



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

County of Thurston

Petitioner,

vs.
BNSF Railway Company

Respondent

DOCKET NO. TR-

PETITION TO CONSTRUCT OR
RECONSTRUCT A RAILROAD-
HIGHWAY GRADE SEPARATION
(OVERCROSSING OR
UNDERCROSSING)

USDOT CROSSING NO.: 974395N

The Petitioner asks the Washington Utilities and Transportation Commission (UTC) to approve

- Construction Reconstruction

of a railroad-highway grade separation (overcrossing or undercrossing¹) as described in this petition. *RCW 81.53.060*.

Section 1 – Petitioner’s Information

County of Thurston, State of Washington

Petitioner

Signature

9605 Tilley Road S

Street Address

Olympia, WA 98512

City, State and Zip Code

Mailing Address, if different than the street address

Rick Thomas

Contact Person Name

360-867-2316 rick.thomas@co.thurston.wa.us

Contact Phone Number and Email Address

¹ An overcrossing means any point or place where a highway crosses a railroad by passing above the same, or any point or place where one railroad crosses another railroad not at grade. An undercrossing means any point or place where a highway crosses a railroad by passing under the same, or any point or place where one railroad crosses another not at grade. *RCW 81.53.010*

Section 2 – Respondent’s Information

BNSF Railway Company
Respondent
2454 Occidental Ave S, Suite 1A
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 – Proposed Crossing Location

1. Name of highway/roadway	Thurston County Chehalis Western Trail		
2. USDOT number	974395N		
3. GPS location	46.979336, -122.820588		
4. Railroad mile post (nearest tenth)	33.70		
5. City	Olympia	County	Thurston

Section 4 – Current Highway Traffic Information

1. Name of trail Chehalis Western

2. Trail authority Thurston County

3. Average annual daily traffic (AADT) NA

4. Number of lanes One

5. Roadway speed Shared Use Path

6. Is the crossing part of an established truck route? Yes _____ No X

7. If so, trucks are what percent of total daily traffic? NA

8. Is the crossing part of an established school bus route? Yes _____ No X

9. If so, how many school buses travel over the crossing each day? NA

Section 5 – Proposed Crossing Traffic Information

1. Name of railroad(s) operating at crossing: BNSF Railway Company

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

5. Type of tracks at crossing Main Line Siding or Spur

6. Number of tracks at crossing 2

7. Average daily train traffic, freight 44
Authorized freight train speed 50 Operated freight train speed 1-50

8. Average daily train traffic, passenger 10
Authorized passenger train speed 79 Operated passenger train speed 1-79

Section 6 – Description of Crossing Construction/Reconstruction

1. Describe in detail the reasons for constructing or reconstructing a grade separation at this location (attach additional information sheets to petition as needed):

This project will complete the trail's originally planned alignment and will significantly improve safety for both BNSF operations and individuals using the County trail system. The following are some of the existing safety concerns that this project will address. (1) Reduce trespassing within the BNSF right of way by providing alternative access to southern half of trail/residential areas. (2) Trail users currently commute in parallel with the active BNSF mainline railway along an unimproved gravel path. (3) Trail user currently commute along the narrow shoulder of Rainier Road SW, which is a very busy vehicle commuter route. (4) The intersection of Rainier Road SW and Talcott Ridge Drive provides limited line of sight and reaction time for automobile and pedestrian users. See attached diagrams and photographs.

Note – Approximately 25 years ago there was a wooden trestle bridge in this exact location that was burnt down by arsonists. In order to continue railroad service, BNSF immediately removed the damaged structure and infilled the space with soil and rock to provide a stable base to reconstruct the tracks. Since the underpass for the trail had now been blocked, the presently used alternate route parallel to the tracks has been used for 25 years.

2. How far is the nearest alternate access across the tracks from the crossing?

Approximately 2 miles

3. Describe the alternate access route, including distance and driving time:

See attached sketch showing the "existing trail route". The alternate route adds approximately a ¼ mile to the trail route and 15 minutes walking time.

4. If new construction, will the proposed crossing eliminate the need for one or more existing crossings?

Yes No N/A

5. If so, identify the crossing(s) by USDOT number and state the distance and direction from the proposed crossing.

NA

6. If the grade separation is replacing an existing at-grade crossing, describe what will happen with the existing crossing during construction of the grade separation, as well as what will happen with the crossing surface, signage, and signal equipment once the grade separation is complete.

NA

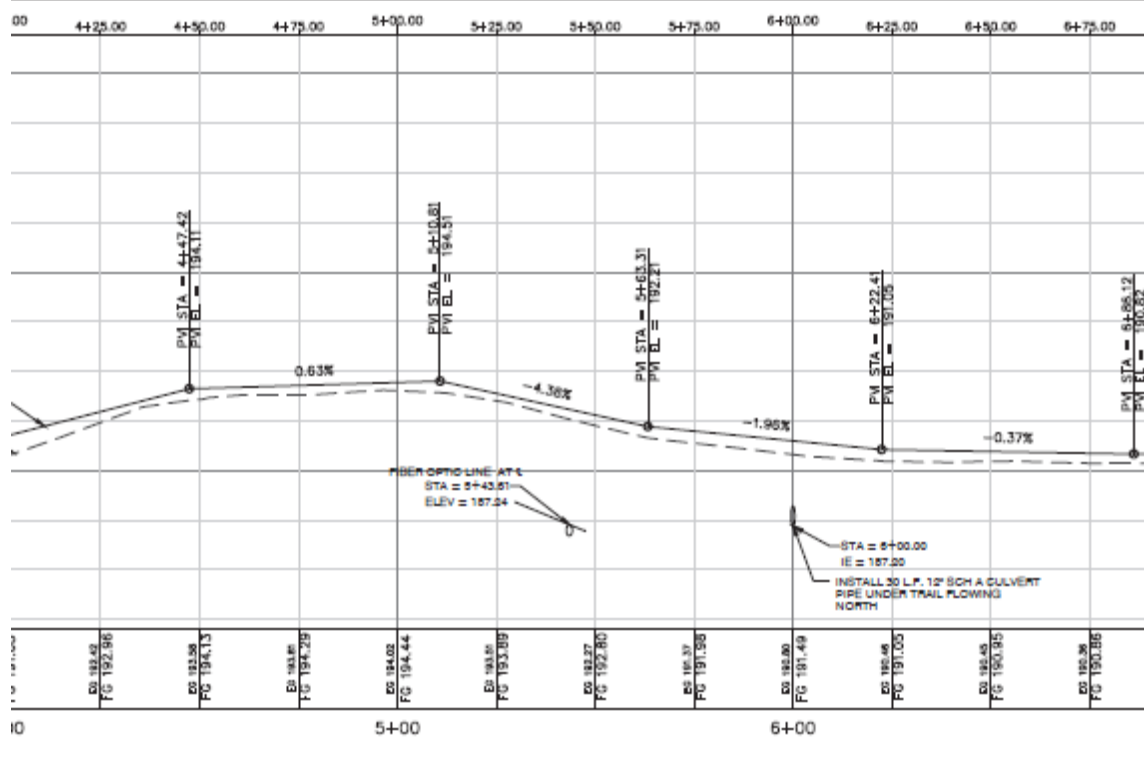
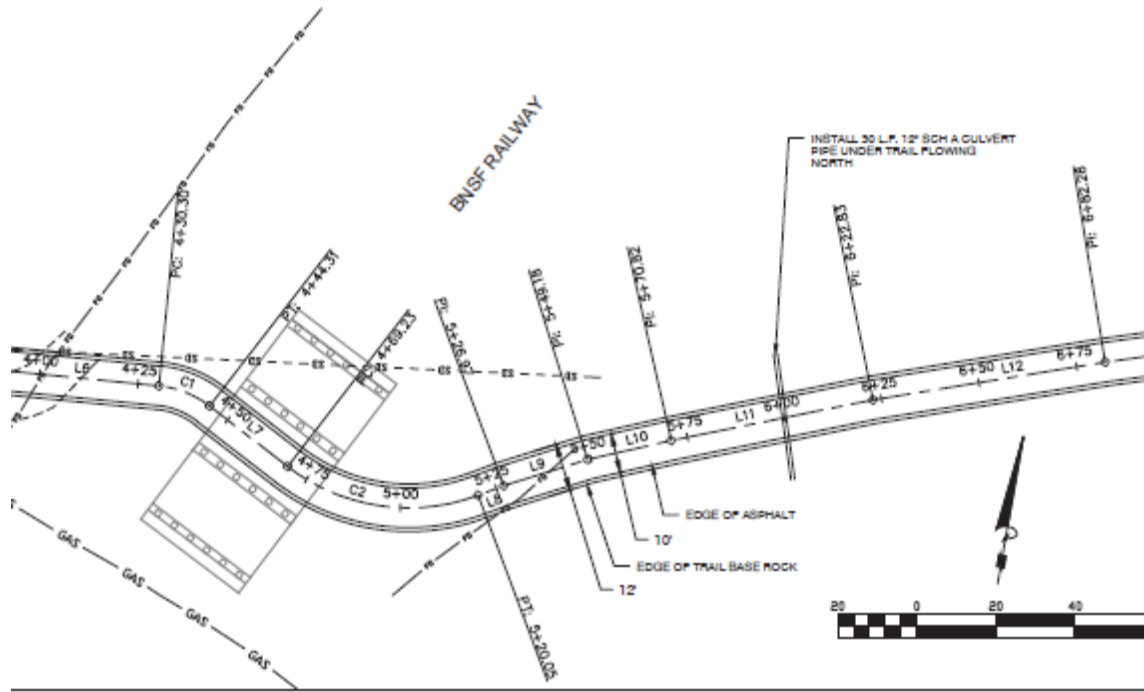
7. Who is responsible for long-term maintenance of the grade separation?

BNSF Railway Company is responsible for all bridge maintenance and the County is responsible for all Trail maintenance.

Section 7 – Illustration of Crossing

Attach a diagram, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. If this is a reconstruction, include design-level drawings of the proposed changes to the grade separation.

If this is a new grade separation, include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

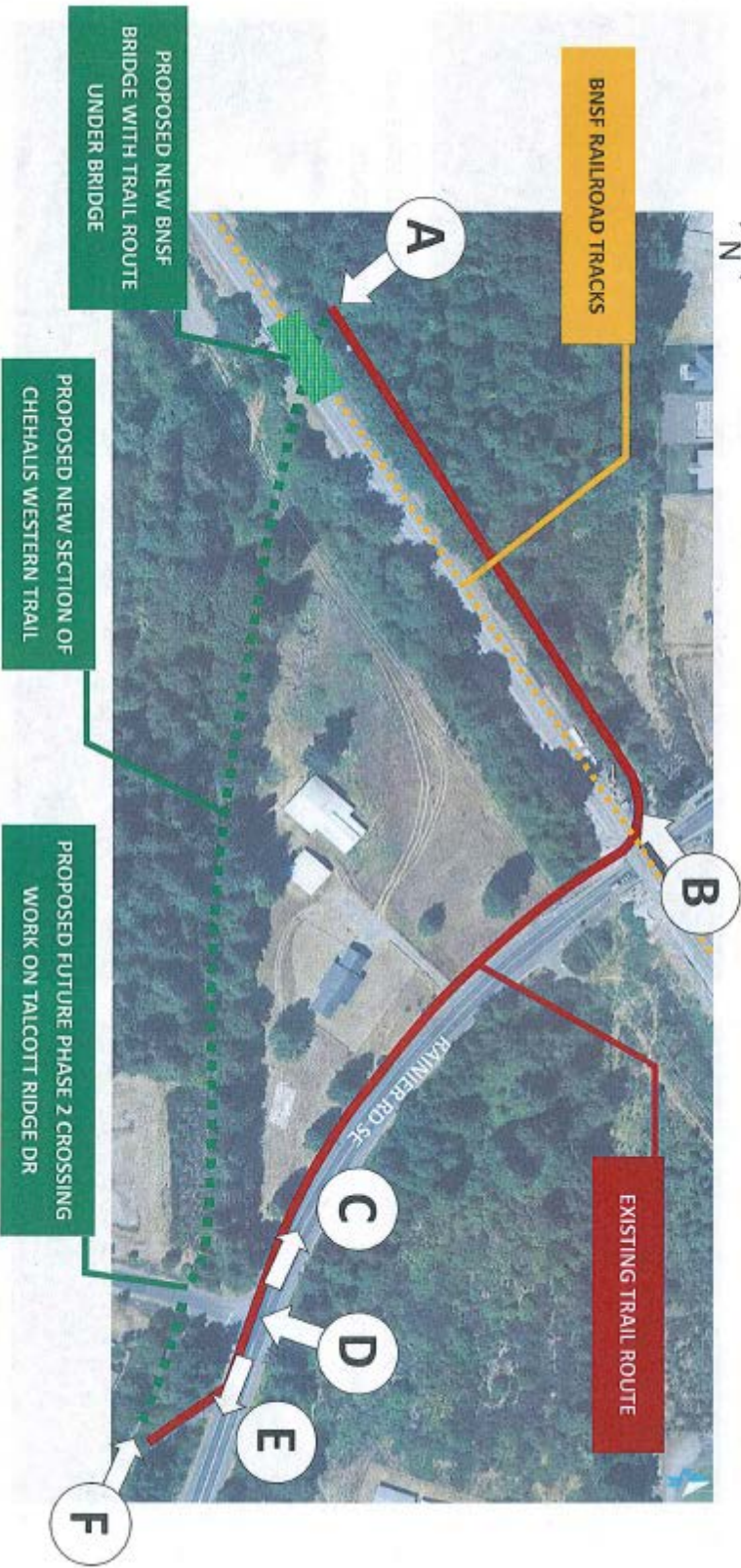


CHEHALIS WESTERN TRAIL
BNSF BRIDGE TO TALCOTT RIDGE
C.R.P. No. 51086 F.A. No.
PLAN & PROFILE
STA 1+00 TO 7+00



CHEHALIS WESTERN TRAIL BNSF PEDESTRIAN UNDERPASS

PLAN VIEW





CHEHALIS WESTERN TRAIL BNSF PEDESTRIAN UNDERPASS

A PROPOSED BNSF CROSSING LOCATION ON EXISTING TRAIL ROUTE



B EXISTING UNPAVED CHEHALIS WESTERN TRAIL



C NW VIEW OF RAINIER ROAD



D PROPOSED FUTURE PHASE 2 CROSSING WORK ON TALCOTT



E SE VIEW OF RAINIER ROAD AND EXISTING THURSTON COUNTY TRAIL



F INTERSECTION OF EXISTING AND PROPOSED TRAIL ROUTE



Section 8 – Waiver of Hearing by Respondent

Waiver of Hearing

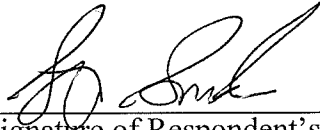
The undersigned represents the Respondent in this petition to construct a highway-rail grade separation.

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 do not oppose the proposed grade-separated crossing and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 13th day of
March, 20 20.

Stephen Semenic

Printed name of Respondent



Signature of Respondent's Representative

Manager Public Projects

Title

206-625-6152; stephen.semenic@BNSF.com

Phone number and email address

2454 Occidental Ave S, Ste 1A, Seattle WA 98134

Mailing address