



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Snohomish County
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.: 979310B

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

[] Construction [X] Reconstruction

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

Section 1 – Petitioner’s Information

Form containing petitioner information: Snohomish County, Logan Daniels (signature), 3000 Rockefeller Avenue, Everett, WA 98201, 6705 Puget Park Drive, Snohomish, WA 98296, Logan Daniels, Ph: 425-508-2844; Logan.Daniels@snoco.org

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 Avenue South, Suite 1A Street Address
Seattle, WA, 98134 City, State and Zip Code
same 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

Section 3 – Proposed Crossing Location

1. Name of highway/roadway <u>Meadowdale Beach Park Underpass Trail</u>
2. USDOT number <u>979310B</u>
3. GPS location <u>47°51'29.64"N, 122°20'0.3.73"W, Northing/Easting: 316648.3718, 1271945.2779</u>
4. Railroad mile post (nearest tenth) <u>MP 21.8</u>
5. City <u>Edmonds</u> County <u>Snohomish</u>

Section 4 – Current Highway Traffic Information

1. Name of highway Meadowdale Beach Park Underpass Trail

2. Road authority Snohomish County

3. Average annual daily traffic (AADT) N/A

4. Number of lanes N/A

5. Roadway speed N/A

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

7. If so, trucks are what percent of total daily traffic? N/A

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? N/A

Section 5 – Railroad Information

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

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 40
Authorized freight train speed 45 Operated freight train speed 45

8. Average daily train traffic, passenger 2
Authorized passenger train speed 50 Operated passenger train speed 50

Section 6 – Description of Crossing Construction/Reconstruction

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

The existing 6-foot wide culvert/underpass through the embankment is tasked with conveying Lund's Gulch Creek, a coastal salmon-bearing stream, gulch sediments, and serves as the only legal access for 65,000 park visitors and 16 environmental and recreational groups seeking saltwater beach access at one of only three Snohomish County parks along Puget Sound. Disrupted shoreline processes due to shoreline armoring and increased storm events over the last decade result in sediment deposition, flooding and prevailing high water levels in the culvert. Park patrons determined to get to the beach either choose to wade through critical habitat in fast flowing water or illegally trespass over the railway tracks ignoring signs and cutting fencing and making rogue trails through inhospitable vegetation. This section of railroad, which services BNSF, Union Pacific, Amtrak, and Sound Transit has high daily volumes of freight, passenger and commuter railroad traffic which will likely increase over time making this project time-sensitive. The proposed project will provide an Americans with Disabilities Act (ADA) accessible pedestrian path under the south abutment span. The proposed Underpass Trail is now separated from critical habitat and no longer subject to flooding. The proposed railroad bridge will address the public safety issue at this location, which is the focus of this petition. In addition, the expanded opening from 6-feet (existing culvert/underpass) to 102 feet provided by the railroad bridge allows re-establishment of a historic (pre-railroad) estuary that will provide critical habitat for Endangered Species Act (ESA) listed juvenile Chinook (threatened) and other salmonids, as well as restore coastal processes such as sediment delivery for beach nourishment and widened channel meander.

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

There is no alternate access across the tracks to this county-owned beach. There is another county park with saltwater access (1 of only 3 parks with saltwater access within County) 1.8 miles north of Meadowdale Beach Park but the land between the two parks is mostly privately owned.

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

There is no alternate access route except by way of trespass. The other park is 5.7 miles (17 mins) by car, but again no access from Picnic Point Beach Park tidelands to Meadowdale Beach Park tidelands because a number of privately-owned parcels between the two.

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.

Not Applicable.

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.

N/A – The existing crossing is not an at-grade crossing. The Park will be closed during construction with fencing and signage. The crossing which also serves as the culvert for a salmon-bearing stream will contain the temporary pipes that will be conveying the stream around the construction site.

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

Snohomish County will maintain the Underpass Trail. BNSF will maintain the 2 railroad bridges.

Section 7 – Illustration of Grade Separated Crossing

Attach a diagram, design drawing, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. 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.

See attached Section 7. 500feet Map

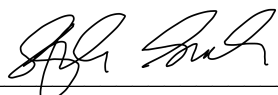
If this is a reconstruction, include design-level drawings of the proposed changes to the existing grade separation.

See Attachment No. 2 Vicinity Map and Attachment No. 3 100% Civil and Structural Plans

Section 8 – Cost Apportionment

If the commission approves the construction or reconstruction of the grade separated crossing requested in this petition, it will apportion costs in accordance with the applicable statutes. (RCW 81.53.130).

In the alternative, if the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:

Petitioner Signature: Logan Daniels Respondent Signature: 

Section 9 – Waiver of Hearing by Respondent

Waiver of Hearing

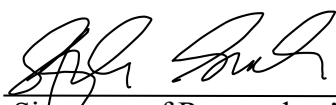
The undersigned represents the Respondent in this petition to construct or reconstruct a highway-rail grade separation.

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 construction or reconstruction of the grade-separated crossing and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 3rd day of
March, 20 21.

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

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

Mailing address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 8 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 9). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 7).
 - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents to Records@utc.wa.gov.

Questions: For questions, please contact:

<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Betty Young Rail Safety Program Advisor betty.young@utc.wa.gov (360) 292-5470</p>
---	---