

October 13, 2015

David Pratt, Assistant Director for Transportation Safety
Washington Utilities and Transportation Commission
P.O. Box 47250
1300 S. Evergreen Park Dr. S.W.
Olympia, WA 98504-7250

Dear Mr. Pratt:

The City is supportive of the third rail improvements funded by Sound Transit's Easement 4 acquisition for increased commuter rail capacity. We do have safety and operational concerns that were originally filed in an appeal of Sound Transit's SEPA determination related to this project. Sound Transit's response to our comments was that since the WUTC already provides regulatory oversight over these issues, our concerns would be addressed by the UTC petition process and did not cause a significant impact with respect to the SEPA process. Therefore the City has been working with BNSF staff to address these concerns accordingly. The city submitted petition comments to BNSF staff in May of this year. A conference call with BNSF staff was conducted in June to discuss the petitions and the comments below reflect the City of Auburn's understanding of the agreed upon results of that discussion.

The City does not support the petitions as currently written with the exception of the 29th Street NW Crossing. The City appreciates the consideration by the UTC of our safety concerns and the proposed changes to the petitions (listed below) intended to mitigate the increased exposure to pedestrians and drivers related to the increased rail and commuter traffic.

We are open to further discussion and do not feel a hearing is necessary at this time.

West Main Street Crossing

USDOT Crossing No.: 085655A

Docket# TR-151861-P

Auburn proposes Section 11 language of the petition filed by BNSF Railway Co. be edited as follows;

Existing crossing protection will be relocated to the West to accommodate the new track. BNSF Railway Co. will add a pedestrian crossing gate in the southwest-southeast quadrant of the intersection. Relocation of existing crossing protection and addition of pedestrian crossing will be done at BNSF expense. Existing interconnection conductors and/or conduit will be protected in place by BNSF or replaced with new conduit if damaged during construction.

As recommended by BNSF's "Assessment of Interconnected Highway-Rail Grade Crossing Final Report July 2011", By Campbell Technology Corporation, improvements will be made to the track control circuitry in order to accommodate future increased advanced pre-emption timing as recommended by the CTC report. Appropriate advanced preemption timing will be coordinated between the City of Auburn and CTC using the Texas Grade Crossing worksheet. If new rail signal bungalow is needed it will include all equipment necessary to provide Advanced Pre-emption Operation with Gate Down and Traffic Signal Health circuitry. Cost to be Provided by BNSF.

City of Auburn will provide new interconnect cable to new BNSF Railway Co. bungalow and install all equipment needed in the City Traffic Signal cabinet to connect to any new preemption circuits.

3rd Street NW Crossing

USDOT Crossing No.: 085652E
Docket# TR-151862-P

Auburn proposes Section 11 language of the petition filed by BNSF Railway Co. be edited as follows;

Existing crossing warning devices will be relocated to accommodate new 3rd main line. BNSF will pay for relocation. Existing interconnection conductors and/or conduit will be protected in place by BNSF or replaced with new conduit if damaged during construction.

As recommended by BNSF's "Assessment of Interconnected Highway-Rail Grade Crossing Final Report July 2011", By Campbell Technology Corporation, improvements will be made to the track control circuitry in order to accommodate future increased advanced pre-emption timing as recommended by the CTC report. Appropriate advanced preemption timing will be coordinated between the City of Auburn and CTC using the Texas Grade Crossing worksheet. If new rail signal bungalow is needed it will include all equipment necessary to provide Advanced Pre-emption Operation with Gate Down and Traffic Signal Health circuitry. Cost to be Provided by BNSF.

City of Auburn will provide new interconnect cable to new BNSF Railway Co. bungalow and install all equipment needed in the City Traffic Signal cabinet to connect to any new preemption circuits.

29th Street NW Crossing

USDOT Crossing No.: 085650R
Docket# TR-151859-P

Auburn has no objections to the 29th St NW petition. Signed waiver of hearing is attached.

37th Street NW Crossing

USDOT Crossing No.: 085647H

Docket# TR-151860-P

Auburn proposes Section 11 language of the petition filed by BNSF Railway Co. be edited as follows;

Will relocate existing crossing signals to the west to accommodate new track. BNSF will pay for relocation. Existing interconnection conductors and/or conduit will be protected in place by BNSF or replaced with new conduit if damaged during construction.

As recommended by BNSF's "Assessment of Interconnected Highway-Rail Grade Crossing Final Report July 2011", By Campbell Technology Corporation, improvements will be made to the track control circuitry in order to accommodate future increased advanced pre-emption timing as recommended by the CTC report. Appropriate advanced preemption timing will be coordinated between the City of Auburn and CTC using the Texas Grade Crossing worksheet. If new rail signal bungalow is needed it will include all equipment necessary to provide Advanced Pre-emption Operation with Gate Down and Traffic Signal Health circuitry. Cost to be Provided by BNSF.

City of Auburn will provide new interconnect cable to new BNSF Railway Co. bungalow and install all equipment needed in the City Traffic Signal cabinet to connect to any new preemption circuits.

Sincerely,



Pablo Para
Transportation Manager
Community Development and Public Works
City of Auburn

PP/as

cc: Ingrid Gaub
Dan Heid

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
BNSF Railway Co.)	PETITION TO CONSTRUCT OR
_____)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,)	GRADE CROSSING
)	
vs.)	
City of Auburn, WA)	
_____)	
Respondent)	USDOT CROSSING NO.: 085650R
)	
.....)	

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:

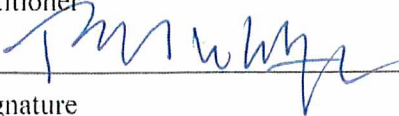
(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;

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 Rwy. Co.
_____ Petitioner

Signature 2454 Occidental Ave. S.
_____ Street Address Seattle, WA. 98134
_____ City, State and Zip Code
_____ Mailing Address, if different than the street address Richard Wagner
_____ Contact Person Name 206-625-6152, Richard.Wagner@bnsf.com
_____ Contact Phone Number and E-mail Address

Section 2 – Respondent’s Information

City of Auburn, WA
_____ Respondent
25 West Main Street
_____ Street Address Auburn, WA 98001-4998
_____ City, State and Zip Code
_____ Mailing Address, if different than the street address Pablo Para
_____ Contact Person Name 253-876-1958, ppara@auburnwa.gov
_____ Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway 29th St NW
BNSF Railway Co.

2. Existing railroad _____

3. Location of proposed crossing:
Located in the ___ 1/4 of the ___ 1/4 of Sec. 13, Twp. 21N, Range 4E W.M.

4. GPS location, if known 47deg19'59"N, 122deg13'57"W

5. Railroad mile post (nearest tenth) 19.66X

6. City Auburn County King

Section 4 – Proposed or Existing 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 2

5. Average daily train traffic, freight 24
Authorized freight train speed 60 Operated freight train speed 60

6. Average daily train traffic, passenger 23
Authorized passenger train speed 79 Operated passenger train speed 79

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 proposed crossing.

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

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

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway 29th St NW

2. Roadway classification City Street
City of Auburn, WA

3. Road authority _____

4. Average annual daily traffic (AADT) 20

5. Number of lanes 2

6. Roadway speed 25

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

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

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

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:

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.

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.

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.

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.

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

a. Approaching the crossing from West, 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	65
Right	200	65
Right	100	75
Right	50	145
Right	25	Unobstructed
Left	300	0
Left	200	0
Left	100	23
Left	50	168
Left	25	Unobstructed

b. Approaching the crossing from East, 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	3475
Right	200	3573
Right	100	3745
Right	50	730
Right	25	Unobstructed
Left	300	2285
Left	200	2520
Left	100	2610
Left	50	2615
Left	25	Unobstructed

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 No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. 35ft East and 5ft West

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.

7.47%. Percent of grade is being dictated by the short distance from the railroad tracks

to existing roadway restrictions, adjacent property owner's parking and driveways.

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.

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.

Will not be placing sidewalks. No sidewalks exist.

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.

Existing crossing warning devices on the west side of the tracks will be relocated to

accommodate new 3rd main line.

BNSF will pay for relocation.

2. Provide an estimate for maintaining the signals for 12 months. _____

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 _____

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.

BNSF is constructing the third main line in this area to expedite train movement through

the City of Auburn. The addition of the third main line will allow commuter trains to

access the passenger platforms, just south of W. Main St, while other trains will be

to continue to move down the third track.

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.: 085650R

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 _____, Washington, on the _____ day of _____, 20 ____.

Nancy Backus

Printed name of Respondent

Nancy Backus
Signature of Respondent's Representative

Mayor

Title

City of Auburn

Name of Company

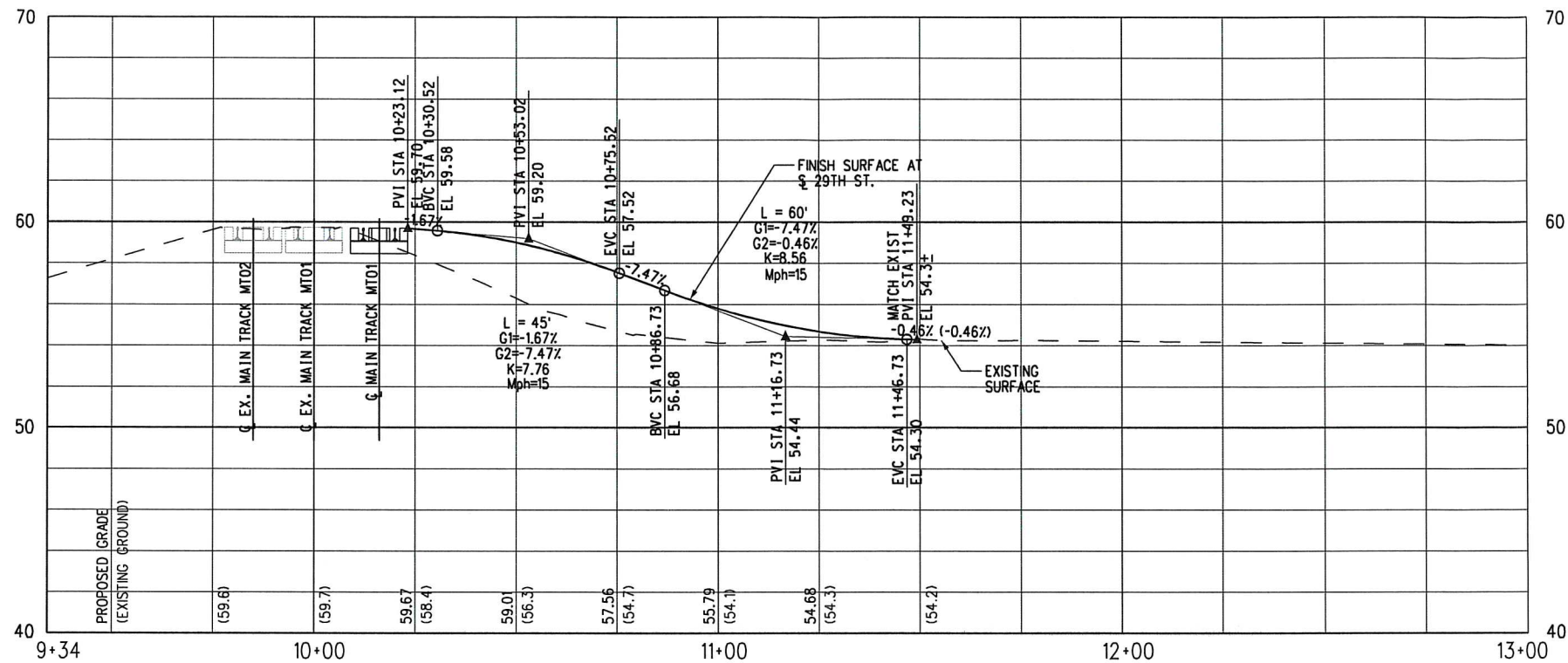
253-931-3041, nbackus@auburnwa.gov

Phone number and e-mail address

25 W. Main St

Auburn, WA 98001

Mailing address



REMOVAL NOTES:

- 1 SAWCUT LINE.
- 2 REMOVE ASPHALT CONCRETE PAVEMENT.

CONSTRUCTION NOTES:

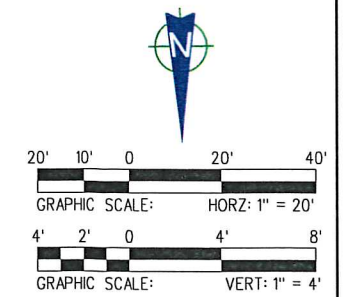
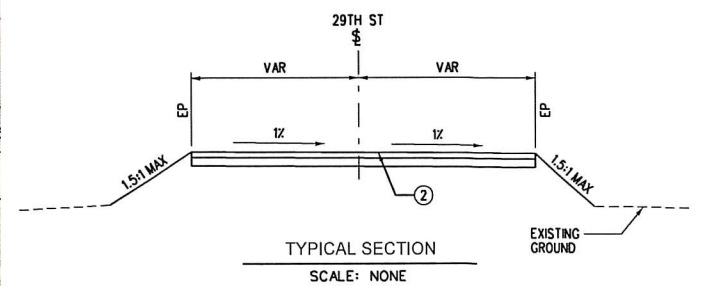
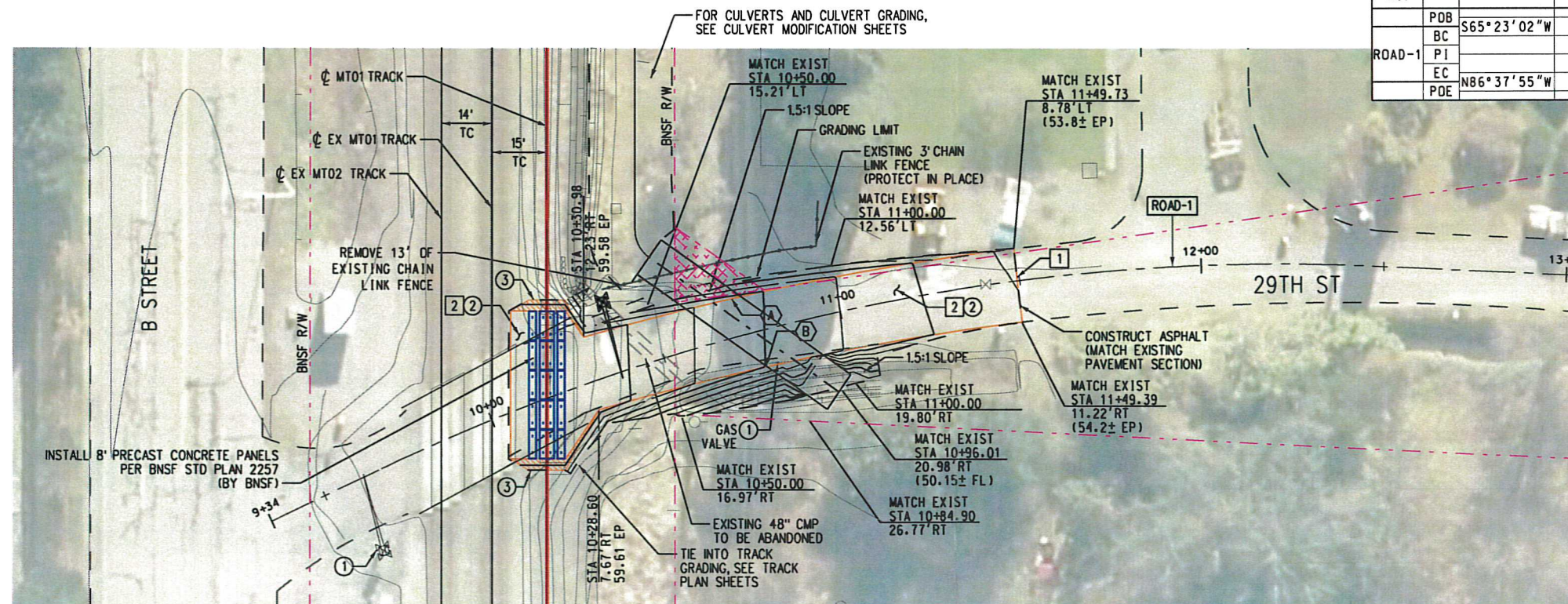
- 1 PROTECT IN PLACE.
- 2 CONSTRUCT 2" HMA CLASS 1/2", 5" HMA CLASS 1" OVER 12" GRAVEL BASE PAVEMENT SECTION.
- 3 CONSTRUCT AC APRON AND JOIN EXISTING GROUND AT A MAXIMUM 8:1 SLOPE.

CURVE DATA

CURVE	R	Δ	L	T
(A)	756.29'	09°09'29"	120.88'	60.57'
(B)	736.29'	09°14'33"	118.17'	59.52'

PROFILE

CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	RADIUS	Δ	L	T
ROAD-1	PDB			9+33.84	124627.31	1293517.89				
	BC	S65°23'02"W	33.38	9+67.22	124613.41	1293487.54				
	PI				124553.52	1293356.83	577.00	27°59'04"	281.82	143.78
	EC			12+48.68	124561.97	1293213.30				
	PDE	N86°37'55"W	57.33	13+06.01	124565.34	1293156.07				



PLAN

100% SUBMITTAL

NOT FOR BID OR CONSTRUCTION

Information confidential all plans, drawings, specifications, and/or information furnished hereon shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Burlington Northern Santa Fe Railway.

DESIGNED BY JT
 DRAWN BY JT
 CHECKED BY NO
 APPROVED BY MAC
 DATE JANUARY 16, 2015



PATTERSON & ASSOCIATES, INC.
 725 TOWN & COUNTRY RD SUITE 300 ORANGE, CA 92868

BNSF RAILWAY CO.
 ST2 TRACK IMPROVEMENT PROJECT - EASEMENT 4
 SEATTLE SUBDIVISION - MP 18.26X TO MP 23.85X
 GRADE CROSSING PLAN & PROFILE EXHIBIT
 29TH STREET NW.MP 19.66X
 DOT#085650R

CONTRACT NO.
 DRAWING NO. CP-403
 REVISION SHEET NO. 63
 SCALE AS SHOWN

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 3/4/2015

PROJECT NUMBER	CDST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

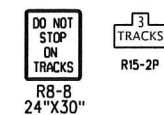
REV	DATE	DESCRIPTION	BY	SUB	APP

TO TACOMA, WA
←
RR SOUTH

TO SEATTLE, WA
→
RR NORTH



SIGNAGE REFERENCES:



CONSTRUCTION NOTES BY CITY:

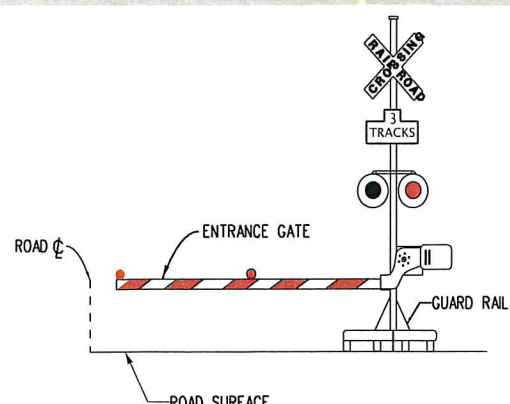
- ① INSTALL 4" SOLID WHITE EDGE LINE
- ② REPAINT RAILROAD CROSSING SYMBOL
- ④ REPAINT 24" SOLID WHITE STOP LINE
- ⑨ INSTALL SIGN AND POST

CONSTRUCTION NOTES BY BNSF:

- ③ REMOVE EXISTING R15-2P SIGN AND INSTALL NEW R15-2P SIGN
- ⑤ INSTALL CONCRETE PANELS
- ⑩ INSTALL NEW FLASHING LIGHT SIGNAL ASSEMBLY WITH AUTOMATIC GATE ARM

REMOVAL NOTES:

SANDBLAST AND REMOVE CONFLICTING STRIPES AND/OR PAVEMENT MARKINGS



29TH STREET FACING EASTBOUND



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 3/4/2015

PROJECT NUMBER	CDST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

100% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

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PATTERSON & ASSOCIATES, INC.
 725 TOWN & COUNTRY RD
 SUITE 300
 ORANGE, CA 92668

BNSF RAILWAY CO.
 ST2 TRACK IMPROVEMENT PROJECT - EASEMENT 4
 SEATTLE SUBDIVISION - MP 18.26X TO MP 23.85X
 SIGNING & STRIPING
 29TH STREET NW, MP 19.66X
 DOT#085650R

CONTRACT NO.
 DRAWING NO. CS-403
 REVISION SHEET NO. 67
 SCALE AS SHOWN