



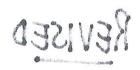
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BNSF Railway) DOCKET NO. TR-160272
Petitioner,	PETITION TO MODIFY HIGHWAY-RAIL GRADE CROSSING ACTIVE
vs. Skamania County) WARNING DEVICES AND) DISBURSEMENT OF FUNDS) FROM THE GRADE CROSSING
Respondent.) PROTECTIVE FUND)
***************************************) USDOT CROSSING #090135B)

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disburse funds from the Grade Crossing Protective Fund.

Section 1 - Petitioner's Information

BNSF Railway	1999	18
The shade	 1000	
Petitioner		
2454 Occidental Ave S Suite 2D		
Street Address		E II II
Seattle, Washington 98198		
City, State and Zip Code	 	
Mailing Address, if different than the street address	- K	
Richard Wagner		
Contact Person Name		-
Contact Person's Signature		
206 625 6152 Bighard Wagney@hngf.com		
206-625-6152 Richard, Wagner@bnsf.com Contact Phone Number and Email Address		



Section 2 - Respondent's Information

Skamanin Cunty College Respondent
170 NW Vancouver Ave Street Address
Stevenson, Washington 98648 City, State and Zip Code
PO Box 1009 Mailing Address, if different than the street address
Tim Homann, P.E. Contact Person Name
509-427-3912, homann@co.skamania.wa.us Contact Phone Number and Email Address
Contact Fholie Number and Eman Address
Section 3 – Crossing Location

1. Existing highway/roadway Butler Road	
2. Existing railroad BNSF Railway.	
3. USDOT Crossing No. <u>090135B</u>	
4. Located in the 1/4 of the1/4 of Sec, Twp, RangeW.N	M.
5. GPS location, if known Lat. 45.6167889, Long122.0429596	
6. Railroad mile post (nearest tenth) 43.30	
7. City Skamania County Skamania	- >

Section 4 - Current Highway Traffic Information

Please complete all information in this section. Incomplete information may cause delays in the petition approval process.

Section 5 - Current Crossing Information

1. Railroad company BNSF Railway
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, freight34
Authorized freight train speed 55 Operated freight train speed 30
6. Average daily train traffic, passenger2
Authorized passenger train speed60 Operated passenger train speed30
7. Describe any changes to the information in 1 through 4, above, expected within ten years:
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? About 2000 Feet in both directions from the south and north approach.
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.

Section 6 - Current Warning Devices

iclud	ovide a complete description of the warning devices currently located at the crossing, ding signs, gates, lights, train detection circuitry, preemption (advance or simultaneous) and ther warning devices. One advance warning sign and road markings on south approach. One stop line north at					
seven feet and one stop line south at 11 feet. Four flashing light pairs. Three						
*	mounted 12" flashing lights (non-LED). One advance warning sign (W10-2) each					
eastbound and westbound. Track circuitry is CTC on both tracks.						
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Section 7 - Description of Proposed Changes

cost estimate for the upgrade				
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Section 8 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, engineering plan or other illustration showing the proposed crossing modification.

Section 9 – Use of Surplus Equipment
If surplus or used equipment is being installed as part of the project, please review the following statement and sign, accepting the terms and conditions.
"The recipient of surplus equipment voluntarily accepts the equipment as is. Proper installation and testing is required per Code of Federal Regulations 49, prior to activating the signal equipment. The recipient assumes full responsibility for functionality of the equipment."
Name (print):
Name (print): Title:
Signature.
Date:
Section 10 - Project Cost Information
1.Breakdown of estimated total cost. Gross Project Cost is \$24,000 minus \$15,538 in labor cost covered by BNSF Railway.
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2. Names of the parties contributing to the project and the amount each is contributing. BNSF Railway is contributing \$15,538.
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3. Provide the amount the applicant is requesting from the GCPF grant program. \$8,462 (includes material and contract engineering costs, as well as taxes.)
Section 11 – Project Completion Date

Project completion date: 12.31.2016

Section 12 - Waiver of Hearing by Respondent

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Waiver of Hearing	
The undersigned represents the Respondent in the petition to modify highway-rail grade cross warning signals at the following crossing:	3 i 1
USDOT Crossing No. 090135B	
We have investigated the conditions at the crossing. We are satisfied the conditions are the sar as described by the Petitioner in this docket. We agree the warning signals should be modified and consent to a decision by the commission without a hearing.	n I
Dated at	
Dated at <u>Stevenson</u> , Washington, on the <u>25th</u> day of <u>February</u> , 20 16.	
Tim Homann, P.E.	
Printed name of Respondent	
Jen House	
Signature of Respondent's Representative	
County Engineer	
Title	
509-427-3912, homann@co.skamania,wa.us	
Phone number and email address	
PO Box 1009	
Stevenson, Washington 98648	
Mailing address	

***** MAINTAIN PROPRIETARY CONFIDENTIALITY *****

BNSF RAILWAY COMPANY FHPM ESTIMATE FOR STATE OF WASHINGTON

LOCATION EAST SKAMANIA

DETAILS OF ESTIMATE

PLAN ITEM: 000269003

VERSION: 3

PURPOSE, JUSTIFICATION AND DESCRIPTION

BUTLER RD - SKAMANIA, WA; INSTALL LEDS; NORTHWEST DIV; FALLBRIDGE SUBDIV; LS 47; MP 43.30; DOT# 090135B. SEQ. #58808.

MONTHLY POWER UTILITY COST CENTER: 61504.

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSES ONLY.

THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

THE STATE OF WASHINGTON IS FUNDING 100% OF MATERIAL FOR THIS PROJECT, BNSF IS FUNDING 100% OF LABOR FOR THIS PROJECT.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

CRIMARY FUNDING SOURCE IS FHIM

** BUY AMERICA(N) APPLIES **

DESCRIPTION	QUANTITY U/M	COST	TOTAL \$

LABOR			

SIGNAL FIELD LABOR - CAP	112.0 MH	3,453	
SIGNAL FIELD LABOR - OPER	56.0 MH	1,727	
PAYROLL ASSOCIATED COSTS		3,401	
DA OVERHEADS		3,353	
EQUIPMENT EXPENSES		1,395	
INSURANCE EXPENSES	(- 	868	
TOTAL LABOR COST	s	14,197	14,197

MATERIAL ************************************			
CHARGERS, 12/20	1.0 EA N	349	
FIELD MATERIAL	1.0 LS N	500	
LED LIGHT	12.0 EA N	2,412	
LIGHT OUT DETECTOR	1.0 EA N	1,023	
USE TAX		398	
OFFLINE TRANSPORTATION	8	52	
TOTAL MATERIAL COST		4,734	4,734

OTHER ********			
CONTRACT ENGINEERING	1,0 LS N	3,000	
TOTAL OTHER ITEMS COST		3,000	3,000
PROJECT SUBTOTAL			21,931
CONTINGENCIES			1,831
BILL PREPARATION FEE			238
GROSS PROJECT COST			24,000
LESS COST PAID BY BNSF	¥1.	-	15,538
TOTAL BILLABLE COST			8,462

Constitution - The contract of the contract of