

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-XXXXXX	TR-143222-P
)		
BNSF Railway Company)	PETITION TO CONSTRUCT OR	
_____)	RECONSTRUCT A HIGHWAY-RAIL	
Petitioner,)	GRADE CROSSING AND INSTALL	
)	AN INTER-TIE BETWEEN A	
vs.)	HIGHWAY SIGNAL AND A	
Port of Kalama & County of Cowlitz,)	RAILROAD CROSSING SIGNAL	
Washington)	SYSTEM	
_____)		
Respondent)		
)		
)		

..... USDOT CROSSING NO.:092446J

Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:

(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

Construction Reconstruction

Section 1 – Petitioner's Information

_____	BNSF Railway Company
Petitioner	_____
Signature	_____
Street Address	_____
City, State and Zip Code	_____
Mailing Address, if different than the street address	_____
Contact Person Name	_____
Contact Phone Number and E-mail Address	_____

Section 2 – Respondent's Information

_____ County of Cowlitz, Washington Respondent
_____ 1600 13 th Ave. Street Address
_____ Kelso, WA 98626 City, State and Zip Code
_____ Mailing Address, if different than the street address
_____ Kent Cash, Director of Public Works Contact Person Name
_____ 360-577-3030 ext. 6535 cashk@co.cowlitz.wa.us Contact Phone Number and E-mail Address

_____ Port of Kalama Respondent
_____ 380 West Marine Drive Street Address
_____ Kalama, WA 98625 City, State and Zip Code
_____ Mailing Address, if different than the street address
_____ Mark Wilson, Executive Director Contact Person Name
_____ 360-673-2325 markwilson@portofkalama.com Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Toteff Road
2. Existing railroad BNSF Railway Company
3. Location of proposed crossing:
Located in the SE 1/4 of the SE 1/4 of Sec. 20 , Twp. 6N, Range 1 W.M.
4. GPS location, if known 45°58'55.45" N 122°49'40.35" W
5. Railroad mile post (nearest tenth) 109.6
6. City Kalama County Cowlitz

Section 4 – Proposed or Existing Crossing Information

1. Railroad company BNSF Railway Company
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 3 Main Line, 4 Industry Tracks
5. Average daily train traffic, freight 53
Authorized freight train speed 70 mph Operated freight train speed 0-70 mph
6. Average daily train traffic, passenger 10
Authorized passenger train speed 79 mph Operated passenger train speed 0-79 mph
7. Will the proposed crossing eliminate the need for one or more existing crossings?
Yes No
8. If so, state the distance and direction from the proposed crossing.
n/a

9. Does the petitioner propose to close any existing crossings?
Yes No

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
 n/a

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

Approximate date of removal n/a

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Toteff Road

2. Roadway classification Minor Collector Street

3. Road authority Cowlitz County & Port of Kalama

4. Average annual daily traffic (AADT) 581 (as of 2010)

5. Number of lanes 2

6. Roadway speed 35 mph

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

8. If so, trucks are what percent of total daily traffic? 55%

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

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

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
 Public/recreation traffic will be directed to the I-5 exit 30 instead of this I-5 Todd Road Exit #27.

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

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

n/a

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 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.

Planned grade crossing improvements will eliminate the obstruction view (caused by the fence line and rail cars staged at the Temco facility) for eastbound traffic on Toteff Road to Toteff Road.

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

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

The close proximity to the I-5 highway and elevation difference from the current elevation going west of the crossing eliminates the possibility of adequate space for ramps of a of a grade separation. Also, the volume of both train and vehicular traffic do not warrant the need for a grade separation at this time.

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

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.

No options exist in the vicinity of the existing grade crossing.

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.

n/a

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from East (Toteff Road to Toteff Road), the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	n/a
Right	200	50'
Right	100	100'
Right	50	200'
Right	25	1500'
Left	300	150'
Left	200	250'
Left	100	250'
Left	50	400'
Left	25	2000'

b. Approaching the crossing from West (Toteff to Toteff Road), the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	N/A
Right	200	100'
Right	100	200'
Right	50	500'
Right	25	2000'
Left	300	N/A
Left	200	N/A
Left	100	80'
Left	50	200'
Left	25	2000'

c. Approaching the crossing from West (Hendrickson Dr to Toteff Road), the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	100'
Right	200	200'
Right	100	300'
Right	50	600'
Right	25	2000'
Left	300	1000'
Left	200	1400'
Left	100	1600'
Left	50	2000'
Left	25	2000'

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

Yes X No

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

n/a

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

Yes X No

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

n/a

Section 9 – Illustration of Proposed Crossing Configuration

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

- ◆ The vicinity of the proposed crossing.
- ◆ 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 the existing and proposed signage.

See attachment “WSDOT ARRA – Task 4 – Toteff Road PE Plans”

See attachment “Toteff Road Existing”

See attachment “Toteff Road Planned”

Section 10 – Sidewalks

1. Provide the following information:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

No sidewalks are proposed. No sidewalks are present currently.

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

The warning devices will include Constant Warning Train Detection circuitry on all tracks which will control crossing equipment to include (2) gates with flashers, (2) mast mounted lights, and (2) over-head cantilever mounted lights. All road advance warning signage will be upgraded and brought into standard. Please see cover letter for additional supporting information.

2. Provide an estimate for maintaining the signals for 12 months. n/a

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

Yes No X

Section 12 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed or modifying an existing crossing. Provide project specific information.

Improved approach grade on eastbound approach, new railroad flashing lights with gates on eastbound approach, additional adjacent track capacity to get trains moving more efficiently, improved sight distance, and updated signage and striping are all improvements from the existing condition at the crossing.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: _____ 092446J _____

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at Kalama, Washington, on the 14th day of
August, 20 14.

Mark Wilson

Printed name of Respondent.

Mark Wilson

Signature of Respondent's Representative

Executive Director

Title

Port of Kalama

Name of Company

360-673-2325 markwilson@portofkalama.com

Phone number and e-mail address

380 W. Marine Dr., Kalama, WA 98625

Mailing address

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Dated at Kelso , Washington, on the 26th day of
 August , 20 14 .

Brad A Bastin

Printed name of Respondent

Brad A Bastin

Signature of Respondent's Representative

County Engineer

Title

Cowlitz County

Name of Company

360-577-3030 bastinb@co.cowlitz.wa.us

Phone number and e-mail address

1600-13th Avenue South, Kelso, WA 98626

Mailing address