

**BNSF**



J. M. (MIKE) COWLES

Mgr. Public Projects  
WA, ID, MT. and  
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**Burlington Northern Santa Fe**

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TR-030966 (P)

June 13, 2003

WUTC

1300 Evergreen Park Dr. So.  
P.O. Box 47250  
Olympia, WA. 98504-7250  
Attn: Ahmer Nizam

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STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

**File: Maltby, WA. – Relocate 91<sup>st</sup> Avenue So. (MP 30.30)**

Attached is the original and 2 copies of the petition for the relocation of the crossing of 91<sup>st</sup> Avenue where 91<sup>st</sup> Avenue is proposed to be relocated to approximate railroad milepost 30.26.

Please review the petition attached and if the WUTC approves, please prepare and issue an Order for construction. This project also involves the construction of the Maltby Road overhead bridge which will replace the Maltby Road at grade crossing. Have any questions about the project call me or Dennis Hamblet at 360-705-7271.

Sincerely,

J. M. (Mike) Cowles  
Mgr. Public Projects

JMC

Cc: Dennis Hamblet  
Railroad Liaison Engineer  
Dept. of Transportation  
P.O. Box 47329  
Olympia, WA. 98504-7329

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. \_\_\_\_\_

PETITION

**Petitioner**  
Washington State Dept. of Transportation  
vs.  
Burlington Northern Santa Fe Railway  
**Respondent**

**Road Name** 91<sup>st</sup> Ave SE  
**W.U.T.C. Crossing No.** 1G30.30  
**D.O.T. Crossing No.** 091815A

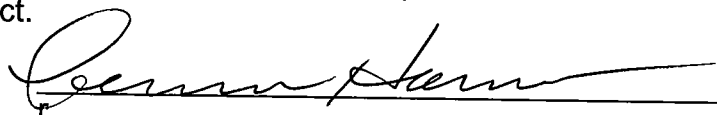
Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the Reconstruction/Relocation 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 crossings;  
(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
- Yes     No    Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?
- Yes     No    If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

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



Dennis Hamblet, P.E., Railroad Liaison

310 Maple Park Ave SE

Olympia, WA 98504-7329

**INTERROGATORIES**  
Use additional paper as needed

[ 1 ]

State name of highway and railway at crossing intersection:

Existing or proposed county road 91<sup>st</sup> Ave SE mile post \_\_\_\_\_

Existing or proposed railway BNSF mile post 30.31

Located in SE 1/4 of the SW 1/4 of Sec. 24 Twp. 27 Range 05E W.M.

WUTC crossing number 1G30.30 DOT crossing number 091815A

Street \_\_\_\_\_ City \_\_\_\_\_ County Snohomish  
(if applicable) (if applicable)

[ 2 ]

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

- (a) Common Carrier  Logging or Industrial   
(b) Main Line  Branch Line  Siding or Spur

(c) Total number of tracks at crossing  
one

(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 \_\_\_\_\_ MPH Passenger \_\_\_\_\_ MPH  
Freight 25 MPH Freight 25 MPH

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

Passenger Trains 0 Freight Trains 2  
(Note: Round trip counted as two trains. Include switch movements.)

[ 3 ]

Character of Roadway:

(a) State Highway - Classification \_\_\_\_\_

(b) County Highway - Classification \_\_\_\_\_

(c) City Street - Classification Minor Arterial

(d) Number of traffic lanes existing in each direction: one  
Number of additional traffic lanes proposed: none

(e) Posted vehicle speed limit: Automobiles 35 MPH Trucks 35 MPH

(f) Estimated vehicle traffic in 24 hours: Current total ADT is 5271, including 40% trucks and 0 school bus trips. Projected traffic in 20 years: total 1100, including

20% trucks and U 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 safer location exists.

- (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 obstructions exist.

[ 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.

No. The proposed crossing is a short connection between two roads. The connection is not long enough to raise the grade for an over crossing. It would not be possible to access properties on both sides of track from the new Maltby Road overcrossing without this at grade crossing.

- (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 over crossing, 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 and direction 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.

Upon completion of this project the only other grade crossing that will serve Yew way is located approximately 2.6 miles to the north of the proposed crossing and would require a detour of approximately 6 miles.

- (b) If there is an existing crossing in 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 once crossing?

The proposed crossing will replace an existing crossing in the vicinity. There are no other crossings in the area that can serve properties on both sides of the tracks.

- (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.

The proposed crossing, 91<sup>st</sup> Ave SE, will replace the existing 91<sup>st</sup> Ave SE skewed crossing, located approximately 200 feet north of the proposed crossing between Broadway Ave. and Yew Way.

- (d) If this crossing is authorized, do you propose to close any existing crossing or crossings?

The existing 91<sup>st</sup> Ave SE crossing will be closed and replaced by the relocated crossing. This project will also grade separate the existing high volume at grade railroad crossing of SR 524 (Maltby Rd.), located approximately 1400 ft. south of 91<sup>st</sup> Ave SE. resulting in the closure of the Maltby Road grade crossing.

[ 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 from.....(direction) an unobstructed view to

The sight distances from each of the grade crossing stop bars is greater than 1000' to the south and approximately 500' to the north.

[ 9 ]

Attach 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 intersection.

[ 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?

Yes.

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

N/A

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent 6or 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.

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

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[ 12 ]

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

No new, existing signals etc. will be relocated to the new crossing location..

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ 59,176

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

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

N/A

(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

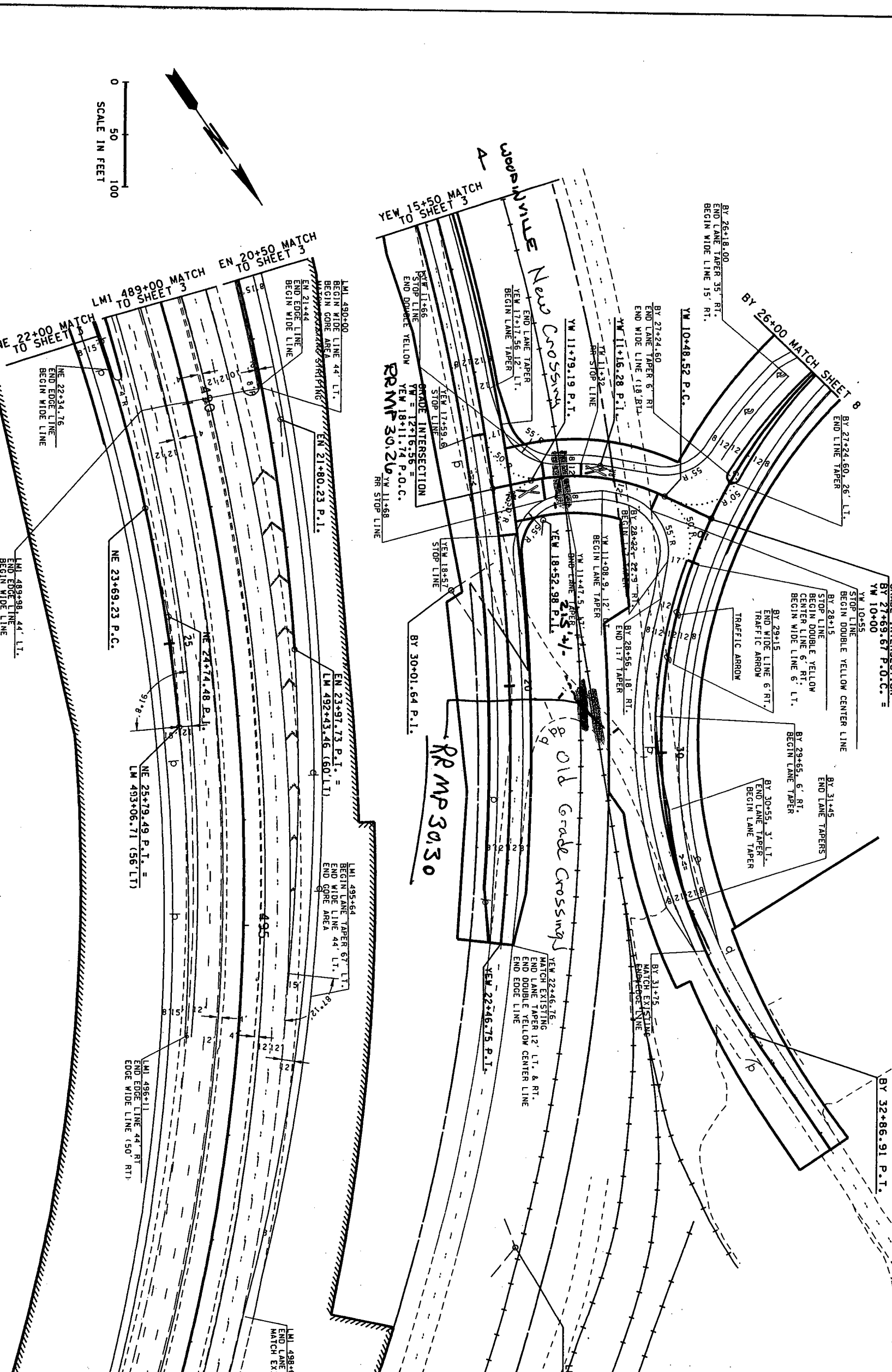
No

[ 13 ]

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

T. 27N. R. 5E., W.M.

CURVE DATA				
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH
LMI 498+59.66	59°20'03"	1509.89	1087.93	1977.84
EN 21+80.23	12°48'33"	1953.92	219.33	436.83
EN 19+88.08	32°27'41"	1400.00	402.26	783.41
EN 24+74.47	06°27'41"	1864.45	105.24	210.26
BY 30+01.64	91°14'49"	500.00	511.00	796.28
YEW 15+01.64	24°47'	1850.00	406.48	800.25
YEW 11+16.28	37°26'	200.00	61.16	130.66



FILE NAME: S:\42335\XLI\Plan\Drawings\PS&E\Channelization Plan\Chan1-6.dgn		REGION: 10	STATE: WASH	FED. AID PROJ. NO.
TIME: 08:52:40 AM	DATE: 12/24/2002	JOB NUMBER	CONTRACT NO.	LOCATION NO.
DESIGNED BY	CHECKED BY	PROJ. ENGR.	REGIONAL ADM.	REVISION
DATE	BY	DATE	BY	DATE
P.E. STAMP BOX		P.E. STAMP BOX		DATE
Washington State Department of Transportation		SR 522 PARADISE LAKE ROAD INTERCHANGE		PAVEMENT MARKING
PLOT 4		SHEET 4 OF 11		SHEETS



**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of \_\_\_\_\_

for \_\_\_\_\_

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:]

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

The cost of <sup>relocation</sup> ~~installation~~ (estimated at \$ 59,176 )

[ ] 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.

Date at Seattle, Washington, on this 13<sup>th</sup> day of June, 2003.

Respondent BNSF Railway Co.

by John M. Cowles

Print Name John M. Cowles

Title Mgr - Public Projects

# INSTRUCTIONS

## General

Petition forms with the Interrogatories fully and correctly answered should be filed with the Washington Utilities and Transportation Commission, Chandler Plaza, 1300 S. Evergreen Park Drive SW, PO Box 47250, Olympia, Washington, 98504. Blank forms may be obtained from the same address. All pleadings herein shall conform with WAC 480-09-420 and 425 of the Commission's Rules and Practice and Procedure.

## Number of Copies

File the original and one copy if the "Waiver of Hearing by Respondent" is filled out. If petitioner intends that the Commission serve the respondent, the original and two copies should be filed. If the petitioner serves the respondent, a certificate of service in conformity with the requirements of WAC 480-09-120 of the Commission's Rules of Practice and Procedure must be filed.

## Parties Who May Petition or Respond

In general, the following persons may file or respond to a petition: highway authorities (city, county, or state), railroad companies, and state agencies with lawful authority to construct and maintain public highways (RCW 81.53.030 and 060). In situations where there may be more than one party of interest as either a petitioner or a respondent, all parties should be joined.

## Waiver of Hearing by Respondent

The proceeding can usually be expedited by submitting the application to the respondent and securing the execution of the "Waiver of Hearing by Respondent." As an alternative, respondent may file a separate "Answer." If the pleadings show that the respondent has no objection, an order may be entered without hearing at the discretion of the Commission, unless the public interest appears to require hearing and unless hearing is required under the terms of RCW 81.53.030 or 060. In all other cases, the petition will be set for hearing.

## Crossing Construction

Applications for crossing state highways should be submitted in duplicate to the District Highway Engineer in the locality for his recommendation to be attached and forwarded to the State Department of Transportation Secretary, Olympia.

A party, after having been granted authority by the Commission to construct a crossing, must acquire right of way or easement because the order of the Commission merely relates to public safety and grants only the right to cross, subject to acquiring a right of way easement.

## Time for Replying to a Petition

A petition not answered within 20 days of the date of service, shall be deemed denied and may be set for hearing. If a qualified or conditional answer is filed by the respondent, the petitioner may file a "Reply" within 10 days of the date the "Answer" is served.

**(PLEASE REMOVE THIS SHEET BEFORE FILING PETITION)**