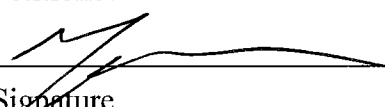


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-010316
)	
BNSF Railway Company)	PETITION TO RECONSTRUCT A
_____)	HIGHWAY-RAIL GRADE
Petitioner,)	CROSSING
)	
vs.)	
City of Renton, Washington)	
_____)	
Respondent)	USDOT CROSSING NO.: 091724U
.....)	

The Petitioner asks the Washington Utilities and Transportation Commission to approve reconstruction of a highway-rail grade crossing.

Section 1 – Petitioner’s Information

BNSF Railway Company	_____
Petitioner	
	_____
Signature	
2454 Occidental Avenue South, Suite 2-D	_____
Street Address	
Seattle W A. 98134	_____
City, State and Zip Code	
Mailing Address, if different than the street address	_____
Megan T. McIntyre	_____
Contact Person Name	
206-625-6413, Megan.McIntyre@BNSF.com	_____
Contact Phone Number and E-mail Address	

RECEIVED
 RECORDS MANAGEMENT
 2012 JUN -5 AM 9:19
 STATE OF WASH.
 UTIL. AND TRANSP.
 COMMISSION

Section 2 – Respondent's Information

City of Renton

Respondent

1055 South Grady Way

Street Address

Renton WA 98057

City, State and Zip Code

Mailing Address, if different than the street address

James P. Wilhoit

Contact Person Name

(425) 430-7319, jwilhoit@rentonwa.gov

Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Lake Washington Boulevard

2. Existing railroad The Burlington Northern & Santa Fe Ry.

3. Location of proposed crossing:

Located in the NE 1/4 of the NW 1/4 of Sec. 8, Twp. 23, Range 5
W.M.

4. GPS location, if known 47.5028364, -122.1997135

5. Railroad mile post (nearest tenth) 3.97

6. City Renton

County King

Section 4 – Crossing Information

1. Railroad company BNSF Railway Co.

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

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

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 1

 Authorized freight train speed 10 Operated freight train speed 0-10

6. Average daily train traffic, passenger 0

 Authorized passenger train speed N/A Operated passenger train speed N/A

7. Will the proposed crossing eliminate the need for one or more existing crossings?

 Yes No X

8. If so, state the distance and direction from the reconstructed crossing.

9. Does the petitioner propose to close any existing crossings?

 Yes No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No X

2. If so, describe the purpose of the crossing and the estimated time it will be needed

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No X

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Lake Washington Boulevard

2. Roadway classification public city road

3. Road authority City of Renton

4. Average annual daily traffic (AADT) 18,000

5. Number of lanes 2

6. Roadway speed 25 MPH

7. Is the crossing part of an established truck route? Yes ____ No X

8. If so, trucks are what percent of total daily traffic? _____

9. Is the crossing part of an established school bus route? Yes X No ____

10. If so, how many school buses travel over the crossing each day? 16

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?

Yes _____ No X

2. If a safer location exists, explain why the crossing should not be located at that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes X No _____

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

I-405 freeway overhead, piers can block sight distance

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes _____ No X

6. If an over-crossing or under-crossing is not feasible, explain why.

I-405 freeway overhead is too close to intersection, price of grade separation underpass is very high and beyond current budget

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes _____ No X

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for reconstruction?

NW quadrant: 0

NE quadrant: 330

SW quadrant: 650

SE quadrant: 0

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the crossing planned for reconstruction.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of existing and proposed signage.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the reconstructed crossing, including a cost estimate for each.

Remove old bungalow and replace with new bungalow \$60k

Add gates to existing flashers at Southport Blvd \$55k

Add gate to cantilever at Southbound Lake Washington Blvd \$35k

Remove cantilever flasher at Northbound Lake Washington Blvd and replace with side mounted
flashers and gates \$100k

Add guardrail at signal foundation to protect \$5k

Total cost \$255k

2. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes X

No

City of Renton is funding project per agreement

Section 11 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from reconstructing the crossing as proposed.

Newly installed gates will increase safety with automobiles and pedestrians in the area.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to reconstruct a highway-railroad grade crossing.

USDOT Crossing No.: _____ 091724U _____

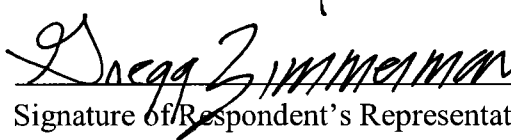
We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of

_____, 20 ____.

Gregg Zimmerman

Printed name of Respondent



Signature of Respondent's Representative

Public Works Administrator

Title
City of Renton

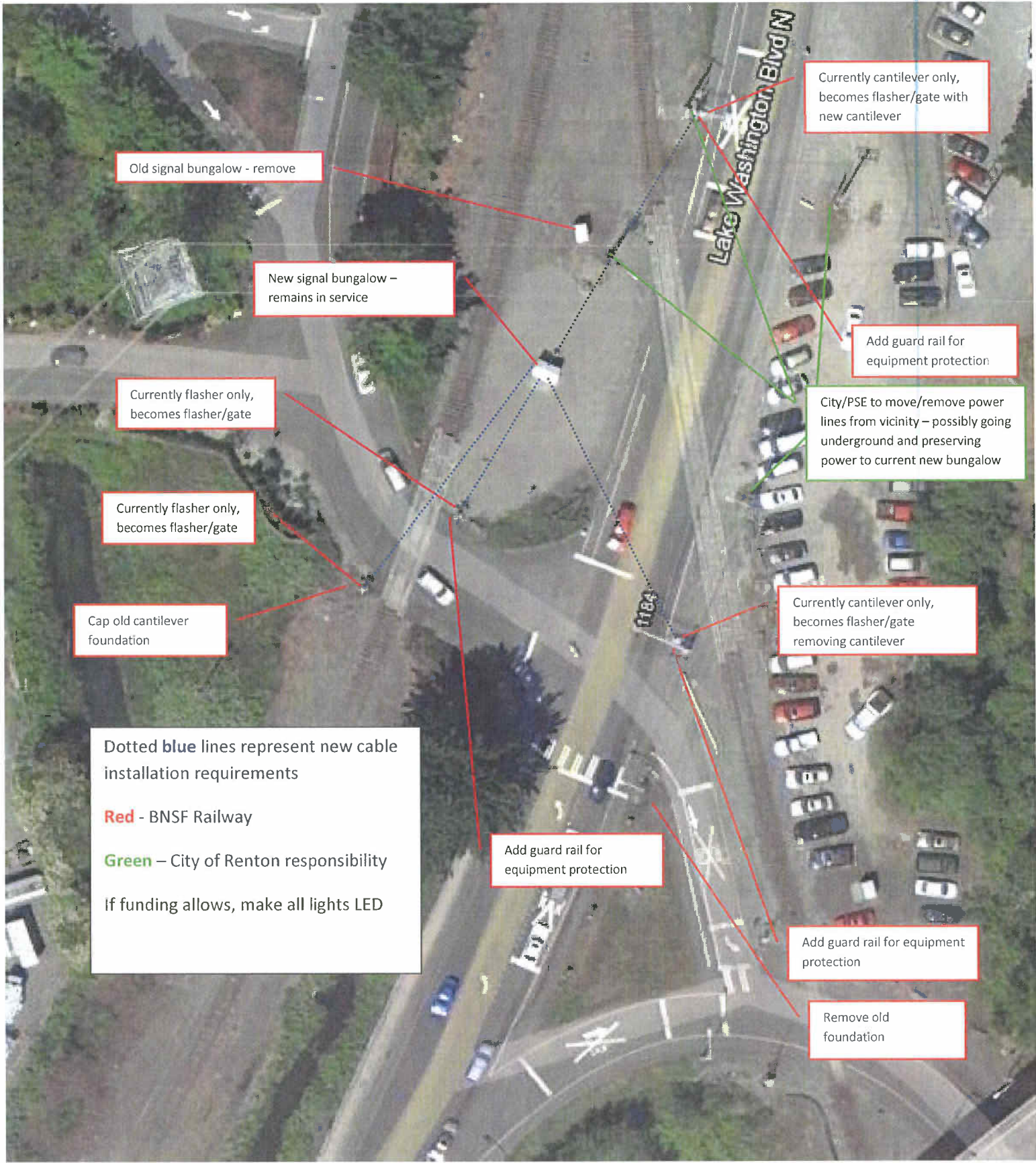
Name of Company
425-430-7311
gzimmerman@rentonwa.gov

Phone number and e-mail address
City Hall, 5th Floor,

1055 South Grady Way
Renton WA 98057

Mailing address

Lake Washington Blvd Completion Project



Old signal bungalow - remove

New signal bungalow - remains in service

Currently flasher only, becomes flasher/gate

Currently flasher only, becomes flasher/gate

Cap old cantilever foundation

Currently cantilever only, becomes flasher/gate with new cantilever

Add guard rail for equipment protection

City/PSE to move/remove power lines from vicinity - possibly going underground and preserving power to current new bungalow

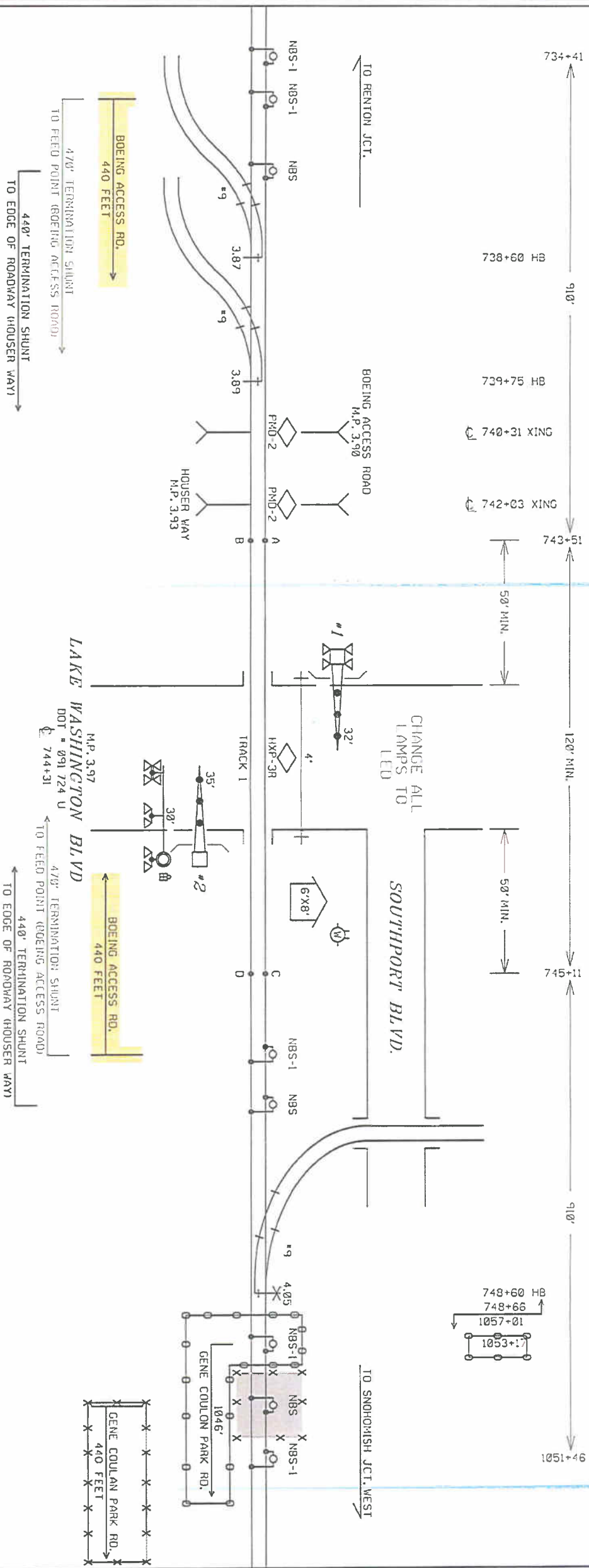
Currently cantilever only, becomes flasher/gate removing cantilever

Dotted blue lines represent new cable installation requirements
Red - BNSF Railway
Green - City of Renton responsibility
If funding allows, make all lights LED

Add guard rail for equipment protection

Add guard rail for equipment protection

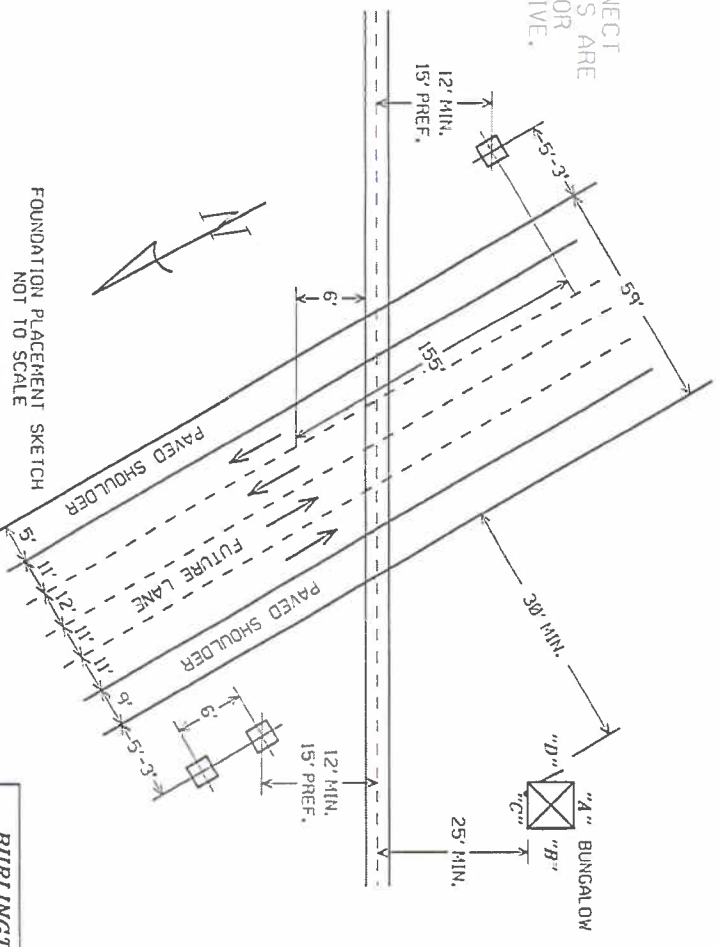
Remove old foundation



WARNING!
 HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM AND HIGHWAY TRAFFIC SIGNALS ARE INTERCONNECTED.
 BEFORE MODIFICATION is made to any operation which connects to or controls the timing of an active railroad warning system and/or timing and phasing of a traffic signal the appropriate party(ies) shall be notified and, if necessary, a joint inspection conducted.

CURRENTLY THE INTERCONNECT IS NOT ACTIVE, THE CIRCUITS ARE INSTALLED, AND READY FOR CONNECTION, BUT NOT ACTIVE.

NOTES:
 EQUIPMENT IS DESIGNED FOR 20 SECONDS MINIMUM WARNING TIME AT 10 MPH.
 APPROACHES WERE LENGTHENED 12 SECONDS FOR WIDE OR ANGLED CROSSING (CT),
 APPROACHES WERE LENGTHENED 10 SECONDS FOR SPEED VARIANCE AND BALLAST CHANGES (BT),
 APPROACHES WERE LENGTHENED 16 SECONDS FOR ADVANCED PREEMPTION (APT),
 APPROACHES WERE LENGTHENED 4 SECONDS FOR EQUIPMENT RESPONSE TIME (ERT),
 GATE LAMPS TO BE 10W-18W OR LED, ALL OTHER LAMPS TO BE 10W-25W OR LED
 ALL GATE FRONT LENS TO BE 30"-15" OR LED
 ALL GATE BACK LENS TO BE 70" OR LED
 ALL CANTILEVER MAIN MAST FRONT LENS TO BE 30"-15" OR LED
 ALL CANTILEVER JURY MAST LENS TO BE 20"-32" OR LED
 ALL LAMPS TO BE LED
 GATE LENGTH SHOWN IS MEASURED FROM MAST C/L TO GATE TIP.



NOTES:
 -TEST TERMINAL
 -EQUALIZER
 -LINE ARRESTER
 -HEAVY DUTY ARRESTER
 -TWISTED WIRE
 2 TURNS PER FOOT
 -CONNECTION TO HCA
 ALL WIRES #16 AVG UNLESS OTHERWISE NOTED

0405003_97x01c.dgn November 21, 2011

DESIGNED 09-24-10
 CHECKED 10-20-10
 REVISIONS 01-21-10
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ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

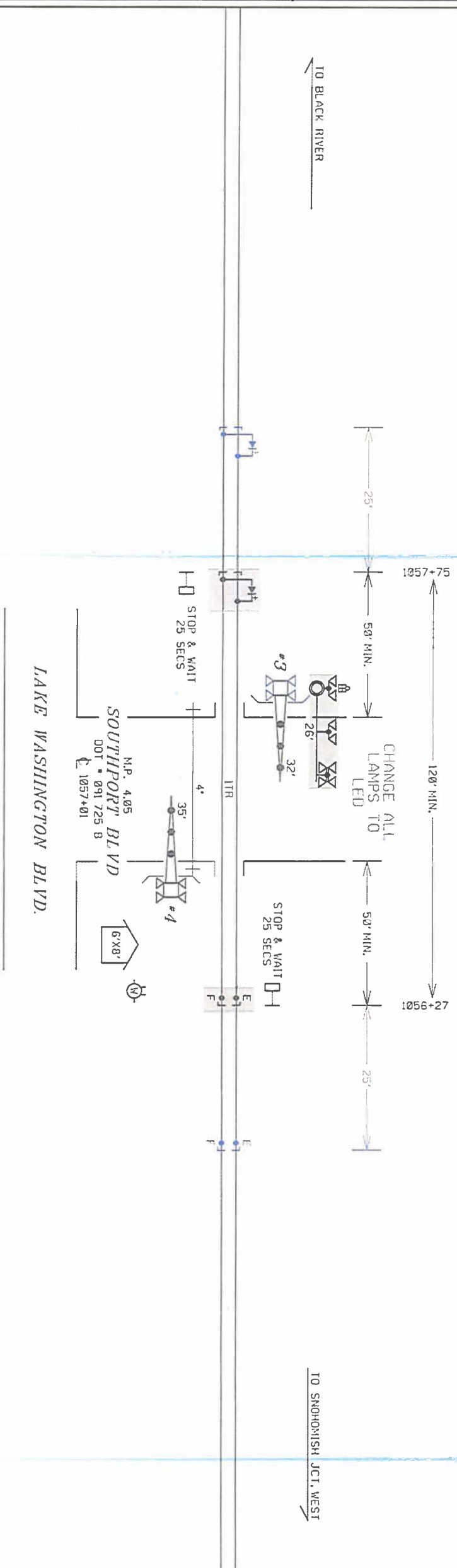
CROSSING CIRCUIT PLAN

LAKE WASH. & SOUTHPORT RENTON, WA

MP 3.97

SH 01 OF 15

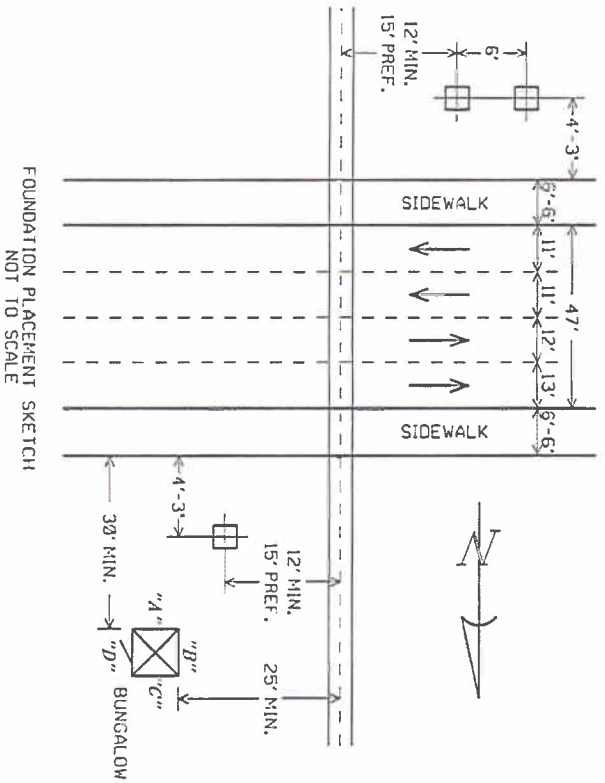
0 = IN X = OUT GREEN = IN BROWN = OUT RED = IN YELLOW = OUT BLUE = IN GRAY = OUT



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ALL NEW

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BURLINGTON NORTHERN SANTA FE RAILWAY						
CROSSING CIRCUIT PLAN						
LAKE WASH. & SOUTHPORT RENTON, WA						