



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

DOCKET NO. TR-

PETITION FOR EXEMPTION FROM COMMISSION RULES RELATED TO RAILROAD CLEARANCES

Coastal Transportation

Petitioner,

vs.

BNSF Railway Company

Respondent

The Petitioner asks the Washington Utilities and Transportation Commission to grant exemption from rules related to (check one or more):

- checkbox Railroad overhead clearance requirements found in WAC 480-62-040
checkbox Railroad track clearance requirements found in WAC 480-62-050
checkbox checked Railroad side clearance requirements found in WAC 480-62-060

References/Attachments:

- WAC 480-30-020 Exemptions
WAC 480-30-030 Definitions
WAC 480-30-040 Overhead clearances
WAC 480-30-050 Side clearances
WAC 480-30-060 Track clearances
WAC 480-30-990 Illustration - Typical clearance of structures from railroad tracks
WAC 480-30-99001 Illustration - Typical track spacing

Section 1 - Petitioner's Information

Note: If the close clearance is located at a customer facility, the customer is the petitioner. If the close clearance is located at a railroad-owned facility, the railroad is the petitioner.

Petitioner: Coastal Transportation

Business Address: 4025 13th Ave W

City, State, and Zip Code: Seattle, WA 98119

Mailing Address, if Different:

Representative Name and Title: Elliot Strong CEO

Representative Phone Number and Email Address: 206-216-4049

Representative Signature: Elliot Strong elliot@coastaltransportation.com

Section 2 – Respondent’s Information

Note: When a railroad customer is the petitioner in a request for clearance exemption, the railroad becomes the respondent and must sign the Respondent’s Waiver of Hearing in Section 8. When a railroad requests a clearance exemption for its own facility or location, the railroad is the petitioner and there is no respondent, and it is not necessary to complete Sections 2 or 8.

Respondent: BNSF Railway Company

Business Address: 44 S Hanford St, Building C

City, State, and Zip: Seattle, WA 98134

Mailing Address, if Different: _____

Respondent Contact Name and Title: Stephen Semenick, Manager Public Projects

Contact Phone Number and Email Address: 206-625-6152

Section 3 – Close Clearance Location

Name of Facility or Location: Coastal Transportation

Physical Address: 4025 13th Ave W

City and County: Seattle, King County, WA

Railroad Subdivision and Milepost: Scenic Sub MP 5

GPS Location: 47^39'23" N 122^22'23" W

Section 4 – Close Clearance Description

Describe in detail each structure or track which is, or will be, located at less than standard clearance from an adjacent track. Where more than one track is involved, identify the track by number or name. The description should include the length of the structure along the track, its distance from the center line of track, and its maximum elevation. For overhead impairments, the description should include the minimum elevation of the structure as measured from the top of the rail. (Attach additional pages if necessary.)

The site is a proposed extension of the BNSF Ballard Spur from 13th Ave to the corner of Ewing St. and Ewing Pl. The remaining 57 ft is tangent, required clearance 8.5'. Actual minimum clearance to a fence to the north is 8.28 ft in curve and 7.67 ft in tangent. Clearance to a fence to the south is 8.69 ft in curve and 6.99 ft in tangent. The fence to the north is on private property. The fence to the south is on RR property and protects an adjacent trail.

Why is it necessary to operate with clearances less than standard? _____

The ROW here is also very narrow, as little as 14.68 feet. Property acquisition to change this would be prohibitively expensive and require moving the trail. A nearby switch installed as part of the project prevents curve realignment.

Explain why the facility should not be constructed or altered to conform to clearance standards.

The fences causing the impairment are both on other private property. They cannot be moved without the owners consent. The line is low traffic and sees only occasional low-speed movements by Coastal Transportation. BNSF will not be operating in this area

Describe what modifications would be necessary to meet clearance standards. _____

BNSF would need to purchase back 1.5' of right of way on the north and 2' of right of way on the south. This might cause the trail to be shifted southward, possibly affecting parking at an adjacent business

What is the approximate cost to meet clearance standards? _____

Section 5 – Drawings

Attach drawings to show the following:

- The area within a 100-foot radius of each impaired clearance.
- The track layout of the industry or railroad facility involved, including any connecting tracks and switches (provide identifying name or number for each impaired track and each major structure adjacent thereto).
- A profile view of each impairing structure and its relationship with the adjacent trackage, including measurements from the centerline of track (between rails) to all adjacent impairments. Each drawing should be made to scale, and each impairment should be color coded and identified by letter (see sample illustrations).

Section 6 – Trackage

Describe the trackage involved, including the overall length of each track and the length of track prior to and beyond each impairing structure.

Proposed extension of BNSF Ballard Spur. The track extends 591 feet from 13th Ave to Ewing Pl. Of this, approx. 387 ft is before the impaired track, and 116 ft is beyond the impaired track.

Who owns the trackage involved? Coastal Transportation

Who operates on this trackage? Coastal Transportation and BNSF Railway

From which direction(s) can train movements be originated on each impaired track? _____

From both directions

What is the average number of train movements per day? Two

What is the speed of train movements? Less than 10 MPH

What time of day do train movements occur? Daylight hours

Describe typical railroad activities in the area involved in this request: Coastal Transportation will pick up cars left by BNSF on the main line west of 13th Ave and run through the impaired area to end of track. They will then push cars back through the impaired area to an adjacent siding.

Section 7 – Warning Devices

Note: Retroreflective warning signs should be placed not more than 50 feet in advance of the nearest impairment when entering the impaired track. If operations occur during hours of darkness, warning signs should be illuminated. If such placement and illumination is not feasible, please explain why and specify where each placement will be made.)

What form of warning is proposed for railroad employees at each impairment and where will it be installed?

Warning signs of impaired clearance are proposed on both sides of the track not more than 50 feet prior to the impaired track on the west. East of the area is stub ended already and will not be signed.

Who will bear the costs of installation, maintenance, and illumination of the impaired clearance signs?

Coastal Transportation will be responsible for these signs.

Section 8 – Waiver of Hearing by Respondent

Note: If a railroad is requesting the close clearance exemption for its own facility or location, it is not necessary to complete this section.

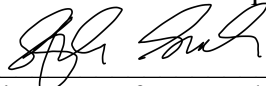
The undersigned represents the Respondent in the petition for exemption from Commission rules related to railroad clearances.

We have investigated the conditions at the location of the close clearance. We are satisfied that the conditions are the same as described by the Petitioner. We do not object to the petitioner's request for exemption from Commission clearance rules under the conditions described above. We agree to notify our operating employees of the close clearance at this facility by general order immediately upon approval by the Commission and will include this information in the next regular update of the employee timetable.

Dated at Seattle, Washington, on the 1st day of
November, 2021.

Stephen Semenick

Printed Name of Respondent



Signature of Respondent's Representative

Manager, Public Projects

Title

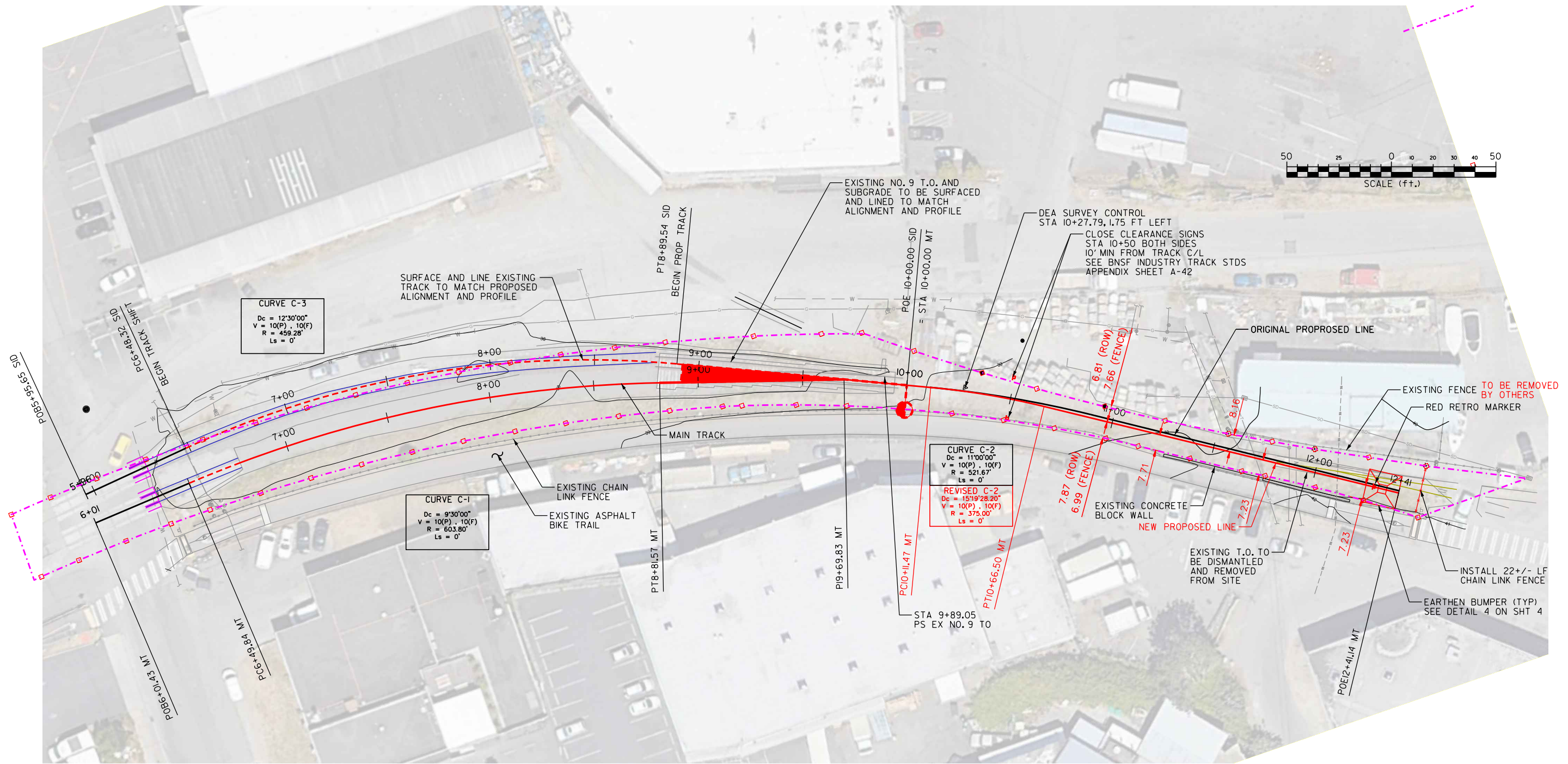
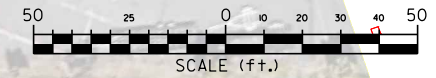
206-625-6152; stephen.semenick@bnsf.com

Phone Number and Email Address

44 S Hanford St, Building C

Mailing Address

Seattle, WA 98134



DEFICIENCIES
9+50 TO 12+33 ROADBED SECTION DEFICIENCIES
10+91.74 RIGHT SIDE CLEARANCE DEFICIENCY



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7/6/2021

PROJECT NUMBER	LINE ITEM	CONTRACT DESIGNATOR	PHASE/CALCULATED ENTITY	MARK ELEMENT

REV	DATE	DESCRIPTION	BY	SUB	APP

Information confidential all plans, drawings, specifications, and/or information furnished here with shall remain the property of the Burlington Northern Santa Fe Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Burlington Northern Santa Fe Railway.

DESIGNED BY	MFM
DRAWN BY	DJBE
CHECKED BY	KMJE
APPROVED BY	
DATE	



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COASTAL TRANSPORTATION
TRACK PLAN
STA 6+01.43 TO STA 12+51.55

CONTRACT NO.	
DRAWING NO.	AL-01
REVISION	SHEET NO. 2
SCALE 1" = 50'	