606 speterson@monroewa.gov

Contact Phone Number and Email Address

Section 2 – Respondent's Information

BNSF Railway Company Respondent
2454 Occidental Ave S; 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 Email Address

Section 3 – Crossing Location

1. Existing highway/roadway	Kelsey Street		
2. Existing railroad	BNSF Railroad		
3. USDOT Crossing No.	084565X		
4. GPS location	Latitude 47.8600256 Longitude -121.9773100		
5. Railroad mile post (nearest tenth)	1769.1		
6. City	Monroe	County	Snohomish

Section 4 – Vehicle Traffic

1. Name of highway Kelsey Street

2. Road authority City of Monroe

3. Average annual daily traffic (AADT) 14,250

4. Number of lanes 2

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? 4

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

City project scheduled for 2019 will revise the channelization so there will be 1 southbound
and 2 northbound lanes instead of the current 1 southbound and 1 northbound lanes.

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 2

5. Average daily train traffic, freight 22

 Authorized freight train speed 45 Operated freight train speed 1 to 45

6. Average daily train traffic, passenger 2

 Authorized passenger train speed 45 Operated passenger train speed 1 to 45

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

Info obtained from the USDOT Railroad Crossing Inventory. Per discussions and onsite meeting with Stephen Semenick of BNSF RR, there was no indication of any planned 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?

Distances are measured to the nearest rail, more or less

Northbound traffic stop bar Sight Distance is approximately 1,000 feet to the west and 500 feet to the east.

Southbound traffic stop bar Sight Distance is approximately 1,700 feet to the west and 250 feet to the east

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.

The railroad bungalow obstructs the sight distance for the southbound traffic looking right. Without this obstruction, the sight distance would be approximately 1,600 feet.

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.

The RR crossing has 2 gate arms that are lighted, 2 crossbuck assemblies, advance warning signs (W10-1), 2 Do Not Stop On Tracks signs (R8-8), stop lines, RR Xing symbols, 2 cantilevered flashing light structures, 2 mast mounted flashing lights, and a bell.

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.)

BNSF will replace the existing gate mechanics on each signal mast, and install new gate arms. The gate arm lengths will be adjusted in accordance with the roadway modifications. The two existing stop lines and RR X-ing symbols on the roadway pavement will be removed. Three new stop bars and RR X-ing symbols will be installed so they are correctly aligned in the revised channelization configuration.

Non-mountable curb will be installed on both sides of the crossing to within 1' of the gate arms. The length of curbs will be 60' south of the crossing and approximately 105' north of the crossing.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed design diagram, drawing, map or other illustration showing all proposed modifications, including signals, signage, pavement markings, sidewalks, etc.

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. 084565X

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 Seattle, Washington, on the 9th day of
May, 20 19.

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 Ave S; Suite 2D

Seattle, WA 98134
Mailing address

