

TR-0 31699 (P)

BNSF



J. M. (MIKE) COWLES

Mgr. Public Projects
WA, ID, MT. and
British Columbia

Burlington Northern Santa Fe

2454 Occidental Avenue So., Ste. 1-A
Seattle, WA. 98134

E-Mail: Mike.Cowles@BNSF.com
Phone: 206-625-6146
Fax: 206-625-6115

January 19, 2004

WUTC

1300 Evergreen Park Dr. So.

P.O. Box 47250

Olympia, WA. 98504-7250

Attn: Ahmer Nizam

RECEIVED
RECORDS MANAGEMENT
04 JAN 21 AM 8:01
STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

File: Othello, WA. – Petition for Scootney Street crossing (new)

Attached is the original and 1 copy of a petition for the construction of the Scootney Street at-grade crossing in Othello, WA. The Columbia Basin Railroad is the railroad operating on the tracks in Othello, WA.

Please review the petition for the construction of the crossing and if you have no objections please prepare and issue an Order for the construction of the Scootney crossing based upon the requirements stated in the waiver of hearing

Sincerely,

J.M. (Mike) Cowles

Mgr. Public Projects

JMC

Cc: Curt Andrews

City Planner

500 East Main Street

Othello, WA. 99344

ORIGINAL

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

City of Othello, Petitioner
C.C. Andrews, City Engineer
vs.

Road Name Scotney Street

W.U.T.C. Crossing No. _____

BURLINGTON NORTHERN SANTA FE Respondent

D.O.T. Crossing No. _____
New Crossing at Scotney Street

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

- 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.

City of Othello
Petitioner

ER Kelley, Mayor
Print Name Title

500 E. Main Street
Street Address

Othello, WA 99344
City-State-ZIP Code

RECEIVED
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 04 JAN 21 AM 8:02
 STATE OF WASH.
 UTIL AND TRANSP.
 COMMISSION

INTERROGATORIES
Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway N/A mile post _____

Existing or proposed railway BURLINGTON NORTHERN SANTA FE
Columbia Basin Railroad mile post 1987+3160

Located in NE ¼ of the NE ¼ of Sec. 4 Twp. 15 N Range 29 E W.M.

WUTC crossing number _____ DOT crossing number _____

Street Scotney Street City Othello County Adams
(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 (X)

(c) Total number of tracks at crossing Two
(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
Freight _____ MPH

Passenger — MPH
Freight 10 MPH

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

Passenger Trains — Freight Trains 50 switch movements per
(Note: Round trip counted as two trains. Include switch movements.) year over old main line
20 switch movements over
industry track

[3]

Character of Roadway:

(a) State Highway-Classification N/A

(b) County Highway-Classification N/A

(c) City Street-Classification Industrial access road

(d) Number of traffic lanes existing in each direction: one
Number of additional traffic lanes proposed: _____

(e) Posted vehicle speed limit: Automobiles 20 MPH Trucks 20 MPH

(f) Estimated vehicle traffic in 24 hours: Current total —, including — trucks and
— school bus trips. Projected traffic in 5 years: total 100, including 75 trucks
and 0 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.

There is no other right of ways through the developed area on the east side of the tracks.

(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.

There is a dock on the south east corner which will block the view of rail switching into it's siding.

[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 grade does not lend itself to 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 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.

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein. 1/2 mile north is Main Street crossing
1/2 mile south is SR 26 overpass
- (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 one crossing? The area has no legal access, yet there are three three business' located here with room for more; without new industry, the rail will have very little traffic.
- (c) If so, state approximate cost of highway relocation to effect such changes.
- (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.
No
- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?
No

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 .. east..... (direction) an unobstructed view to

- right when on highway 300 feet from crossing of 1000 feet
- right when on highway 200 feet from crossing of 2000 feet
- right when on highway 100 feet from crossing of 3000 feet
- right when on highway 50 feet from crossing of 4000 feet
- right when on highway 25 feet from crossing of 4000 feet
- left when on highway 300 feet from crossing of 100 feet
- left when on highway 200 feet from crossing of 200 feet
- left when on highway 100 feet from crossing of 300 feet
- left when on highway 50 feet from crossing of 3000 feet
- left when on highway 25 feet from crossing of 4000 feet

Approaching crossing from (opposite direction) an unobstructed view to

- right when on highway 300 feet from crossing of 1000 feet
- right when on highway 200 feet from crossing of 2000 feet
- right when on highway 100 feet from crossing of 2500 feet
- right when on highway 50 feet from crossing of 3000 feet
- right when on highway 25 feet from crossing of 3000 feet
- left when on highway 300 feet from crossing of 3000 feet
- left when on highway 200 feet from crossing of 4000 feet
- left when on highway 100 feet from crossing of 4000 feet
- left when on highway 50 feet from crossing of 4000 feet
- left when on highway 25 feet from crossing of 4000 feet

[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.

(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.

No; only 120' between tracks and 5 ft. of elevation change.

[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.

None

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 sawbucks.

[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.)

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

(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

[13]

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

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of City of Orhella

for Scotney 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:]

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

The cost of installation (estimated at \$ _____) is acceptable,

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:

The COWNING St. (Private) crossing to be closed (removed) once Scotney ~~St~~ Street crossing is constructed.

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

Dated at Seattle, Washington, on this 19th day of January, 2004.

Respondent THE BURLINGTON NORTHERN SANTA FE Railway Co.
Columbia Basin Railroad

by John M. Cowles

Print Name: John M. Cowles

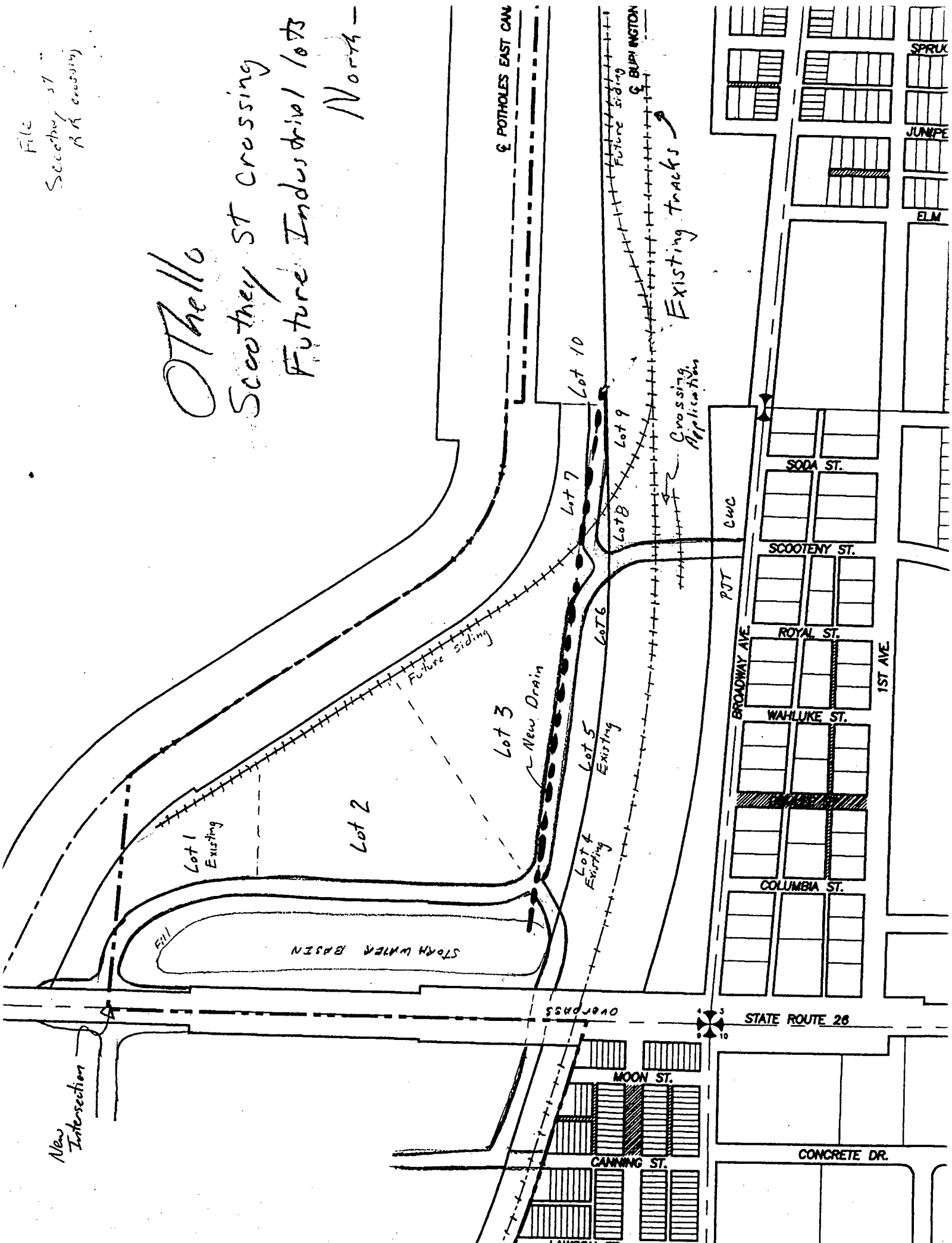
Title: Mgr. Public Projects

File
Scootney st
RR crossing

Othello

Scootney St Crossing Future Industrial lots

North -





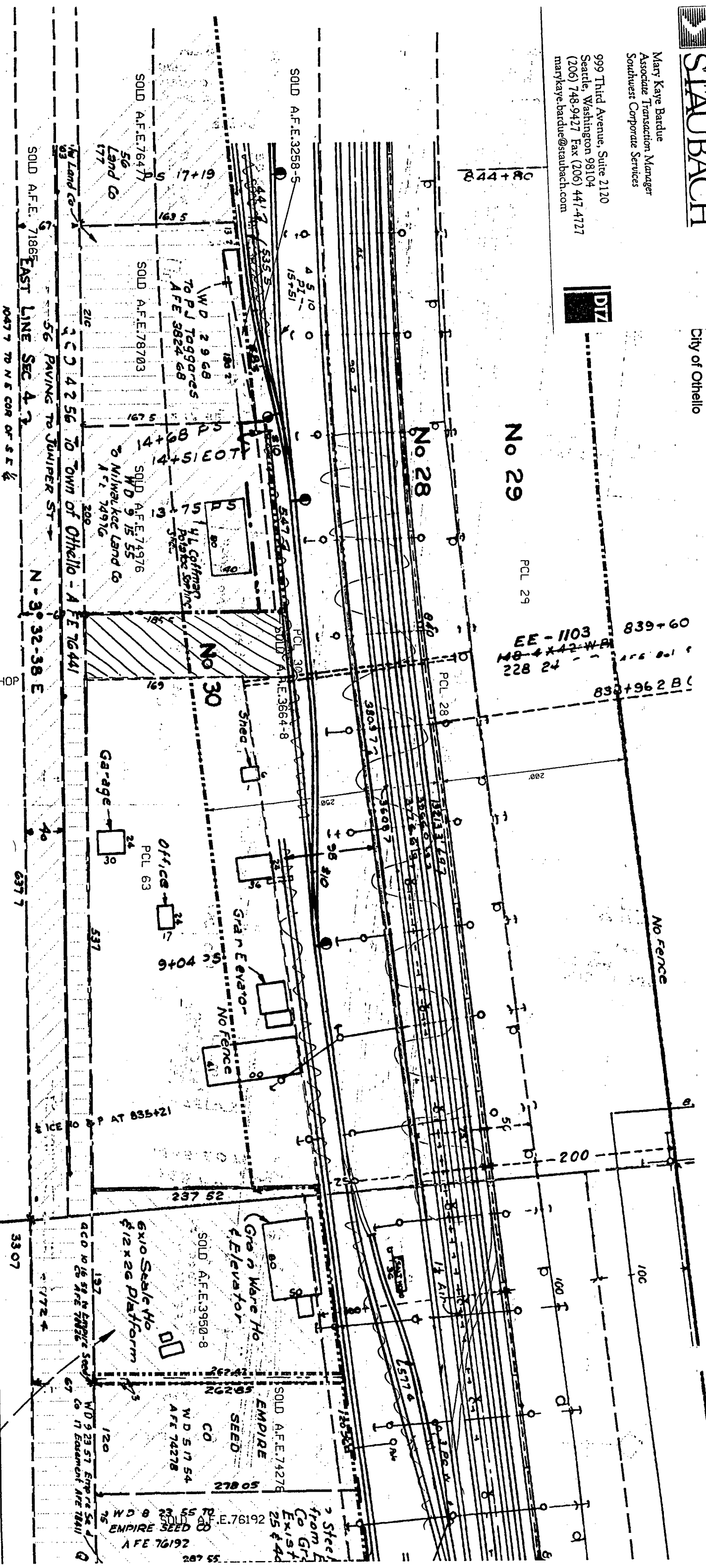
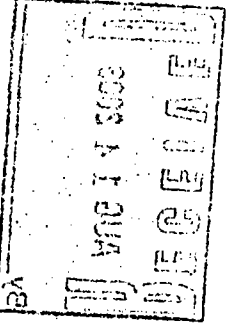


STAUBBACH

City of Othello

Mary Kaye Bardue
Associate Transaction Manager
Southwest Corporate Services

999 Third Avenue, Suite 2120
Seattle, Washington 98104
(206) 748-9427 Fax (206) 447-4727
marykaye.bardue@staubbach.com



Scotney St

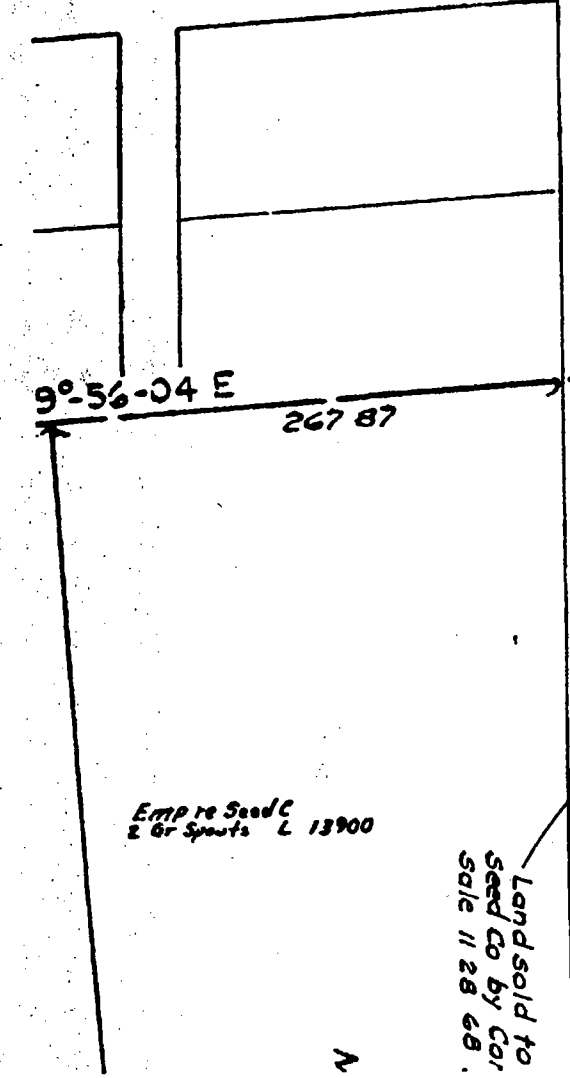
ES 839+65 L-400175
108,560 SQ. FT. (+2.50 AC.); OFFICE AND SHOP
CENTRAL WASHINGTON CONCRETE, INC.

Ocon In L 247,004
Ready Mix Plant

Othello Conc C L 9887 (M)
UG Hopper & Conveyor

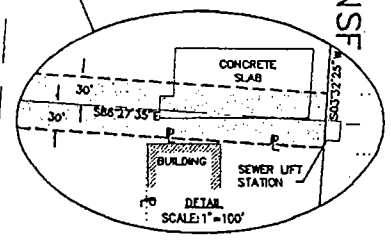
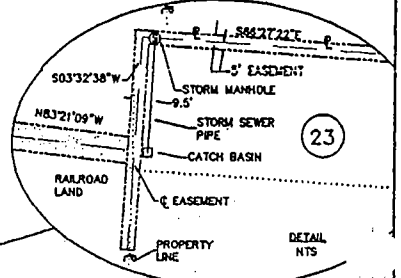
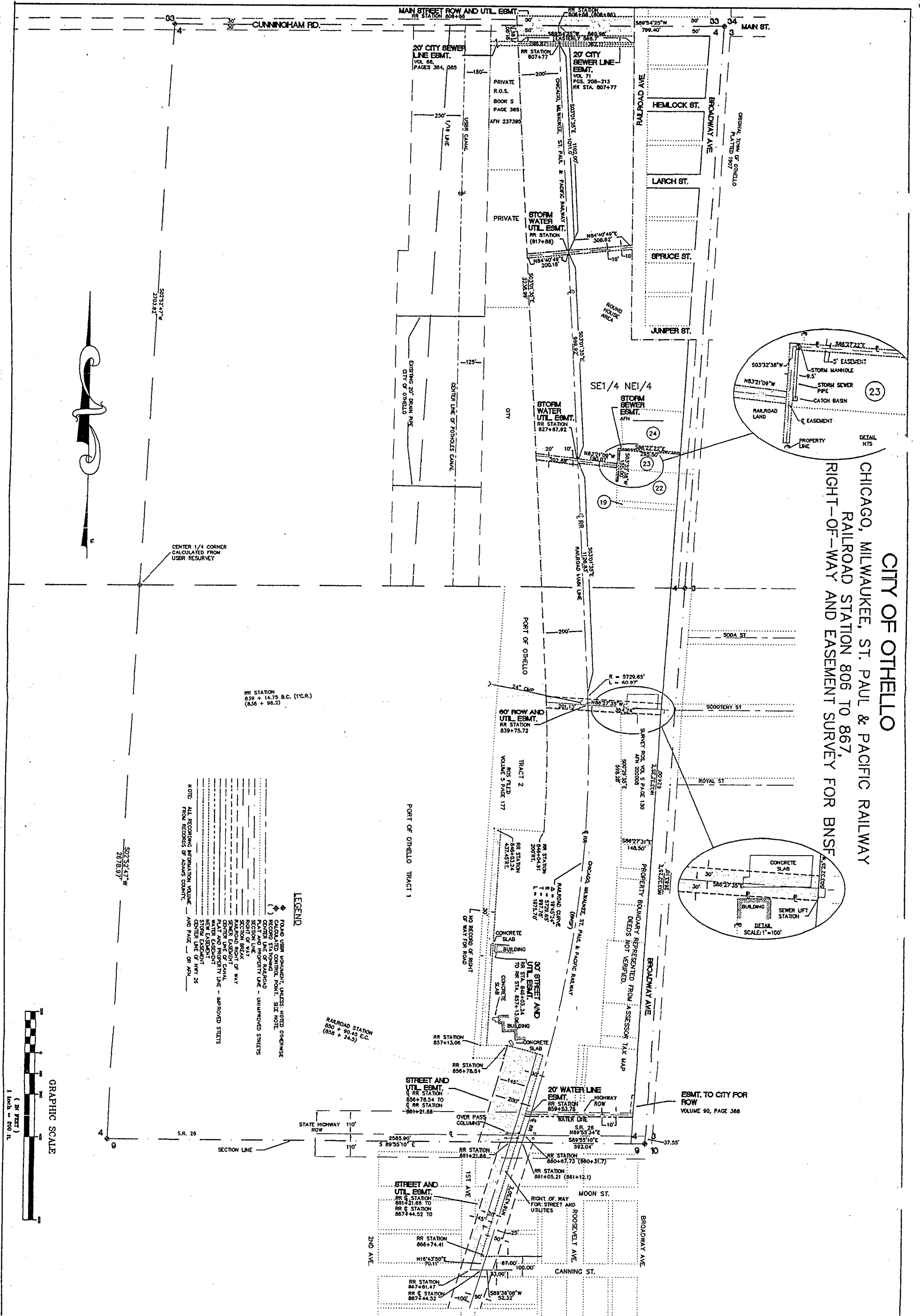
Empire Seed Co
2 Gr Spouts L 13900

Land sold to
Seed Co by Cor
Sale 11 28 68.

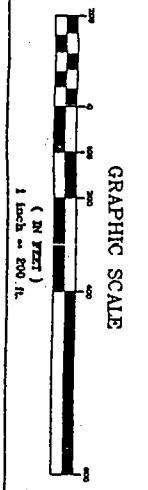


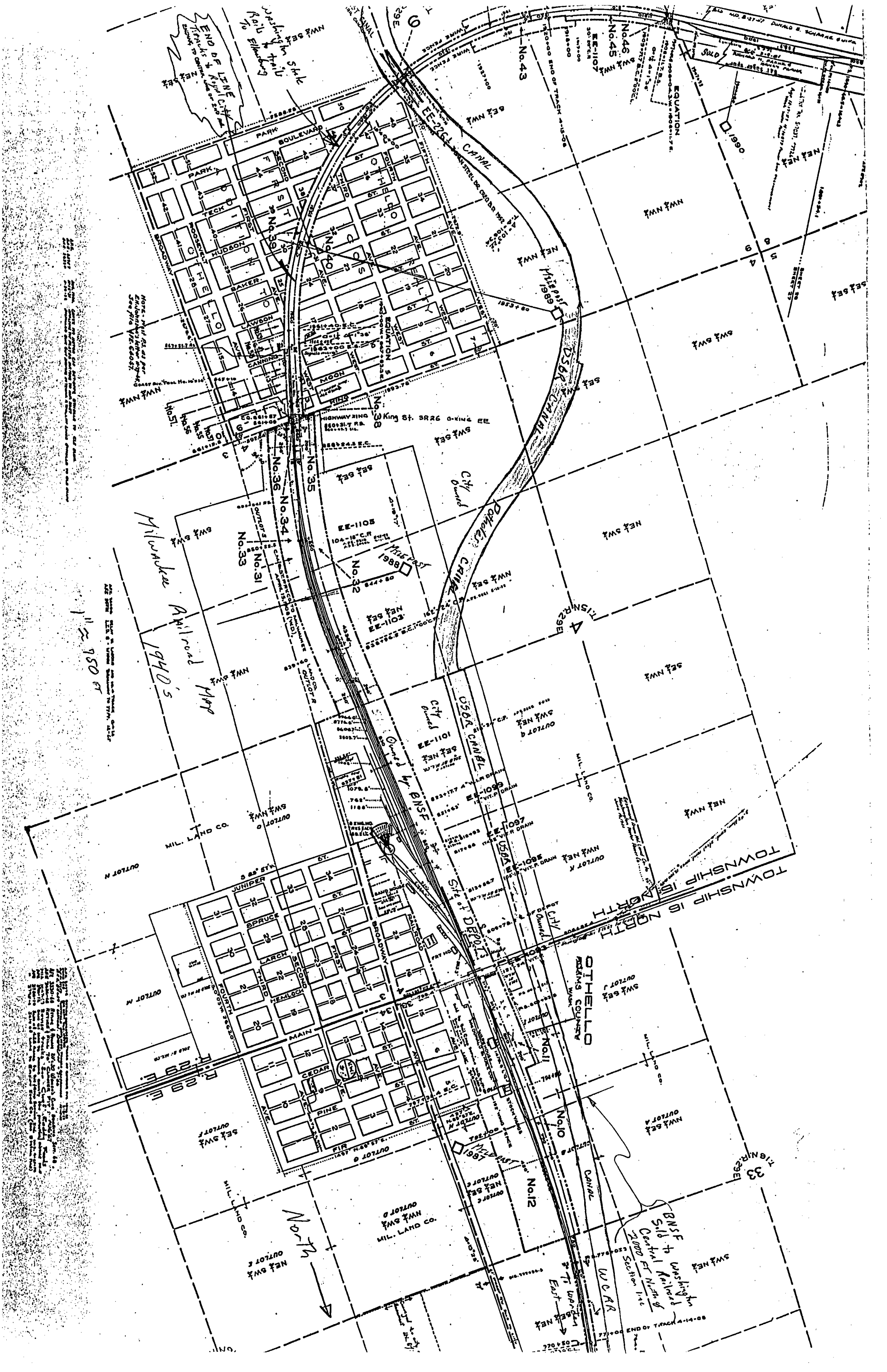
CITY OF OTHELLO

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILWAY RAILROAD STATION 806 TO 867, RIGHT-OF-WAY AND EASEMENT SURVEY FOR BNSF



- LEGEND**
- ◆ FOUND USBR UNAPPROVED UNLESS NOTED OTHERWISE
 - ◇ CALCULATED CORNER FROM SIZE NOTE
 - RECORD STATIONING
 - CENTER LINE OF RAILROAD
 - PROPERTY LINE
 - UNIMPROVED STREETS
 - SECTION BELOW
 - RIGHT OF WAY
 - SECTION BELOW
 - CENTER LINE OF CANAL
 - PLAT AND PROPERTY LINE - APPROVED STREETS
 - NEW EASEMENT
 - STORM EASEMENT
 - CENTER LINE OF HWY 26
 - AND PAVE OR A/R
- NOTE:** ALL RECORDING INFORMATION VOLUME AND PAGE OF ADAMS COUNTY.





Washing by hand
Rail Building
No. 43

END OF LINE CITY
THRU TO CENTER
NE 1/4

BOULEVARD
PARK

TECK
HUDSON
BAKER

LAWSON
CAMMING
MOON

Highway 10
King St. 3R26 0-KING EE

No. 35
No. 34
No. 33

EE-1105
104-18 C.R.
No. 32

MIL. LAND CO.
OUTLOT 0

OUTLOT N

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EE-2661
CANAL

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No. 46
No. 45
No. 44

EQUATION

SW 1/4

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SW 1/4

Notes: - 1st 25' of per
Elevation is lower
than 1st 25' of per
See file
Vic. 6045

Milwaukee
Railroad
1940's

North

Oshkosh Canal

City Ditch

City Ditch

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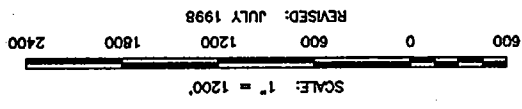
City Ditch

City Ditch

City Ditch

OFFICIAL STREET MAP OTHELLO, WASHINGTON

Grey & Osborne, Inc.
CONSULTING ENGINEERS



LEGEND
CORPORATE LIMITS
VACATED RIGHT-OF-WAY
EASEMENT

