

Gibson Traffic Consultants, Inc.

Transportation Planners and Traffic Engineers

MEMORANDUM

To: Mr. Peter Hahn
Title: City of Seattle, Director Seattle Department of Transportation
From: Edward Koltonowski
Subject: Cherry Point Coal Export Facility Rail Operations-City of Seattle – Preliminary Report; GTC
#11-036
Date: February 13, 2012

This memorandum identifies some of the possible rail impacts associated with transport of coal to the proposed Cherry Point Facility affecting the City of Seattle and its access roads. It preliminarily identifies the potential impacts on the City's Sodo and waterfront area where surface traffic intersects with the main line.

The purpose of this preliminary report is to provide City staff with information that may be useful as the City evaluates its position on the proposed project and prepares comments on the scope of the Cherry Point Environmental Impact Statement. We understand that the City may wish to conduct additional data collection and modeling and hope that this preliminary research provides some baseline data to help understand possible impacts and the issues involved in assessing any proposed mitigation.

1. Project Description and Expected Delays

We understand that Pacific International Terminal, a wholly owned subsidiary of SSA Marine, is proposing to develop the Gateway Pacific Terminal at Cherry Point, Washington. This terminal would be capable of exporting 48-54 million tons of coal per year is proposed north of Bellingham. GTC understands that the probable route of the coal delivery trains for Cherry Point would be from Wyoming/Montana, through Spokane, along the Columbia River and then up from the south from Seattle north to Bellingham and then to Cherry Point, along the Burlington Northern Santa Fe mainline. The route follows the rail tracks that run north-south directly through the west part of the City of Seattle, Washington.

According to the applicant's *Project Information Document* (Feb. 2011), full build out of the coal export facility would result in 9 full northbound trains along this line a day, which equates to 18 train trips a day; however, nothing in the project materials specifies a maximum. The 18 trains per day round trip could be increased if export capacity of the proposed port were expanded in the future. The current port proposal occupies 350 acres of a 1,000-acre site. Each train may be over 1.5 miles long, which at 50 miles per hour would mean approximately 3-4 minutes between train approach warning/gate closure and ultimate gate opening. At 35 miles per hour it could take approximately 6-7 minutes to clear a crossing as the siding near this area is rated for 35mph. The 18 trains per day would equate to approximately one additional coal train every 1.3 hours, all day long, in addition to existing train traffic. Thus, train crossing delays in Seattle can be estimated to increase with an additional train every *every 1.3 hours*, if train trips were evenly spaced throughout the day and night, at between 3-4 minutes and 6-7 minutes depending on if they are having to use sidings or not.

2. Affected Crossings

The BNSF rail way tracks bisect the western waterfront area of Seattle (including the terminals in the Broad Street area and stadiums) from the east side of Seattle that includes the downtown business core and residential area. The federal inventory of crossing identifies nearly 200 rail and spur crossing in the Seattle limits. The significant crossing that would be directly impacted by additional trains is probably on the Wenatchee-Seattle and Seattle Vancouver lines. These include the following crossings

- Spokane St
- Lander St
- Holgate ST
- Broad St
- Clay St
- Vine St
- Wall St

The City and Sate has already heavily invested in improved crossing and grade separation. However due to the city street system layout, grades and the waterfront the high traffic volumes in Seattle will still be impacted with increased train traffic and additional grade crossing or mitigation may be needed with a significant increase in train traffic.

3. Analysis of Potential Impacts

We have the following comments based on preliminary research:

- 1. The City's Transportation Element and Freight Mobility Strategic Action plan identified the importance of local freight access for its business vitality and also the importance of partnership investment in it key crossing to pursue additional grade separation. A potential mitigation for the additional freight traffic may be to assist in the construction of additional grade separated crossing for the City such as Lander St.
- 2. The City's Transportation Element strongly supports increased non motorized transportation such as bike trails. There are several miles of bike trail and waterfront park areas however that are not easily accessed due the rail lines. Additional grade separated crossing front non motorized transport in that area such as the sculptor Park Eliot Bay; Interbay Golden Gardens etc should be investigated and proposed.
- 3. Due to a speed restriction approach warning, train travel through the downtown means the barriers are down for approximately 3-4 minutes (over 200 seconds) for the larger (over one mile long) freight trains. This is the equivalent of 2-3 continuous red lights cycles in a row for a normal signal on Broad or Lander. The Institute of Traffic Engineers identifies an average delay of over 80 seconds as level of service F. The City's standard for arterial roadway operation is LOS D for SEPA impact review, i.e. allowing only 55 seconds as the worst delay for normal conditions. The addition of 16-18 trains per day would trigger potential SEPA review for the city.
- 4. With the increase in number of long coal trains at the Belltown waterfront area and cruise ship terminal access crossing, steep grade there are no alternative east-west grade separated in the area north of downtown once the trains come out of the tunnel. This will create particular challenges during summer peaks, with the waterfront parks, tourist traffic, cruise ship passengers, visitors to the SAM Sculpture Garden and other uses. Mitigation could hypothetically include a grade separated crossing to the waterfront such as Broad Street, although the topography and local improvements will likely make this difficult.
- 5. Within the last 5 years there have been 27 collisions involving trains at public crossings including a fatality at the Holgate crossing this January. In total, the State accident base has recorded

approximately 100 accidents at train crossings in the last 5 year reporting period in the City of Seattle.

- 6. Already today the presence of a long freight train during the peak hours creates separation from the some of the City's waterfront amenities and businesses. The City's annual counts show over 9,000 daily trips at the Broad Street crossing and over 15,000 daily trips on S. Lander just west of 6th Avenue while S. Holgate carries over 6,000 daily trips in that vicinity. With the additional coal trains that will take a minimum of 3-4 minutes to cross (without accounting for significant train delays or slowing at the crossings) the cumulative additional delay to drivers is potentially significant. Any environmental review of rail line impacts should study this current condition and likely increased impact, including costs to mitigate the effects. It should also evaluate the costs to businesses from delays in shipping, employee availability and other factors. The City may wish to request that the GPT EIS to include mitigation such as funding for planned grade separated crossings.
- 7. Sound Transit communities and the State have recently invested heavily in improved passenger train services for the north end. Freight traffic on the rail line between Seattle and Everett could increase from the current baseline of approximately 40 a day (based on US DOT crossing inventory Information) to 50-55 with the Cherry Point proposal. Under BNSF's policy, it is our understanding that freight deliveries are not scheduled to the same on-time reliability demands of passenger trains but can still take precedence over passenger rail under certain circumstances. The City may wish to ensure that the EIS analyzes the degree to which increasing freight traffic is expected to adversely affect the reliability of existing passenger rail schedules and also whether it will diminish opportunities to expand future passenger rail. Since Sound Transit's North Corridor transit EIS identified the preferred alternative as the I-5 alignment (instead of the SR-99 alignment) it becomes even more imperative to the City to preserve this existing rail corridor for passenger service to the neighborhoods closer to Puget Sound to the north. The City may wish to comment on whether the Cherry Point proposal affects the conclusions in those studies.
- 8. The 2006 "Washington State Rail Capacity & System Needs Study

" identifies a key issue affecting local business and Port access to rail shipments for their products. The report states:

The Railroads Are Focusing on High-Volume and Long-Haul Services, But the State's Industrial and Agricultural Shippers Also Need Low Volume and Short-Haul Services.

Long-haul intermodal container trains and long-haul unit grain trains moving to and from Washington State's ports are the least complex and the most profitable for the Class I railroads to operate. As a result, the railroads have reoriented their operations to accommodate this business. But many Washington State shippers are low-volume carload shippers who generate only a few dozen carloads a week or a month, and they are being priced out of the rail market.

[Page 49 of attachments]. So a key question may be whether this interstate traffic from the coal trains will have the impact of reducing the availability rail shipment to local rail spur business such as tenants of the Port of Seattle. These issues should be analyzed as part of the economic impact analysis we understand must be completed as part of the environmental review for the project.

9. The Washington State 2010-2030 Freight Rail Plan published by WSDOT in December 2009 identified that the rail line north of the city to Everett in 2008 as having a capacity of 60 trains per day (Exhibit 3-9). The existing use of the line is 40-45 based on the US DOT inventory reports that were accesses in 2011. The state plan shows that it hopes to increase that capacity to 80 trains per day; however, the design, cost and funding of the specific improvements needed to do that were not available at the time of this reports completion. Additional study and inquiry should be conducted to determine whether federal or state funding is committed to expand the capacity of the BNSF freight system,

sufficient to allow the projected additional 16-18 trains per day and still leave adequate capacity for freight on this critical corridor to such businesses as the Port of Seattle, the Everett Boeing plant, and local businesses, as well as expanded commuter services.10. The Cherry Point applicant and its advocates argue that the coal train activity will only bring train activity back up to the level it was before the economic recession of 2007/2008, and therefore there is no impact. In our judgment, this conclusion is not supportable, because as soon as the economic recovery really starts to take hold, those previous train activities will also pick up, as well as vehicular traffic on the roads. At that point, even greater impacts will begin to accumulate. Additional work is needed to obtain reliable information concerning pre-recession and historic train levels, the length of trains and delay times. Reliable projections of train and road traffic during economic recovery are critical to obtaining realistic estimates of delays and impacts. Assumptions from the past should be regarded critically.

11. Train delays at crossings and the separation of non motorized traffic from city waterfront amenities can sometimes be eliminated by constructing grade separation, which allows traffic or pedestrians/bikes to pass over or under railroad tracks. While grade separation can be a desirable solution, these improvements typically multi-million dollar projects and involve substantial amounts of public funding. We recommend that local jurisdictions provide the regulating authorities with detailed assessments of mitigation and funding necessary to alleviate the impacts that will results from the addition of up to 18 trains per day serving the Cherry Point export facility.

4. Conclusions

This analysis of possible rail line impacts associated with the increase of up to 18 trains per day serving the Cherry Point Coal export facility is preliminary and is intended to investigate some of the potential d areas deserving detailed study during the SEPA review for the facility. This preliminary analysis suggests potentially severe consequences for the City's transportation plan and improvements, with increases in risk of accidents, impacts to the City's levels of service, ability to provide effective emergency response times, and possible interference with local freight delivery systems important to the City's economic recovery. Based on the results of this preliminary analysis, we recommend that the City conduct or request a more detailed evaluation of the specific impacts on specific crossings and intersections. Gibson Traffic Consultants has conducted preliminary evaluations of traffic impacts from the Cherry Point proposal for the communities of Burlington, Marysville, Mt. Vernon, and Stanwood. The results of these analyses can be found here: <u>http://www.coaltrainfacts.org/gtc-traffic-study-burlington-marysville-mt-vernon-and-stanwood-wa</u>. In many cases, these evaluations show severe degradation in level of service for key arterials that cross the tracks. Please feel free to contact us should you have any questions regarding this preliminary analysis.

ATTACHMENTS FOR CITY OF SEATTLE RAIL CAPACITY PRESENTATION

- Rail Crossing Inventory
- Daily Traffic at Crossings
- Transportation Element Information
- Accident History Data
- State Report Information

Rail Crossing Inventory

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Federal Railroad Administration Office of Safety Analysis

You are Visitor# 7390271

Home Crossing Forms/Publications Downloads* Data* Documents* Policies* Support*

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Г	1012725	WA	BDTL	Public	At Grade	Open	.000733	KING	SEATTLE	PACIFIC	SCENIC	BALLARO	NW. 40TH ST.
–	101380N	WA	B.NSF	Public	At Grade	Oper.	000222	KING	SEATTLE	NORTHWEST	WEST	W. MARGENAL	W MARGINAL WAY
F	399748N	<u> </u>	<u> </u>		At Grade	<u> </u>	092000	KING	SEATTLE	COAST	SEATTLE Y		IDAHO ST
÷	399749V		·		At Grade	<u> </u>	095000	KING	SEATTLE	COAST	5	1	E MARGINAL WAY
┢┲╴	399750P	<u> </u>	⊢		At Grade	<u> </u>	072000	KING	:	COAST	5	SPUR	E MARGINAL WAY
	399751W		<u> </u>		At Grade	<u> </u>	004200	KING	I	COAST	<u>ه</u> ۲۶		E MARGINAL WAY
F	399752D	<u> </u>			At Grade	<u> </u>	002442	KING	SEATTLE		5	WATERFRONT LINE	
┢═┤	399753K				At Grade		074500	KING	SEATTLE	;	5		SPOKANE ST (E8)
Ļ	3997545		• +		At Grade	<u> </u>	084500	KING		•	5	•	SPOKANE ST
┢		<u> </u>				<u> </u>	060000		SEATTLE	COAST	-		HINDS ST
┢	399755Y	ŀ • —	<u> </u> -		At Grade	<u> </u>	:	KING	l	ł	5	<u> - · </u>	
H	399756F	· ·	$\left \right $		At Grade		082500	KING	SEATTLE	COAST	5		HORTON ST
╘	399757M				At Grade	<u> </u>		KING	SEATTLE	COAST			1
⊢	399758U	• • •	┝━━┥		At Grade	<u> </u>	017800	KING	SEATTLE	COAST COAST	5	WATERFRONT LINE	E MARGINAL WAY
·	399760V	<u> </u>	 		At Grade		070000	KING	SEATTLE		5	1	•
닏	399761C				At Grade	<u> </u>	078000	KING		COAST	-	WATERFRONT LINE	ł • • •
H	399762J		╡╶╌╇		At Grade				}		<u>s</u>		5R-519 MP 0.48
╞═╴	399763R	<u> </u>	<u> </u>		At Grade	<u> </u>				·			
╠╴	399764X				At Grade	<u> </u>	021700	KING	i	COAST	5		KING ST
╞╧┤	399765E				At Grade		006000	KING		ICOAST	2		JACKSON ST
<u>.</u>	399766L				At Grade	· ·		l	SEATTLE		15 ,		MAIN ST
╠┤	399767T				At Grace	· ·			SEATTLE	COAST	5		WASHINGTON ST
╞	399771H				At Grade	· ·		KING	SEATTLE	COAST		SEARS ROEBUCK	OREGON ST
╠╧┥	399772P				At Grade	· ·		KING	SEATTLE	COAST	5	COLORADO LINE	SPOXANE ST (EB)
╧╧┥	399773W		⊢ i		At Grade	· ·		KING	SEATTLE			COLORADO LINE	SPOKANE ST (WB)
	399775K		·		At Grade				SEATTLE		5 5		KORTON ST
╞╤┤	399776S						010000	i					COLORADO AVE
늗	399778F		┝──┾		At Grade				SEATTLE		5		HANFORD ST
1	399780G				At Grade	-		KING	SEATTLE		5	SPUR	COLORADO AVE
	399783C				At Grade				SEATTLE		5	SPUR	UTAH AVE
	399784J				At Grade				SEATTLE		5		UTAH AVE
╞╤┤	399786X				At Grade	-			SEATTLE				UTAH AVE
╠┤	399787E				At Grade	· ;			SEATTLE		5	FREIGHT HOUSE	MASSACHUSETTS ST
빌	809500M				At Grace	· .			SEATTLE		ORE.	ML SEA.	INDUSTRIAL WAY SO
╘	8095010				At Grade				SEATTLE			SEA. ML	SPOKANE ST. SO.
느	809503H		-		At Grade				SEATTLE		ORE.	ML SEA.	LANDER ST. SO.
	809504P				At Grade				SEATTLE			SEA. M.L.	HOLGATE STREET SO
_	809513N				At Grade	_			SHATTLE	_	-	STH AVE LEAD	JUCILE ST.
-	809514V				At Grade				SEATTLE			STH AVE LD TRX.	FINDLEY ST.
	809515C		·· ·		At Grade				SEATTLE			STH AVE, LEAD	CORSON STREET
딕	8095163				At Grade			i	SEATTLE			STH AVE LEAD	CARSTENS PL. SO.
	909517R				At Grade				SEATTLE				HOMER STREET
	809518X				At Grade				SEATTLE				DORIS STREET SO.
	809521F	WA	UP F	Public	At Grade	Open <u>i</u>	000015	KING	SEATTLE	N.₩ ⊂ \$T	ÓRE	7TH AVE LEAD	6THAVESO.&BENNETT
	809522M	WA	UP	Public	At Grace	Open	000019	KING	SEATTLE	N.WEST	ORE	7TH AVE, LEAD	DENVER AVE. SO.
r	809525H	WA	UP F	Public	At Grade	üpen	000026	KING	SEATTLE	N.WEST	CRE	7TH AVE.LEAD	DENVER AVE
[]	809526P	WA	up j) ublic	At Grade	Орея	000029	KING	SEATTLE	NWEST	ORF.	7TH AVE,LEAD	LUÇALLE ST.&7TR
гŢ	809527W	WA	UP F	-colle	At Grade	Open	060030	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	DENVERAVE-7THAVE.

8.02 - Query by Location

a.o.	z - Querj	y Oy	LUUS	411011	i								rage 4
	809528D	WA	UP	Public	At Grade	Орел	000034	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	\$.FINDLAY&7TH
	809529X	WA	UΡ	Public	At Grade	Орел	000040	KING	SEATTLE	N.WEST	ORE	7TH AVELLEAD	7TH & HOMER ST.
	809530E	WA	UP	Public	At Grade	:Open	000046	KING	SEATTLE	N.WEST	ORE.	7TH AVELCEAD	7TH&ORCAS STREET
Έ	809531L	WA	UP	Public	At Grade	Open	000052	KING	SEATTLE	N.WESY	ORE	7TH AVE LEAD	7TH FIDALGO
	809532T	WA	uР	Public	At Grade	Open	DC0D59	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	ALLEY
F	809533A	WA	UΡ	Public	At Grade	Open	000054	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	7TH ST.&FIDALGOST
	809534G	WA	UР	Public	At Grade	Open	000062	KING	SEATTLE	N WEST	ORE	7TH AVE LEAD	6TH AVE SO.
Г	809535N	WA	UP	Public	At Grade	Open	000062	KING	SEATTLE	N WEST	ORE	7TH AVE LEAD	6TH AVE SO.
	8095415	WA	UP	Public	At Grade	Open	000023	KING	SEATTLE	N WEST	ÔRE	UTAH LEAD	UTAH ST. & ALASKA
Г	809548P	1VA	UР	Public	At Grade	Open	GDOCD1	KING	SEATTLE	N. WEST	ORE	E. MARG WAY	COLORADO ST.
F	809552E	WA	UP	Public	At Grade	Open	000004	KING	SEATTLE	N WEŞT	ORE	E.MARGINAL WAY	DIAGONAL AVE
F	809554T	WA	UP	Peblic	At Grade	- Open	000011	KING	SEATTLE	N. WEST	ORE.	E MARG WAY LD	DIAGONAL AVE.
F	809556G	WA	UΡ	Public	At Grade	Open.	000014	KING	SEATTLE	N. WEST	ORE	E. MARGINAL WAY	5R099 MP 28.26
Ī	809557N	WA	UΡ	Public	At Grade	Open	000007	KING	SEATTLE	N.WEST	ÇRË	MARGINAL WAY LD	DIAGONAL AVE
Ē	809564Y	WA	ŲΡ	Public	At Grade	Ореп	300054	KING	SEATTLE	N. WEST	CRE	E. MARGINAL WAY	DAWSON ST.
기	809566M	WA	UP	Public	AL Grade	Op e n	000005	k]NG	SEATTLE	N. WEST	ORE.	OHIO AVE LEAD	SR099 MP 27.81
F	8095688	WA	UP	Public	At Grade	Open	000069	KING	SEATTLE	N. WEST	ORE	E. MARGINAL LD	BRANDON ST.
F	809569H	WA	UP	Pu b lic	At Grade	Орел	000070	KING	SEATTILE	N. WEST	OR5	E. MARGINAL LD	BRANDON ST.
Г	809570C	WA	UP	Public	At Grade	Open	000073	KING	SEATTLE	N. WEST.	ORE.	E. MARGINAL LD	OHIO ST. SO.
Г	809577A	AW	UP	Public	At Grade	Open	000103	KING	SEATTLE	N WEST	ORE	E. MARGINAL LD	FIDALGO ST. SO.
F	809582W	WA	ÜΡ	Public	At Grade	Open	900133	KING	SEATTLE	N. WEST	ORE.	E. MARGINAL LD	1ST AVE SC.&FRONT
F	809583D	WA	uΡ	Public	At Grade	Open	D00136	KING	SEATTLE	N. WEST.	ORE.	E. MARGENAL LD	1ST AVE. SO.
_	809584K	WA	UΡ	Peblic	At Grade	Open	000137	KING	SEATTLE	N. WEST	ORE.	E. MARGINAL LO	1ST AVE. 50.
Г	809637G	WA	UP	Porbiic	At Grade	Open	D17893	KING	SEATTLE	PORTLAND	SEATTLE SUB		1ST AVE SOUTH
F	809638N	WA	ŲΡ	Public	At Grade	Ореп	000152	KING	SEATTLE	N. WEST.	ORE	E. MARGINAL LD	OCCIDENTAL & RVR
F	809640P	WA	UP	Public	At Grade	Open	000158	KING	SEATTLE	N.WEST	ORE.	E.MARGINAL LEAD	50. RIVER ST
Г	809641W	WA	UР	Public	At Grade	Open	CC0157	K1.VG	SEATTLE	N.WEST	DRE.	E-MARGINAL LEAD	RIVER ST
F	809643K	WA	U.P	Publ:c	At Grade	Open	000191	KING	SEATTLE	N. WEST	ORE	E. MARGINAL LD	SO, BRIGHTON ST.
Г	809545Y	WA	UP	Publec	At Grade	Cpen	000198	KING	SEATTLE	N. WE\$T	ORE	E. MARGINAL LD	WILLOW ST.
Г	809648U	WA	UP	Public	At Grade	Open	000211	KING	SEATTLE	N. WEST	ORE	E. MARGINAL LD	8TH AVE S
٣	809649B	:WA	UP	Public	At Grade	Open	000213	KING	SEATTLE	N. WEST	ORE	E, MARGINAL W.	\$O. MYRTLE \$T.
Г	8096510	WA	υP	Public	At Grade	Öpen	D00220	KING	SEATT_E	COLUMBIA		E.MARG.WAY S.	E. MARG.WAY&ELL35
F	809658A	wa	JP	Pubile	At Grade	Dnea	000255	KING	SEATTLE	RIVER N. WEST	ORE.	E. MARGINAL LD	WEBSTER ST.
-	809659G				At Grade	-			SFATTLE			E. MARGINAL LD	SO. 14TH AVE
F	809560B				At Grade	<u> </u>	·			N. WEST		E. MARGINAL LO	16TH AVE SO.
r.	809690T				At Grade				SEATTLE			CHIO AVE	
, 	809692G		· · ·		At Grade					N.WEST		E.MARGINAL LEAD	8TH AVE, SO.&GARDN
F	809698X				At Grade	_ <u>.</u>				· · · ·	ORE	E. MARGINAL LD	7TH& MYRTLE
Ľ !Г	809700W				AL Grade				SEATTLE		ORE	5. MARGINAL LD	FOX AVE. & MYRTLE
	8097035		-		At Grade				SEATTLE			E MARGINAL LEAD	FOX AVE&WILLOW ST
Ē	809709H	_			At Grades					N. WEST		E. MARGINAL LD	FOX AVE. SO.
Ē	809710C		· · · · · · · · ·	· +	At Grade	· ·				N, WEST			FOX AVE S&BRIGHTN
ŕ	8097113				At Grade		-			N WEST			DUWAMISH AVE SO
	809712R	f			At Grade	-				N WEST		HAR ISL LEAD	E MARGINAL WAY SO
, ,	809715L				At Grade							HAR ISL LEAD	DUWAMISH AVE SO
_	809720H				At Grade	-			-				W. SPOKANE ST
Ē	809721P	·			At Grade					N WEST			11TH AVE
_	809726Y		· · · · ·		At Grade	-				N WEST			11TH AVE(HANFCRD)
_	809729U			- 1	At Grade	· ·							11TH AVE. NO.
	8097331				At Grade								FLORIDA ST
	809734R				At Grade				-				W MASSACHUSETTS
F	809791E	i		i	At Grade	· ·					ORE	- ·	11TH AVE. SO.
	809796N		-		At Grade	<u> </u>							E.MARG.&DUWAMISH
뉘	8097980				At Grade	· · · ·	· ·						IDAHO ST.
·			-·· ['										······································

8.02 - Query by Location						Page 5 of 5
B09804D WA UP Public At Grade Open	000075 KING	SEATTLE ?	N WEST	ORE	HARBOR ISL LEAD 111TH AVE SO	

Generate Report Show Paging Reset

U.S. DOT - CROSSING II	NVENTORY	INFORMATION
AS OF	9/2/2011	

Crossing No.;	085414L	Update Reason:	Changed Crossing
Railroad:	BNSF BNSF Rwy Co	[BN\$F]	
Initiating Agency	Railroad	Type and Position:	Public At Grade

Effective Begin-Date of Record: 12/07/19 End-Date of Record:

Part I Location and Classification of Crossing

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Drvision.	NORTHWEST		State:	WA		
Subdivision:	SCENIC		County:	KING		
Branch or Line Name:	WENACHE-SEATTLE		City:	In SEATTLE		
Railroad Milepost:	0001.77		Street or Road Name:	BROAD ST	REET	
RailRoad I.D. No.:	0050		Highway Type & No.:	city st		
Nearest RR Timetable Sin:	SEATTLE		HSR Corridor ID:			
Parent Railroad:			County Map Ref. No.:	17-2		
Crossing Owner:			Latitude:	47.6145757	,	
ENS Sign Instatled:			Longitude:	-122.35382	31	
Passenger Service:	AMTRAK		Lat/Long Source:	Actual		
Avg Passenger Train Count:	1		Quiet Zone:	24 hr		
Adjacent Crossing with Senarate Number:						
Private Crossing Informa	tion:					
Category:			Public Access:	Unknown		
	Specify Signs:		Specify Sign:	als:		
ST/RF	RA S	T/RR B	ST/RR C	5	ST/RR D	
Railroad Use:						
State Use:						
Narrative:						
Emergency Contact: (800)63	2-5452 Railroa	ad Contact:	(913)551-4540	State Contact:	(360)664-	1262
Part II Railroad Inform	nation					
Number of Daily Train Move	ments:		Less Than One Movern	ent Per Dav:	No	
Total Trains: 55	Totel Switching: 0		Day Thru:		28	
Typical Speed Range Over Cr		to 30 mpn	Maximum: Time Table S	ioeed:	30	
Type and Number of Tracks:	-	Other 1	Specify:	TROLLEY		
the second second second second						

 Does Another RR Operate a Separate Track at Crossing?
 No

 Does Another RR Operate Over Your Track at Crossing?
 Yes: ATK

Crossing 085414L

Effective Begin-Date of Record: 12/07/10 End-Date of Record:

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Part III: Traffic Control Device Information

Signs:		
Crossbucks:	2	Righway Stop Signs: 0
Advanced Warning:	Yes	Hump Crossing Sign;
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs: 2 Specify 0
Train Activated Devices:		
Gates:	2	4 Quad or Full Barrier:
Mast Mounted FL:	2	Total Number FL Pairs: 0
Cantilevered FL (Over):	2	Cantilevarad FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals:	0	Wigwags: 0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Detection: DC/AFO
Track Equipped with Train Sionals?	Yes	Traffic Light Simultaneous Preemption Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees		
Number of Traffic Lanes Crossing Rallroad:	4	Are Truck Pullout Lanes Present? No			
Is Highway Paved?	Yes				
Crossing Surface:	Rubber	lf Other:			
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?			
Does Track Run Down a Street?	No	Is Crossing Illuminated?			
is Commercial Power Availat	blo? Yes				

Highway System:	Other FA Highway - Not NHS		Urban Local	
is Crossing on State Highway System:	No	Road at Crossinn:		
Annual Average Daily Traffic (AADT):	008649	AADT Year:	1993	
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	085413E	Update Reason:	Changed Crossing	
Railroad: BNSF BNSF Rwy Co. (BNSF)				
Initiating Agency	Railroad	Type and Positiion:	Public At Grade	

Effective Begin-Date of Record: 12/07/10 End-Date of Record:

Part I Location and Classification of Crossing

•					
Division:	NORTHWE	ST	State:	WA	
Subdivision:	SCENIC		County:	KING	
Branch or Line Name	e: WENACHE	-SEATTLE	City:	In SEATTLE	
Railroad Milepost:	0001.68		Street or Road Name	: CLAY ST	
RailRoad I.D. No.:	0050		Highway Type & No.:	CITY ST	
Nearest RR Timetab	le Stn: SEATTLE		HSR Corridor (D:		
Parent Railroad:			County Map Ref. No.	.: 17-2	
Crossing Owner:			Latitude:	47.6134653	
ENS Sign Instailed:			Longitude:	-122.3519477	
Passenger Service:	AMTRAK		Lat/Long Source:	Actual	
Avg Passenger Trair	n Caunt: 1		Quiet Zone:	24 hr	
Adjacent Crossing w Separate Number:	ith				
Private Crossing	Information:				
Category:			Public Access:	Unknown	
	Specify Sign:	5:	Specify Sig	anals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR	D
Railroad Use:					
State Use:					
Narrative:					
Emergency Contact:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262
	•				
Part II Railroad	Information				
Number of Daily Tra	ain Movements:		Less Than One Move	ement Per Day: No	
Total Trains:	55 Total Swi	tching; 0	Day Thru:	28	
Typical Speed Range	Over Crossing: From	1 to 30 mph	Maximum Time Table	Speed: 30	

 Does Another RR Operate a Separate Track at Crossing?
 No

 Does Another RR Operate Over Your Track at Crossing?
 Yes: ATK

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End-Date of Record:

Part III: Traffic Control Device Information

Crossbucks:	2	Highway Stop S	igns:		0	
Advanced Warning:	No	Hump Crossing	Sign:			
Pavement Markings:	Stop Lines	Other Signs:	0	Specify:		
			0			
rain Activated Devices:						
Gates:	2	4 Quad or Full B	larrier:			
Mast Mounted FL:	2	Total Number Fl	Pairs:		0	
Cantilevered FL (Over):	1	Cantilevered FL	(Not over)):	0	
Other Flashing Lights:	0	Specify Other Fl	ashing Lig	hts:		
Highway Traffic Signals:	0	Wigwags;	0	Be!	5;	1
Other Train Activated Warning Devices:		Special Warning Train Activated:	Devices I	Nat		
Channelization:		Type of Train Da	etection:		DC/Al	-0
Track Equipped with Train Sionals?	Yes	Traffic Light	Preemptio	n-		

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad;	4	Are Truck Pullout Lanes Present?	No
ts Highway Paved?	Yes		
Crossing Surface:	Asphalt	lf Other.	
Nearby intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does ∃rack Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ole? Yes		

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local	
Is Crossing on State Highway System:	No	Road at Crossing	,	
Annual Average Daily Traffic (AADT):	001440	AADT Year:	1993	
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	085411R	Update Reason:	Ghanged Crossing	
Railroad: BNSF BNSF Rwy Co. [BNSF]				
Initiating Agency	Railroad	Type and Positiion:	Public At Grade	

Effective Begin-Oate of Record: 12/07/10 End-Date of Record:

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Part E Location and Classification of Crossing

Division:	NORTI	HWEST	State:	W/A	
Subdivision:	SCEN	C	County:	KING	
Branch or Line Name	: WENA	CHE-SEATTLE	City:	In SEATTLE	
Railroad Milepost:	0001.5	7	Street or Road Nan	Street or Road Name: VINE ST	
RailRoad f.D. No.:	0050		Highway Type & No	: CITY ST	
Nearest RR Timeteb	e Stn: SEATT	ΈE	HSR Carridar ID:		
Parent Railroad:			County Map Ref. N	o.; 17-2	
Crossing Owner:			Latitude:	47.6129353	
ENS Sign Installed:			Longitude:	-122.3510103	
Passenger Service:	AMTR	4 <i>K</i>	Lat/Long Source:	Actual	
Avg Passenger Train	Count: 1		Quiet Zone:	24 hr	
Adjacent Crossing wi Senarate Number:	th				
Private Crossing	Information:				
Category:			Public Access:	Unknown	
	Specify S	Signs:	Specify 5	ignals:	
	ST/RR A	S7/RR B	ST/RR C	ST/F	RD
Railroad Use:					
State Use:					
Narrative:					
Emergency Contact:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262
Part II Railroad	Information	ì			
Number of Dally Tra	in Movements:		Less Than One Mov	ement Per Day: No	
Total Trains:	55 Total	Switching: 0	Day Thru:	28	

Monitobil di Dany Vi		-11.3.				E600 mai			
Total Trains:	55	Total Switching:	0			Day Thru:	i		28
Typical Speed Rang	e Over Cros	sing: From	1	to	30 mph	Maximum	Time Table !	Speed:	30
Type and Number of	f Tracks:	Main: 2	C	Diher	1		Specify:	TROLLEY	
Does Another RR O	perate a Sep	arate Track at Cro	ssing	<u>a</u> ?		No			
Does Another RR O	perate Over	Your Track at Cros	ssing	?		Yes: ATK			

Continued

Crossing 085411R

Effective Begin-Date of Record: **12/07/10** End-Date of Record:

Part III: Traffic Control Device Information

Signs;		
Crossbucks:	2	Highway Stop Signs: 0
Advanced Warning:	No	Hump Crossing Sign:
Pavement Markings:	Stop Lines	Other Signs: 0 Specify:
		0
Train Activated Devices:		
Gates:	2	4 Quad or Full Barrier:
Mast Mounted FL:	2	Total Number FL Pairs: 0
Cantilevered FL (Over):	1	Cantilevered FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals:	0	Wigwags: 0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Detection: DC/AFO
Track Equipped with Train Sionals?	Yes	Trafile Light Interconnection/Preemotion:

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
	muosmar		•
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Asphait	If Other:	
Nearby Intersecting			
Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a			
Street?	No	is Crossing Numinated?	
Is Commercial Power Available	? Yes		

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local	
Is Crossing on State Highway System:	No	Road at Crossino:		
Annual Average Daity Traffic (AADT):	000866	AADT Year:	1993	
Estimated Percent Trucks:	27	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

U.S. DOT - CROSSING II	NVENTORY INFORMATION
AS OF	9/2/2011

		AS OF 9/2/2011			
Crossing No.:	085 41 0J	Update Reason:	Changed Crossing		
Railroad:	BN\$F_BN\$F Rwy Co	[BNSF]			
Initiating Agency	Railroad	Type and Positiion:	Public At Grade		

Effective Begin-Date of Record: 12/07/10 End-Date of Record:

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Part I Location and Classification of Crossing

Division:	NORTHWEST	r	State:	WA		
Subdivision:	SCENIC		County:	KING		
Branch or Line Name:	WENACHE-S	EATTLE	City:	In SEATTL	Æ	
Railroad Milepost:	0001.51		Street or Road Name	WALL S	ST .	
RailRoad I.D. No.:	0050		Highway Type & No.:	CITY ST	г	
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:			
Parent Railroad:			County Map Ref. No.	: 17-2		
Crossing Owner:			Latitude:	47.6116	900	
ENS Sign Instatled:			Longitude:	-122.34	86709	
Passenger Service:	AMTRAK		Lat/Long Source:	Actual		
Avg Passenger Train Count:	1		Quiet Zone:	24 hr		
Adjacent Crossing with Separate Number:						
<u>Private Crossino Informa</u>	ition:					
Category:			Public Access:	Unkno	wn	
	Specify Signs:		Specify Sig	nais:		
STIR	RA	ST/RR B	ST/RR C		ST/RF	RD
Railroad Use:						
State Use:						
Narrative:						
Emergency Contact: (800)8	32-5452	Railroad Contact:	(913)551-4540	State Contr	act:	(360)664-1262
Part II Railroad Infor	mation					
Number of Daily Train Move	ments:		Less Than One Move	ment Per Day	: No	
Total Trains: 55	Total Switch	iing: 0	Day Thru:		28	
Typical Speed Range Over Co	ossing: From	1 to 30 mph	Maximum Time Table	e Speed:	30	

 Does Another RR Operate a Separate Track at Crossing?
 No

 Does Another RR Operate Over Your Track at Crossing?
 Yes: ATK

Crossing 085410J

Part III: Traffic Control Device Information

Crossbucks:	2	Highway Stop Sig	gns:		0	
Advanced Warning:	No	Hump Crossing S	Sign:			
Pavement Markings:	Stop Lines	Other Signs: (,	Specify:		
		c	7			
Train Activated Devices:						
Gates:	4	 4 Quad or Full Ba 	arden		Yes	
Mast Mounted FL:	2	Total Number FL	Pairs:		0	
Cantilevered FL (Over):	1	Cantilevered FL (Not over):		0	
Other Flashing Lights:	0	Specify Other Fla	shing Ligh	its:		
Highway Trafiic Signals:	0	Wigwags:	0	Bell	s:	1
Other Train Activated Warning Devices:		Special Warning I Train Activated:	Devices N	ot		
Channelization:		Type of Train Det	ection:		DC/Ai	FQ
Track Equipped with Train Stonals?	Yes	Traffic Light Interconnection/P	noinmear	:		

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	80 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Asphalt	If Other.	
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ole? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial
ls Crossing on State Highway System:	No	Road at Crossino:	
Annual Average Daily Traffic (AADT):	003477	AADT Year:	1993
Estimated Percent Trucks:	03	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	101039H	Update Reason:	Changed Crossing
Rallroad:	BNSF BNSF Rwy Co.	. (BNSF)	
Initiating Agency	Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 08/17/08 End-Date of Record:

Part | Location and Classification of Crossing

.

Division:	NORTHWEST		State:	WA
Subdivision:	STACY ST YARD		County:	KING
Branch or Line Name:	STCY ST. YD		City:	In SEATTLE
Railroad Milepost:	0000.00		Street or Road Name:	ATLANTIC ST
RailRoad I.D. No.:	0623		Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:	
Parent Railroad:			County Map Ref. No.:	17-2
Crossing Gwner:			Latitude:	47.3037990
ENS Sign Installed:			Longitude:	-122.2266010
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	0		Quiet Zone:	No
Adjacent Crossing with Senarate Number:				
Private Crossing Informa	tion:			
Category:			Public Access:	
	Specify Signs:		Specify Signal	\$:
ST/R	RA	STIRR B	ST/RR C	ST/RR D
Raiiroad Use:				
State Use:				
Narrative:				

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact: (360)664-1262

Part II Railroad Information

Number of Dail;	y Train Movert	ients:			Less Than One Moven	nent Per Day:	No
Total Trains:	32	Total Switchi	ng; 32		Oay Thru:		0
Typical Speed R	ange Over Cro	ssing: From	1 to	10 mph	Maximum Time Table 3	Speed:	10
Type and Numb	er of Tracks:	Main: 0	Other	5	Specify:	YARD & IN	D
Does Another Ri	R Operate a Se	parate Track at	Crossing?	,	Yes: UP		
Does Another Ri	R Operate Ove	r Your Track at (Crossing?		Yes: UP		

Continued

Crossing 101039H

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Part III: Traffic Control Device Information

Signs:		
Crossbucks:	1	Highway Stop Signs: 0
Advanced Warning:	Na	Hump Crossing Sign:
Pavement Markings:	No Markings	Other Signs: 0 Specify:
		D
Train Activated Devices:		
Gates:	Q	4 Quad or Full 8amer:
Mast Mounted FL:	Q	Total Number FL Pairs: 0
Cantilevered FL (Over):	0	Cantilevered FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals:	0	Wigwags: 0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Detection: None
Track Equipped with Train Signals?	Na	Traffic Light Interconnection/Preemption:

Part IV: Physical Characteristics

7ype of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Laties Crossing Reilroad:	4	Are Truck Putlout Lanes Present?	Na
ts Highway Paved?	Yes		
Crossing Surface:	Timber	lf Other:	
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a Street?	Na	Is Crossing Illuminated?	
Is Commercial Power Availab	ble? Yes		

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local
Is Crossing on State Highway System:	No	Road at Crossino	
Annual Average Daily Traffic (AADT):	000010	AADT Year	1988
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	0
Posted Highway Speed:	¢		

Crossing No.:	399761	C Update Reason:	New Crossing
Railroad:	υP	Union Pacific RR Co. [UP]	
Initiating Agency	State	Type and Position:	Public At Grade

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

Part I Location and Classification of Crossing

Division:	COAST		Slate:	WA
Subdivision:	5		County;	KING
•	_	_		•
Branch or Line Name.	WATERFRONT LIN	E	City: Ir	1 SEATTLE
Railroad Milepost:	0780.00		Street or Road Name:	ATLANTIC ST
Ra'lRoad I.D. No.:	TRK W2		Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE		HSR Corridar ID:	
Parent Railroad:			County Map Ref. No.:	SHT 7OF13
Crossing Owner:			Lalilude:	47.3037990
ENS Sign Installed:			Longitude:	-122,2266010
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	0		Quiet Zone:	No
Adjacent Crossing with Separate Number:				
Private Crossing Informat	lion:			
Category:			Public Access:	
:	Specify Signs:		Specify Signals	c
ST/RR	A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Natrative:

Radroad Contact: (360)664-1262 Emergency Contact. (800)848-8715 State Contact: Part II Railroad Information Less Than One Movement Per Day: Number of Daily Train Movements: No Total Trains: 4 Day Thru: Ď. Total Switching: 4 Typical Speed Range Over Crossing: From 5 to 10 mph Maximum Time Table Speed: 10

 Type and Number of Tracks:
 Main:
 0
 Other
 2
 Specify:
 LEADS

 Does Another RR Operate a Separate Track at Crossing?
 Yes: UP BN PRTD

 Does Another RR Operate Over Your Track at Crossing?
 Yes: UP BN

Continued

Crossing 399761C

Part III: Traffic Control Device Information

0	Highway Stop Signs:	0	
No	Hump Crossing Sign:		
No Markings	Other Signs: D Specify:		
	0		
0	4 Quad or Full Barrier:		
0	Total Number FL Pairs:	0	
0	Cantitevered FL (Not ove	r): O	
0	Specify Other Flashing Li	ights:	
0	Wigwags: D	Bells:	0
	Special Warning Devices Train Activated:	Not	
	Type of Train Detection:	None	
No	Traffic Light Interconnection/Preempti	מח:	
	No No Markings 0 0 0 0 0	No Hump Crossing Sign: No Markings Other Signs: D 0 4 Quad or Full Barrier: 0 0 4 Quad or Full Barrier: 0 0 Total Number FL Pairs: 0 0 Cantilevered FL (Not ove 0 Specify Other Flashing Li 0 Wigwags: D 0 Special Warning Devices Train Activated: Type of Train Detection: No	No Hump Crossing Sign: No Markings Other Signs: D 0 4 Quad or Full Barrier: 0 0 4 Quad or Full Barrier: 0 0 Total Number FL Pairs: 0 0 Cantilevered FL (Not over): 0 0 Specify Other Flashing Lights: 0 Wigwags: 0 0 Special Warning Devices Not Train Activated: Type of Train Detection: None

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
is Highway Paved?	Yes		
Crossing Surface:	Asphalt	If Other:	
Nearby Intersecting Highway?	L o ss than 75 feet	ls it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ble? Yes		

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local
Is Crossing on State Highway System:	No	Road at Crossipp:	
Annua: Average Daily Traffic (AADT):	000010	AADT Year:	1970
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	085583 Y	Update Reason:	Changed Crossing
Railroad: BNSF BNSF Rwy Co. [BNSF]			
Initiating Agency	Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record. 07/01/08 End-Date of Record:

Part Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	\$EATTLE	County:	KING
Branch or Line Name:	SEATTLE-VANC WA	City: /	n SEATTLE
Railroad Milepost:	0000.84	Street or Road Name:	HOLGATE \$T
RailRoad LD. No.:	0051	Highway Type & No.:	
Nearest RR Timetable Stn:	SEATTLE	HSR Contdor ID:	
Parent Raitroad;		County Map Ref. No.:	17-2
Crossing Owner.		Latitude:	47.5861009
ENS Sign installed:		Longilude:	-122.3320137
Passenger Service:	AMTRAK	LaVisiong Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	No
Adjacent Crossing with Separate Number:			
Private Crossing Informa	tion:		
Category:		Public Access:	
	Specify Signs:	Specify Signals	s:
STIRF	A ST/RR B	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact: (800)83	2-5452 Railroad Contact.	(913)551-4540 S	ilate Contact: (360)664-1262
Part II Railroad Inform	nation		
Number of Daily Train Mover	nents:	Less Than One Movemer	nt Per Day: No
Total Trains: 67	Total Switching: 0	Day Thru:	34
Typical Speed Range Over Cro	ossing: From 1 to 50 mph	Maximum Time Table Spi	eed: 50
Type and Number of Tracks:	Main: 2 Other 4	Specify:	YARD TRKS
Does Another RR Operato a S	eparate Track at Crossing?	No	
Coes Another RR Operate Ove		Yes: ATK	

Crossing 085583Y

Effective Begin-Date of Record: 07/01/08 End-Date of Record:

.

Part III: Traffic Control Device Information

Signs:				
Crossbucks:	3	Highway Stop Signs: 0		
Advanced Warning:	No	Hump Crossing Sign:		
Pavement Markings:	No Markings	Other Signs: 2 Specify:		
		. 0		
Train Activated Devices:				
Gates:	2	4 Quad or Full Barrier:		
Mast Mounted FL:	2	Total Number FL Pairs: 0		
Cantilevered FL (Over):	0	Cantilevered FL (Not over): 0		
Other Flashing Lights:	0	Specify Other Flashing Lights:		
Highway Traffic Signals:	0	Wigwags: 0 Bells: 2		
Other Train Activated Warning Devices.		Special Warning Devices Not Train Activated:		
Channelization:		Type of Train Detection: Constant Warning Tim	ne	
Track Equipped with Train Sionals?	Yes	Traffic Light Interconnection/Preemotion:		

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle: 60 to 90 De	
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pulloui Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Concrete	lf Other;	
Nearby Intersecting Highway?	Less than 75 feet	is it Signalized?	
Does Treck Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	de? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Collector
ls Grossing on State Highway System:	No	Roef et Crossino:	
Annual Average Daily Traffic (AADT):	005900	AADT Year:	1993
Estimated Percent Trucks:	09	Avg. No of School Buses per Day:	o
Posted Highway Speed:	0		

Crossing No.:	101007C	Update Reason:	Changed Crossing
Railroad:	BNSF BNSF Rwy C	o. [BNSF]	
Initialing Agency	Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 12/14/09 End-Date of Record:

Part I Location and Classification of Crossing

Division:	NORTHWEST		State:	WA
Subdivision:	KING ST STATIO		County:	KING
Branch or Line Name:	7TH AVE LO&SPR	ks	City:	In SEATT!.E
Railroad Milepost;	0003.00		Street or Road Name:	HOLCATE ST.
RaifRoad I.D. No.:	0622		Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SPOKANE		HSR Corridor ID:	
Parent Railroad:			County Map Ref. No.:	17-2
Crossing Owner.			Latitude:	47.5855010
ENS Sign Installed:			Longitude:	-122.3193970
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	0		Quiet Zone:	No
Adjacent Crossing with Separate Number:				
Private Crossing Informa	ition:			
Category:			Public Access:	
	Specify Signs:		Specify Signal	IS:
ST/R	RA	ST/RR 8	ST/RR C	ST/RR D
Railroad Use:				
State Use:				
Narrețive:				

Emergency Contact:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262

Part II Railroad Information

Number of Daily	y Train Mover	ients:		Less Than One Movem	ent Per Day:	No
Total Trains:	B	Total Switching:	8	Day Thru:		0
Typical Speed R	ange Over Cro	ssing: From	to 10 mph	Maximum Time Table S	ipeed:	10
Type and Numb	er of Tracks:	Main: 0	Other 2	Specify:	YARD	
Does Another RI	R Operate a Se	parate Track at Cro	issing?	Na		
Does Another RI	R Operate Ove	r Your Track at Cros	ssing?	Na		

Part III: Traffic Control Device Information

Signs:			
Crosebucks:	0	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 2	Specify:
		C	
Train Activated Devices:			
Gates:	0	4 Quad or Full Barrier.	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	2	Cantilevered FL (Not ov	/er): 0
Other Flashing Lights:	0	Specify Other Flashing	Lights:
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Device Train Activated:	is Not
Channe!jzalion:		Type of Train Detection.	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preamo	itian:

Part IV: Physical Characteristics

Type of Development: Commercial		Smallest Crossing Angle:	80 to 90 Degrees	
Number of Traffic Lanes Crossing Railroad:	5	Are Truck Pullout Lanes Present?	No	
Is Highway Paved?	Yes			
Crossing Surface:	Asphalt	If Other:		
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?		
Does Track Run Down a Street?	No	Is Crossing Illuminated?		
Is Commercial Power Availat	ple? Yes			

Highway System:	Other FA Highway - Not NHS		Urban Other Principal	
Is Crossing on State Highway System:	No	Road at Crossinc:		
Annual Average Daiiy Traffic (AADT):	010900	AADT Year:	1988	
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

U.S. DOT - CROSSING II	VENTORY INFORMATION
AS OF	9/2/2011

 Crossing No.:
 809504P
 Update Reason:
 Changed Crossing

 Railroad:
 UP
 Union Pacific RR Co. (UP.)
 Initiating Agency
 Railroad
 Type and Position:
 Public At Grade

.

Effective Begin-Date of Record: 12/27/88 Enc-Date of Record:

Part I Location and Classification of Crossing

	Division:	N. WEST		State:	WA	
	Subdivision:	ORE.		County:	KING	
	Branch or Line Name:	SEA. M.L.		City: Ii	n SEATTLE	
	Raiiroad Milepost:	0182.30		Street or Road Name.	HOLGATE STREE	ET SO
	RallRoad I.D. No.:			Highway Type & No.:	FAM9011	
	Nearest RR Timetable Stn:	SEATTLE		HSR Corridor (D:		
	Parent Railroad:			County Map Ref. No.:	17-2&80F13	
	Crossing Owner:			Latitude:	47,5863000	
	ENS Sign Installed;			Longitude:	-122.3261030	
:	Passenger Service:			Lat/Long Source:		
	Avg Passenger Train Count:	0		Quiet Zone:	No	
	Adjacent Crossing with Secarate Number:					
ļ	Private <u>Crossino Informat</u>	ion:				
	Category:			Public Access:		
	:	Specify Signs:		Specify Signats	::	
	ST/RR	A	ST/RR 3	ST/RR C	ST/RR	D
R	aitroad Use:					
s	tate Use:					
N	arrative:					
E	mergency Contact: (800)84	1-8715 F	Railroad Contact-	5	tate Contact:	(360)664-1262
Pa	rt II Railroad Inforn	nation				
ľ	Number of Daily Train Mover	ients:		Less Than One Movemer	t Per Day: No	
-	Total Trains: 2	Total Switching	: 2	Day Thru:	O	
-	Typical Speed Range Over Cro	ssing: From	10 1a 16 mph	Maximum Time Table Spe	eed: 15	
-	Type and Number of Tracks:	Main: 2	Olber 1	Specify:	SPURS	
[Does Another RR Operate a Se	eparate Track at C	rossing? N	0		
	Does Another RR Operate Ove			0		
	· · · · · · · · · · · · · · · · · · ·		•			

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Crossing 809504P

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Effective Segin-Date of Record: 12/27/68
End-Date of Record:
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Part III: Traffic Control Device Information

Signs:			
Crossbucks:	0	Highway Stop Signs: 0	
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 4 Specify: 6 TRACKS	
		0	
Train Activated Devices:			
Gates:	0	4 Quad or Full Barrier;	
Mast Mounted FL:	4	Total Number FL Pairs: 0	
Cantitevered FL (Over):	٥	Cantilevered FL (Not over): 0	
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signais:	Q	Wigwags: 0 Betts: 2	
Other Train Activated Warning Devices:		Special Waming Devices Not Train Activated:	
Channelization:		Type of Train Detection: DC/AFC	
Track Equipped with Train Signals?	No	Traffic Light Simultaneous Preem Interconnection/Preemption:	ption

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle.	60 to 90 Degrees
Number of Traffic Lanes Crossing Railmad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other,	
Nearby Intersecting Highway?	N/A	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ble? Yes		

Highway System:	Cther FA Highway - Not NHS		Urban Collector	
Is Crossing on State Highway System:	No	Road at Crossion:		
Annual Average Daily Traffic (AADT):	009100	AADT Year:	1968	
Estimated Percent Trucks:	10	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	085584F	Update Reason:	Changed Crossing
Raiiroad:	BNSF BNSF Rwy Co	(BNSF)	
Initiating Agency	Raitroad	Type and Position:	Public At Grade

Effective Begin-Date of Record: 07/01/08 End-Date of Record:

Part I Location and Classification of Crossing

Division:	NORTHWEST		State:	WA	
Subdivision;	SEATTLE		County:	KING	
Branch or Line Name:	SEATTLE-VANC W	А	City: /	SEATTLE	
Railroad Milepost:	0001.28		Street or Road Name:	LANDER ST	
RailRoad J.D. No.:	0051		Highway Type & No.:		
Nearest RR Timetable Stri:	SPOKANE		HSR Corridor ID:		
Parent Railroad:			County Map Ref. No.:	17 2 11	
Crossing Owner:			Lalitude:	47,5798105	
ENS Sign Installed:			Longitude:	-122.3320193	
Passenger Service:	AMTRAK		Lat/Long Source:	Actual	
Avg Passenger Train Count:	1		Quiet Zone:	No	
Adjacent Crossing with Separate Number:					
Private Crossing Informat	ion:				
Category:			Public Access:		
:	Specify Signs:		Specify Signals	c	
ST/RR	A	ST/RR B	ST/RR C	ST	RR D
Railroad Use:					
State Use:					
Narrative:					

Emergency Conta⊏t:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262

Part II Railroad Information

Number of Daily	/ Train Mover	ients:		Less Than One Movemen	t Per Day: No
Total Trains:	67	Total Switching:	0	Day Trru:	34
Typical Speed R	ange Över Crö	ssing: From	1 to 50 mph	Maximum Time Table Spe	eed: 50
Type and Numbe	er of Tracks	Main: 2	Other 2	Specify:	YARD TRKS
Does Another RF	R Operate a Se	parate Tra⊏k et Cro	ssing?	No	
Does Another RP	R Operate Over	Your Track at Cros	ising?	Yes: ATK	

Continued

Crossing 085584F

Part III: Traffic Control Device Information

Signs:				
Crossbucks:	0	Highway Stop Signs:		0
Advanced Warning:	Na	Hump Crossing Sign:		
Pavement Markings:	No Markings	Other Signs: 2	Specify:	4-TRKS
		. 0		
Train Activated Devices:				
Gates:	2 ·	4 Quad or Full Barrier:		
Mast Mounted FL;	2	Total Number FL Pairs	:	0
Cantilevered FL (Over):	2	Cantilevered FL (Not of	ver):	0
Other Flashing Lights:	0	Specify Other Flashing	Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Ве	elis: 2
Other Train Activated Warning Devices:		Special Warning Devic Train Activated:	es Not	
Cлannelization:		Type of Train Detection	Ľ	DC/AFO
Track Equipped with Train Stopals?	Yes	Traffic Light Interconnection/Preem	nlion:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	5	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Concrete	If Other:	
Nearby Intersecting Highway?	N∕A	ls it Signalized?	
Does Track Run Down a Streat?	No	ts Crossing Illuminated?	
is Commercial Power Availab	bio? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Other Principal	
ls Crossing on State Highway System:	No	Road at Crossino:		
Annual Average Daily Traffic (AAOT):	013280	AADT Year:	1993	
Estimated Percent Trucks:	15	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	096481L	Update Reason:	Changed Crossing
Railroad:	BN\$F BNSF Rwy C	a. (BNSF)	
Initiating Agency	Railroad	Type and Position:	Public At Grade

Effective Begin-Date of Record: 02/27/09 End-Date of Record:

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Part I Location and Classification of Crossing

Division:	NOR HWEST		State:	WA
Subdivision:	SEATTLE		County:	KING
Branch or Line Name.	SEAFAB-TXCO SP	R	City: k	n SEATTLE
Ratiroad Milepost:	0002.22		Street or Road Name:	S.W. LANDER ST
RailRoad I.D. No.:	D051		Highway Type & No.:	CITY ST
Nearest RR Timetable Stri:	SPOKANE		H\$R Corndor ID:	
Parent Rallroad:			County Map Ref. No.:	17-2
Crossing Owner:			Latitude:	47.5798190
ENS Sign Installed:			Longilude:	-122.3548370
Passenger Service:			Lat/Long Source:	Fed. Derived
Avg Passenger Train Count:	0		Quiet Zona:	Na
Adjacent Crossing with Separate Number:				
Private Crossing Informat	<u>ion:</u>			
Category.			Public Access:	
:	Specify Signs:		Specify Signals	
ST/RR	A	ST/RR 8	ST/RR C	ST/RR D
Railroad Use:				
State Use:				
Narrative:				

Emergency Contact:	(800)832-5452	Railroad Contact.	(913)551-4540	State Contact:	(360)654-1262

Part II Railroad Information

Number of Daily	y Train Mov e m	ents:			Less Than One Moven	nent Per Day:	No
Total Trains:	3	Total Switching:	з		Day Thru:		Ó
Typical Speed R	ange Over Cro	ssing: Fram	1 to	50 mph	Maximum Time Table 3	Speed:	50
Type and Numbe	er of Tracks:	Mam: 0	Other	r 4	Specify:	IND, SPUR	RS
Does Another Ri	R Operate a Se	parate Track at Cro	ssing?	1	10		
Does Another RP	R Operate Over	Your Track at Cros	ssing?	1	40		

Crossing 096481L

U.S. DOT - CROSSING INVENTORY INFORMATION Continued Effective Begin-Date of

Effective Begin-Date of Record: 02/27/09 End-Oate of Record:

Part III: Traffic Control Device Information

Signs;		
Crossbucks:	D	Highway Stop Signs: 0
Advanced Warning:	No	Hump Crossing Sign:
Pavement Markings:	No Merkings	Other Signs: 0 Specify:
		Q
Train Activated Devices:		
Gates:	٥	4 Quad or Full Barrier:
Mast Mounted F1:	0	Total Number FL Pairs: 0
Cantilevered FL (Over):	0	Cantitevered FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals:	0	Wigwags: 0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Datection: None
Track Equipped with Train Sionals?	No	Traffic Light Interconnection/Preemotion:

Part IV: Physical Characteristics

Type of Development:	Industrial	Smellest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Asphalt	If Other:	
Nearby Intersecting Highway?	Less than 75 feet	ls it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
is Commercial Power Augilat	No2 Yes		

is Commercial Power Available? Yes

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local
ls Crossing on State Highway System:	No	Road at Crossino:	
Annua: Average Daily Traffic (AADT):	000010	AADT Year:	1988
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	D
Posted Highway Speed:	D		

Crossing No.:	1010115	Update Reason:	Changed Crossing
Railroad:	BNSF BNSF Rwy Co	, (RNSF)	
Initiating Agency	Railroad	Type and Positiion:	Public At Grade

Effective Segin-Date of Record: 08/17/06 End-Date of Record:

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Part | Location and Classification of Crossing

Does Another RR Operate a Separate Track at Crossing?

Does Another RR Operate Over Your Track at Crossing?

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name;	8TH AVE LEAD	City:	In SEATTLE
Railroad Milepost:	0003.00	Sireel or Road Name:	LANDER ST
RailRoad I.D. No.:	0051	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SPOKANE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.5798000
ENS Sign Installed:		Longitude:	-122.3365020
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quist Zone:	No
Adjacant Crossing with Separate Number:			
Private Crossing Informa	ation:		
Category:		Public Access:	
	Specify Signs:	Specify Signa	is:
ST/RF	RA ST/RR B	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact: (800)83	32-5452 Railroad Contact:	(913)551-4540	State Contact: (350)664-1262
Part II Railroad Inform	mation		
Number of Daily Train Mover	ments:	Less Than One Moveme	ant Per Day: No
Total Trains: 4	Total Switching: 4	Day Tivu:	Ð
Typical Speed Range Over Cr	ossing:From 1 to 79 mp	oh – Maximum Time Table Sj	poed: 79
Type and Number of Tracks:	Main: 0 Other 3	Specify:	IND LEAD

No

No

Continued

Crossing 101011S

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Part III: Traffic Control Device Information

Crossbucks:0Highway Stop Signs:0Advanced Warning:NoHump Crossing Sign:-Pavement Markings:No MarkingsOther Signs:0Pavement Markings:No MarkingsOther Signs:00Train Activated Devices:00Frain Activated Devices:04 Quad or Full Barrier:0Gates:01 Total Number F1 Pairs:0Mast Mounted FL:0Cantilevered FL (Not over):0Cantilevered F1 (Over):0Cantilevered FL (Not over):0Other Flashing Lights:0Specify Other Flashing Lights.0Highway Traffic Signals:0Wigwags:0Bells:0Other Train ActivatedSpecial Warning Devices Not Train Activated:Train Activated:Non éTrack Equipped with Train Sionals?NoTraffic Light unterconnection/Preemption:Non é	Signs:						
Pavement Markings: No Markings Other Signs: 0 Specify: 0 0 0 0 Train Activated Devices: 0 4 Quad or Full Barrier: 0 Gates: 0 4 Quad or Full Barrier: 0 Mast Mounted FL: 0 Total Number F2 Pairs: 0 Cantilevered F2 (Over): 0 Cantilevered FL (Not over): 0 Other Flashing Lights: 0 Specify Other Flashing Lights. 0 Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Special Warning Devices Not Train Activated: 0 Special Warning Devices Not Non é Track Equipped with No Traffic Light Non é Non é	Crossbucks:	O	Highway Stop 5	Signs:		0	
O Train Activated Devices: Gates: 0 Mast Mounted FL: 0 Mast Mounted FL: 0 Cantilevered FL (Over): 0 Cantilevered FL (Over): 0 Cantilevered FL (Not over): 0 Other Flashing Lights: 0 Cher Train Activated Specify Other Flashing Lights. Other Train Activated Special Warning Devices Not Train Activated: Chennelization: Type of Train Detection: Track Equipped with No	Advanced Warning:	No	Hump Crossing	g Sign:			
Train Activated Devices: 0 4 Quad or Full Barrier; Mast Mounted FL: 0 Total Number FL Pairs; 0 Cantilevered FL (Over): 0 Cantilevered FL (Not over); 0 Other Flashing Lights: 0 Specify Other Flashing Lights. 0 Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Warning Devices; Train Activated: Train Activated: Noné Track Equipped with No Traffic Light Noné	Pavement Markings:	No Markings	Other Signs:	٥	Specify:		
Gates: 0 4 Quad or Full Barrier: Mast Mounted FL: 0 Total Number FL Pairs: 0 Cantilevered FL (Over): 0 Cantilevered FL (Not over): 0 Other Flashing Lights: 0 Specify Other Flashing Lights. 0 Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Special Warning Devices Not Train Activated: Train Activated: None Channelization: Type of Train Detection: None Track Equipped with No Traffic Light				٥			
Mast Mounted FL: 0 Total Number FL Pairs: 0 Cantilevered FL (Over): 0 Cantilevered FL (Not over): 0 Other Flashing Lights: 0 Specify Other Flashing Lights. 0 Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Warning Devices: Train Activated: Train Activated: Non é Track Equipped with No Traffic Light Non é	Train Activated Devices:						
Cantilevered FL (Over): 0 Cantilevered FL (Not over): 0 Other Flashing Lights: 0 Specify Other Flashing Lights. 0 Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Special Warning Devices Not Warning Devices: Train Activated: Non é Channelization: Type of Train Detection: Non é Track Equipped with No Traffic Light	Gates:	· 0	4 Quad or Full	Barrier:			
Other Flashing Lights: 0 Specify Other Flashing Lights. Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Special Warning Devices Not Train Activated: 0 Non é Channelization: Type of Train Detection: Non é Track Equipped with No Traffic Light	Mast Mounted FL:	0	Total Number F	Pairs:		D	
Highway Traffic Signals: 0 Wigwags: 0 Bells: 0 Other Train Activated Special Warning Devices Not Special Warning Devices Not Train Activated: Warning Devices: Train Activated: Train Detection: Noné Channelization: Type of Train Detection: Noné Track Equipped with No Traffic Light	Cantilevered F2 (Over):	0	Cantilevered Fi	L (Not over):	0	
Other Train Activated Special Warning Devices Not Warning Devices: Train Activated: Channelization: Type of Train Detection: None Track Equipped with No Traffic Light	Other Flashing Lights:	0	Specify Other F	Jashing Lig	jhts.		
Warning Devices; Train Activated; Channelization; Type of Train Detection; None Track Equipped with No Traffic Light	Highway Traffic Signals:	0	Wigwags:	D	Bel	ls:	0
Track Equipped with No Traffic Light					Not		
	Channelization:		Type of Train D	letection:		None	
		No		/Preemptic	n:		

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	5	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other:	
Nearby Intersecting Highway?	Less than 75 feet	ls it Signalized?	
Does Track Run Down a Street?	Yes	Is Crossing Illuminated?	
Is Commercial Power Availab	ple? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Other Principa)	
ls Crossing on State Highway System:	No	Road at Crossing:		
Annual Average Daily Traffic (AADT):	012100	AADT Year:	1988	
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	Ó	
Posted Highway Speed:	٥			

Crossing No.:	809503H		pdate Reason:	Changed Crossing	
Railroad:	UP	Union Pacific RR (
Initiating Agency	/ Railroa	d ⊺yp	e and Positiion:	Public At Grade	

Effective Begin-Date of Record: 12/27/88 End-Date of Record:

Part I Location and Classification of Crossing

Division;	N. WEST.		State:	WA
Subdivision:	ORE.		County:	KING
Branch or Line Name:	ML SEA.		City. Nea	# SEATTLE
Railroad Milepost:	0:81.80		Street or Road Name:	LANDER ST. SQ.
RailRoad I.D. No.:			Highway Type & No.:	FAM9008
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:	
Parent Railroad;			County Map Ref. No.:	17-2&8OF13
Crossing Owner;			Latitude:	47.5798000
ENS Sign Installed:			Longitude:	-:22 .3262020
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	D		Quiet Zone:	No
Adjacent Crossing with Senarate Number.				
Private Crossing Informa	<u>tion:</u>			
Category:			Public Access:	
	Specify Signs:		Specify Signal	5 .
ST/RF	A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative:

Emergency Contact: (800)848-8715 Railroad Contact: State Contact: (360)864-1262

Part II Railroad Information

Number of Daily Train Movements:				Less Than One Movement Per Day:		No	
Total Trains:	2	Total Switching:	2		Day Thru:		D
Typical Speed Ra	ange Over Cπ	ssing: From	5 to	10 mph	Maximum Time Table S	Speed:	15
Type and Numbe	r of Tracks:	Main: 2	Othe	er 1	Specify:	SPUR	
Does Another RR Operate a Separate Track at Crossing? No							
Does Another RR Operate Over Your Track at Crossing? No							

Crossing 609503H

Effective Begin-Date of Record: 12/27/88 End-Date of Record:

Part III: Traffic Control Device Information

Signs:		
Crossbucks:	0	Highway Stop Signs: 0
Advanced Warning:	No	Hump Crossing Sign:
Pavement Markings:	No Markings	Other Signs: 2 Specify: 4 TRACKS
		0
Train Activated Devices:		
Gates:	0	4 Quad or Full Barrier:
Mast Mounted FL:	0	Total Number FL Pairs: 0
Cantilevered FL (Over):	4	Cantilevered FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals;	D	Wigwags: 0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Detection: DC/AFO
Track Equipped with Train Sionals?	No	Traffic Light Simultaneous Preemption Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lates Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other:	
Nearby Intersecting Highway?	N/A	Is it Signalized?	
Does Track Run Down a Street?	No	ts Crossing Itluminated?	
Is Commercial Power Availat	ble? Yes		

Part V: Highway Information

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Highway System:	Other FA Highway - Not NHS		Urban Other Principal
ls Crossing on State Highway System:	No	Road at Crossino:	
Annual Average Daily Traffic (AADT):	011800	AADT Year:	1986
Estimated Percent Trucks:	10	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	095988D	Update Reason:	Changed Crossing	
Railroad: BNSF BNSF Rwy Co. [BNSF]				
Initiating Agency	Railroad	Type and Positiion:	Public At Grade	

Effective Begin-Date of Record: 02/27/09 End-Date of Record:

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	SPOKANE ST WYE	City:	In SEATTLE
Railroad Milepost:	0002.22	Street or Road Name:	SPOKANE ST W.BD
RailRoad I.D. No.:	0051	Highway Type & No.:	
Nearest RR Timetable Str:	SPOKANE	HSR Corridor (D:	
Parent Railroad:		County Map Ref. No.:	
Crossing Owner:		Lalitude:	47.5719990
ENS Sign Installed:		Longitude:	-122,3263020
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Qual Zona:	No
Adjacent Crossing with Separate Number:			
Private Crossing Informa	<u>tion:</u>		
Category:		Public Access:	

Specify Signs: Specify Signals: ST/RR A ST/RR B ST/RR C ST/RR D Railroad Use:

State Use:

Namative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact: (360)654-1262

Part II Railroad Information

Number of Daily	Train Movem	ents:		Less Than One Movem	ent Per Day:	No
Total Trains:	27	Total Switching:	27	Day Thru:		0
Typical Speed Ri	ange Over Cro	ssing: From	1 to 50 mph	Maximum Time Table \$	Spee d :	50
Type and Number	er of Tracks:	Main: 0	Other 3	Specify:	IND SPUR	
Does Another RF	R Operate a Se	parate Track at Cro	ssing?	No		
Does Another RF	R Operate Ove	r Your Track at Cros	sing?	Yes: UP		

Crossing 095988D

Effective Begin-Date of Record: 02/27/09 End-Date of Record:

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Part III: Traffic Control Device Information

Signs:			
Crossbucks;	0	Highway Stop Signs:	o
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 0 Specify	:
		. 0	
Train Activated Devices:			
Gates:	0	4 Quad or Fvll Barrien	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered Fill (Over):	Q	Cantilevered FL (Not over):	0
Other Flashing Lights:	Q	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0 B	elis: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Sionals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traific Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other:	
Nearby Intersecting Highway?	N/A	ls it Signalized?	
Does Track Run Down a Street?	No	ts Crossing Illuminated?	
In One second Device Availab			

Is Commercial Power Available? Yes

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local
Is Crossing on State Highway System:	No	Road at Crossino:	-
Annua: Average Daliy Traffic (AADT);	010000	AADT Year:	1990
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	085587B	Update Reason;	Changed Grossing
Railroad:	BNSF BNSF Rwy Co	[BNSF]	
Initiating Agency	Railroad	Type and Positiion;	Public At Grade

Effective Begin-Date of Record: 07/01/08 End-Date of Record:

Part | Location and Classification of Crossing

Division:	NORTHWEST		State:	WA	
Subdivision:	SEATTLE		County:	KING	
Branch or Line Name:	SEATTLE-VANC V	ИА	City:	In SEATTLE	
Railroad Milepost:	0001.86		Street or Road Name:	EB SPOKAN	EST
RailRoad LD. No.:	0051		Highway Type & No.;		
Nearest RR Timetable Stn:	SPOKANE		HSR Corridor ID:		
Parent Railroad:			County Map Ref. No.:	17-2	
Crossing Owner:			Latilude:	47.5714049	
ENS Sign Installed:			Longitude:	-122.3317170	5
Passenge: Service:	AMTRAK		Lat/Long Source:	Actual	
Avg Passenger Train Count	1		Quiet Zone:	No	
Adjacent Crossing with Separate Number:					
Private Crossing Information	tion:				
Category:			Public Access:		
	Specify Signs:		Specify Signa	als;	
ST/RF	₹A.	ST/RR B	ST/RR C	ST	I/RR D
Railroad Use:					
State Use:					
Namative:					
Emergency Contact: (800)83	2-5452 Rai	Iroad Contact:	(913)551-4540	State Contact:	(360)664-1262
Part II Railroad Inforr	nation				
Part II Railroad Inform			Less Than One Movem	ent Per Day: 🔥	lo
		0	Less Than One Movern Day Thru:	-	lo 34
Number of Daily Train Mover	nents: Total Switching:	0 1 to 50 mph		;	
Number of Daily Train Mover Total Trains: 67	nents: Total Switching:	-	Day Thru:	;	34

Does Another RR Operate Over Your Track at Crossing? Yes: ATK

Crossing 0855878

Effective Begin-Date of Record: 07/01/08 End-Date of Record:

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Part III: Traffic Control Device Information

Signs:			
Crossbucks;	2	Highway Stop Signs:	0
Advanced Warning:	Na	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 0 Si	pecify:
		0	
Train Activated Devices:			
Gates:	2	4 Quad or Full Barrier.	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	1	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	1
Highway Traffic Signals:	0	Wigwags: 0	Beils: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Datection:	DC/AFO
Track Equipped with Train Sionals?	Yes	Traffic Light Interconnection/Preemotion	

Part IV: Physical Characteristics

Type of Development	Commercial	Smallest Crossing Angle;	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Concrete	If Other:	
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing filuminated?	
Is Commercial Power Availat	ola? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial	
Is Crossing on State Highway System:	No	Road at Crossino		
Annual Average Daily Traffic (AADT):	017350	AADT Year	1993	
Estimated Percent Trucks:	12	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	085586U	Update Reason:	Changed Crossing
Railroad:	BNSF_BNSF Rwy Co.		
Initiating Agency	Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 07/01/08 End-Date of Record:

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Part 1 Location and Classification of Crossing

Div₂sion:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	SEATTLE-VANC WA	City:	In SEATTLE
Railroad Milepost:	0001.85	Street or Road Name:	WB SPOKANE ST
RailRoad I.D. No.:	0051	Highway Type & No.:	
Nearest RR Timetable Stn:	SPOKANE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.5715939
ENS Sign Installed:		Longitude:	-122.3317173
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quist Zone:	No
Adjacent Crossing with Separate Number			
Private Crossing Informa	<u>tion:</u>		
Category:		Public Access:	
	Specify Signs:	Specify Signal	5.
ST/RE	RA ST/RRB	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact: (800)83	32-5452 Railroad Contact:	(913)551-4540	State Contact. (360)664-1262
Part II Railroad Inform	mation		
Number of Dally Train Move	menis:	Less Than One Moveme	nt Per Day: No
Totel Trains: 67	Total Switching: 0	Day Thru:	34
Typical Speed Range Over Cr	ossing: Fram 1 to 50 mph	Maximum Time Table Sp	peed; 50
Type and Number of Tracks:	Main: 2 Other 0	Specify:	

 Does Another RR Operate a Separate Track at Crossing?
 No

 Does Another RR Operate Over Your Track at Crossing?
 Yes: ATK

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Crossing 085586U

Part III: Traffic Control Device Information

Signs:					
Crossbucks:	2	High way Stop 5	Signs:		0
Advanced Warning:	No	Rump Crossing	i Sign:		
Pavement Markings:	No Markings	Other Signs:	0	Specify:	
			0		
Train Activated Devices:					
Gates:	1	4 Quad or Full I	Barrier:		
Mast Mounted FL:	1	Total Number F	L Pairs:		0
Cantilevered FL (Over):	1	Cantilevered FL	(Notiover	r):	0
Other Flashing Lights:	0	Specify Other F	lashing Li	ghts:	
Highway Traffic Signals:	0	Wigwags:	0	Bells	e 1
Other Train Activated Warning Devices:		Special Warnin Train Activated.		Not	
Channelization:		Type of Train D	elaction;		DC/AFO
Track Equipped with Train Sionals?	Yes	Traffic Light Interconnection	/?œemnlik	D U:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Raifroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Concrete	If Other.	
Nearby Intersecting Highway?	N/A	is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ble? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial	
ls Crossing on State Highway System:	No	Road at Crossing		
Annual Average Daily Traffic (AADT):	008348	AADT Year:	1994	
Estimated Percent Trucks:	12	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	096442V	Update Reason:	Changed Crossing
Railroad:	BNSF BNSF Rwy Co		
Initiating Agency	/ Railro ad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 02/27/09 End-Date of Record:

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Part I Location and Classification of Crossing

Division:	NORTHWEST		State:	WA
Subdivision:	SEATTLE		County:	KING
Branch or Line Name:	SPOKANE ST. LD		City;	In SEATTLE
Railroad Milepost:	0002.22		Street or Road Name:	SPOKANE ST E,BD.
RailRoad I.D. No.:	0051		Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SPOKANE		HSR Corridor ID:	
Parent Railroad:			County Map Ref. No.:	17-2
Crossing Owner:			Latitude:	47.5558990
ENS Sign Installed:			Longitude:	-122.3383030
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	0		Quiet Zone:	No
Adjacent Crossing with Separate Number:				
Private Crossing Inform	ation:			
Category:			Public Access:	
	Specify Signs:		Specify Signa	ls;
ST/F	R A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				

State Use:

Narrative:

Emergency Contact:	(800)832-5452	Railmad Contact:	(913)551-4540	State Contact:	(360)664-1262

Part II Railroad Information

Number of Daily	Train Moven	nents:		Less Than One Movemer	nt Per Day:	No
Total Trains:	6	Total Switching:	6	Day Thru:		0
Typical Speed Ri	ange Over Cro	ssing: From	1 to 50 mph	Maximum Time Table Sp	eed:	50
Type and Number	er of Tracks:	Main: 0	Other 3	Specify:	LEAD	
Does Another RF	R Operate a Se	eparate Track at Cro	esing?	No		
Does Another RP	R Operate Ove	T Your Track at Cros	ssing?	No		

Crossing 098442V

Part III: Traffic Control Device Information

Signs:			
Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 0	Specify:
		٥	
Train Activated Devices:			
Gates:	0	4 Quad or Full Barrier.	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevared FL (Not ov	ər): O
Other Flashing Lights:	0	Specify Other Flashing !	.ights:
Highway Traffic Signals:	0	Wigwags: 0	Bells: 1
Other Train Activated Warning Devices:		Special Warning Device Train Activated:	s Not
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Sionals?	No	Traffic Light Interconnection/Preempt	lioก-

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	30 to 59 Degrees			
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No			
Is Highway Paved?	Yes					
Crossing Surface:	Rubber	If Other:				
Nearby Intersecting Highway?	Less than 75 feet	Is It Signatized?				
Does Track Run Down a Street?	No	Is Crossing Illuminated?				
Is Commercial Power Available? Yes						

Highway System;	Other FA Highway - Not NHS		Urban Minor Arterial	
ls Crossing on State Highway System:	No	Road at Crossino:		
Annual Average Daily Traffic (AADT):	003700	AADT Year:	1988	
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0	
Posted Highway Speed:	0			

Crossing No.:	099009M	Update Reason:	Changed Crossing
Railroad;	BNSF BNSF Rwy Co	. (BNSF)	
Initiating Agency	/ Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 04/29/08 End-Date of Record:

Part I Location and Classification of Crossing

Division:	NORTHWEST		State:	WA		
Subdivision:	COLORADO AVE L		County:	KING		
Branch or Line Name:	STCY ST. YD		City:	In SEATTLE		
Railroad Milepost:	0001.80		Street or Road Name: SPOKANE S7 W.BD			
RailRoad I.D. No.:	0430		Highway Type & No.:			
Nearest RR Timetable Stn:	netable Stn: SEATTLE		HSR Comider ID:			
Parent Railroad:			County Map Ref. No.:			
Crossing Owner:			Latitude:	47,5719990		
ENS Sign Installed;			Longitude:	-122.3263020		
Passenger Service:			Lat/Long Source:			
Avg Passenger Train Count:	0		Quiet Zone;	No		
Adjacent Crossing with Separate Number:						
Private Crossing Information	ion:					
Category:			Public Access:			
Specify Signs:			Specify Signal	s :		
ST/RR	A	ST/RR B	ST/RR C	ST/RR D		
Railroad Use:						

State Use:

Narrative:

Emergency Contact:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262

Part II Railroad Information

Number of Dail;	y Train Mover	ients:		Less Than One Movern	ient Per Day: No
Total Trains;	50	Total Switching:	50	Day Thru:	0
Typical Speed R	ange Over Cro	ssing: From	1 to 10 mph	Maximum Time Table S	Speed: 10
Type and Numbe	er of Tracks:	Main: 0	Other 3	Specify:	IND SPUR
Does Another Ri	Does Another RR Operate a Separate Track at Crossing? Yes: UP				
Does Another Ri	R Operate Ove	r Your Track at Cros	sing?	Yes: UP	

Continued

Crossing 099009M

Part III: Traffic Control Device Information

Crossbucks:0Highway Stop Signs:0Advanced Warning:NoHump Crossing Sign:1Pavement Markings:No MarkingsOther Signs:0Specify:Train Activated Devices:011Gates:04 Quad or Full Barrier:1	
Pavement Markings: No Markings Other Signs: 0 Specify: 0 Train Activated Devices: Gates: 0 4 Quad or Full Barrier:	
0 Train Activated Devices: Gates: 0 4 Quad or Full Barrier;	
Train Activated Devices: Gates: 0 4 Quad or Full Barrier:	
Gates: 0 4 Quad or Full Barrier:	
Mast Mounted FL: 2 Total Number FL Pairs: 0	
Cantilevered FL (Over): 0 Cantilevered FL (Not over): 0	
Other Flashing Lights: 0 Specify Other Flashing Lights:	
Highway Traffic Signals: 0 Wigwags: 0 Bells;	1
Other Train Activated Special Warning Devices Not Warning Devices: Train Activated:	
Channelization: Type of Train Detection: DC/AF	>
Track Equipped with No Traffic Light Train Signals? Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees				
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No				
Is Highway Paved?	Yes						
Crossing Surface:	Rubber	If Other:					
Nearby Intersecting Highway?	N/A	Is it Signalized?					
Does Track Run Down a Street?	No	is Crossing Illuminated?					
is Commercial Power Availat	s Commercial Power Available? Yes						

Highway System:	Non-Federal-aid	Functional Classification of	Urban Local	
ls Crossing on State Highway System:	Na	Road at Crossino:		
Annual Average Daily Traffic (AADT):	010000	AADT Year:	1990	
Estimated Percent Trucks:	07	Avg. No of School Buses per Day;	۵	
Posted Highway Speed:	0			

Crossing No.:	099007Y	Update Reason:	Changed Crossing
Rallroad:	BNSF BNSF Rwy Co	. (BNSFj	
Initiating Agency	Railroad	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 04/29/08 End-Date of Record:

Part I Location and Classification of Crossing

Division:	NORTHWES	т	State:	WA	
Subdivision:	COLORADO	AVEL	County:	KING	
Branch or Line Name:	STCY ST. YE)	City:	In SEATTLE	
Railroad Milepost:	0001.80		Street or Road Name	e: SPOKANE	ST E.BD
RailRoad I.D. No.:	0430		Highway Type & No.	<u>.</u>	
Nearest RR Timetable Str	n: SEATTLE		HSR Corridor ID:		
Parent Railroad:			County Map Ref. No	6.1	
Crossing Owner.			Latitudo:	47.5719990)
ENS Sign Installed:			Longitude:	-122.32630	20
Passenger Service:			LaVLong Source:		
Avg Passenger Train Cou	int: Q		Quiet Zone:	No	
Adjacent Crossing with Separate Number:					
Private Crossing Info	rmation;				
Category:			Public Access:		
	Specify Signs:		Specify Si	gnals:	
s	T/RR A	ST/RR B	ST/RR C		ST/RR D
Railroad Use:		onnico			
State Use:					
Narrative:					
Emergency Contact: (80	0)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262
Part II Railroad Inf	ormation				
Number of Daily Train M	ovements:		Less Than One Mow	ement Per Day:	No
Total Trains: 50	Total Swite	hing: 50	Day Thru:		0
Typical Speed Range Ove	r Crossing: From	1 to 10 mph	Maximum Time Tabl	e Speed:	10

	iotal frains:	50	Total Switching:	50		Day Inru:			
	Typical Speed Rang	e Over Cross	sing: From	1 to	i0 mph	Maximum	Time Table S	Speed:	10
	Type and Number o	f Tracks:	Main: 0	Other	3		Specify:	IND SPUR	
Does Another RR Operate a Separate Track at Cro			ssing?	Y	res; UP				
Does Another RR Operate Over Your Track at Cros			ssing?	Y	fes: UP				

Crossing 099007Y

Part III: Traffic Control Device Information

Signs: .			
Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pevement Markings:	No Markings	Other Signs: 0	Specify:
		0	
Train Activated Devices:			
Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not ov	ver); 0
Other Flashing Lights:	0	Specify Other Flashing	Lights:
Highway Traffic Signals:	0	Wigwags: 0	Bells: 1
Other Train Activated Warning Devices:		Special Warning Device Train Activated;	es Not
Channelization:		Type of Train Detection	; DC/AFO
Track Equipped with Train Sionals?	No	Traffic Light Interconnection/Preemn	tion:

Part IV: Physical Characteristics

Type of Development:	Industriat	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other:	
Nearby Intersecting Highway?	N/A	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ble? Yes		

Highway System;	Non-Federal-aid	Functional Classification of	Urban Local
ls Crossing on State Highway System:	No	Road at Crossino:	
Annual Average Daily Traffic (AADT):	010000	AADT Year:	1990
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	3997532	Update Reason:	New Crossing		
Railroad:	UP	Jnion Pacific RR Co. JUP j			
Initiating Agency	State	Type and Positiion:	Public At Grade		

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

Part I Location and Classification of Crossing

Division;	COAST		State:	WA		
Subdivision:	5		County:	KING		
Branch or Line Name:	WATERFRONT LINE		City: I	a SEATTLE		
Railroad Milepost:	0745.00		Street or Road Name:	SPOKANE	ST (EB)
RailRoad I.D. No.:	TRK W2		Highway Type & No.:	CITY ST		
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:			
Parent Railroad:			County Map Ref. No.:	\$HT 7OF1	7	
Crossing Owner:			Latitude:	47.571999	3	
ENS Sign Installed:			Langitude:	-122.32630	20	
Passenger Service:			LaVLong Source:			
Avg Passenger Train Count	0		Quitel Zone:	No		
Adjacent Crossing with Separate Number:						
Private Crossing Informa	tion:					
Category:			Public Access:			
	Specify Signs:		Specify Signals	5:		
ST/RI	RA S	T/RR 9	ST/RR C		ST/RR.	D
Railroad Use:						
State Use:						
Narrative:						
Emergency Contact (800)84	16-8715 Railroa	ad Contact:	2	State Contact	:	(360)664-1262
Part II Railroad infor	mation					
Number of Daily Train Move	ments:		Less Than One Movemer	n: Per Day:	No	
Tota: Trains: 2	Total Switching: 2		Day Thru:		0	
Typical Speed Range Over Co	ossing: From 5	to 10 mph	Maximum Time Table Sp	eed:	10	
Type and Number of Tracks:	Main: 0	Other :	Specify:	LEAD		

 Does Another RR Operate a Separate Track at Crossing?
 No

 Does Another RR Operate Over Your Track at Crossing?
 Yes: UP_BN

Continued

Crossing 399753X

Part III: Traffic Control Device Information

Signs:						
Crossbucks:	1	Righway Stop S	Signs:		0	
Advanced Warning:	No	Rump Crossing	Sign:			
Pavement Markings:	No Markings	Ofner Signs:	0	Specify:		
			0			
Train Activated Devices:						
Gates:	D	4 Quad or Full 8	Barrier:			
Mast Mounted FL:	1	Total Number F	L Pairs:		Ð	
Cantilevered F1 (Over):	0	Cantilevered F1	. (Not over):		0	
Other Flashing Lights:	0	Specify Other F	lashing Ligi	his:		
Highway Traffic Signals.	0	Wigwags:	a	Bell	5:	Ð
Other Train Activated Warning Devices:		Special Warning Train Activated:		lot		
Channelization:		Type of Train D	etection:		None	
Track Equipped with Train Signals?	No	Traffic Light Interconnection	/Preemotion	1:	Simul	Naneous Preemption

Part IV: Physical Characteristics

Industrial	Smallest Crossing Angle:	60 to 90 Degrees
2	Are Truck Pullout Lanes Present?	Να
Yes		
Asphall	If Other:	
Less than 75 feet	Is it Signalized?	
No	Is Crossing Illuminated?	
	2 Yes Asphall Less than 75 feet	2 Are Truck Publicut Lanes Present? Yes Asphalt If Other: Less than 75 feet Is it Signalized?

Highway System:	Other FA Highway - Not NHS		U/ban Minor Arterial
ts Crossing on State Highway System:	No	Road at Crossinn:	
Annual Average Daily Traffic (AADT):	003700	AADT Year:	1970
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crossing No.:	399754	5 Update Reason:	New Crossing
Railroad:	ЧU	Union Pacific RR Co. (UP-)	
Initiating Agency	State	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

.

Part I Location and Classification of Crossing

Division:	COAST		State:	WA	
Subdivision:	5		County:	KING	
Branch or Line Name:	WATERFRONT LINE		City:	In SEATTLE	
Railroad Milepost:	0845.00		Street or Road Name;	SPOKANE ST	
RailRoad I.O. No.:	TRK W2		Highway Type & No.:	CITY ST	
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:		
Parent Railroad:			County Map Ref. No.:	SHT 7OF13	
Crossing Owner:			Latitude:	47.5719990	
ENS Sign Installed:			Longitude:	-122.3263020	
Passenger Service:			Lat/Long Source:		
Avg Passenger Train Count:	0		Quiet Zone:	No	
Adjacent Crossing with Separate Number:					
Private Crossing Informa	tion:				
Category:			Public Access:		
	Specify Signs:		Specify Signal	5.	
ST/RP	RA .	ST/RR B	ST/RR C	ST/RR D	
Railroad Use:					
State Use:					
Narrative:					

Emergency Contact: (800)848-8716 Reilroad Contact: State Contact: (360)864-1282

Part II Railroad Information

Number of Daily	/ Train Move	nents:				Less Than One Movem	ent Per Day:	No
Total Trains:	2	Total Switching:	2			Day Thru:		0
Typical Speed R	ange Over Cr	ossing: From	5	to 10	mph	Maximum Time Table 5	Speed:	10
Type and Numbo	er of Tracks:	Mašn: O	0	Diner	1	Specify:	LEAD	
Does Another Rf	R Operate a S	oparate Track at Cro	ssin	g?	٩	No		
Does Another RP	R Operate Ovi	er Your Track at Cros	ssing	17	1	(es: UP BN		

Continued

Crossing 399764S

Part III: Traffic Control Device Information

1	Highway Stop Signs: 0
No	Hump Crossing Sign:
No Markings	Other Signs: 0 Specify:
	0
Q	4 Quad or Full Barrier:
1	Total Number FL Pairs: 0
Q	Cantilevated FL (Not over): 0
0	Specify Other Flashing Lights:
0	Wigwags: 0 Bells; 0
	Special Warning Devices Not Train Activated:
	Type of Train Detection: DC/AFO
Na	Traffic Light Simultaneous Preemption Interconnection/Preemption
	No Markings 0 1 0 0

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad;	2	Are Truck Pullout Lanes Present?	No
ls Highway Paveo?	Yes		
Crossing Surface:	Asphalt	If Other:	
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illumineted?	

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial
Is Crossing on State Highway System:	No	Road at Crossino:	
Annual Average Daily Traffic (AADT):	006150	AADT Year:	1970
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	Ó
Posted Highway Speed;	0		

Crossing Na.:	399773	W Update Reason:	New Crossing
Railroad:	UP	Union Pacific RR Co. [UP]	
Initiating Agency	State	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

Part I Location and Classification of Crossing

Division:	COAST		State:	WA	
Subdivision:	5		County:	KING	
Branch or Line Name	COLORADO	DUINE	City:	In SEATTLE	
Railroad Milepost:	0567.00		Street or Road Name:	SPOKANE ST (*	WB)
RailRoad I.D. No.:	TRK \$15		Highway Type & No.:	CITY ST	
Nearest RR Timetab	le Sin: SEATTLE		HSR Corridor ID:		
Parent Railroad:			County Map Ref. No.:	SHT 7OF13	
Grossing Owner:			Latitude:	47.5716020	
ENS Sign Instatled:			Longitude:	•122.3360980	
Passenger Service:			Lat/Long Source:		
Avg Passenger Train	Count: D		Oulet Zone:	No	
Adjacent Crossing wi Secarate Number:	ith				
Private Crossing	Information:				
Category.			Public Access:		
	Specify Signs	:	Specify Sign	nalş:	
	ST/RR A	ST/RR B	ST/RR C	ST/R	RD
Railroad Use:					
State Use:					
Narrative:					
Emergency Contact:	(800)848-6715	Railroad Contact:		State Contact:	(360)664-1262
Part II Railroad	Information				
Number of Daily Tra	in Movements:		Less Than One Mover	nent Per Day: No	

Number of Dally	Frain Moveme	ants:		Less Than One Movem	ient Per Day:	No	
Total Trains:	12	Total Switching:	12	Day Thru:		Ð	
Typical Speed Rar	nge Over Cros	sing: From	5 to 10 mph	Maximum Time Table S	Speed:	10	
Type and Number	of Tracks:	Main: 0	Other 1	Specify:	LEAD		
Does Another RR	Operate a Sep	barate Track at Cro	ossing?	Yes; BN			
Does Another RR	Operate Over	Your Track at Cros	ssing?	No			

Continued

Crossing 399773W

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

.

Part III: Traffic Control Device Information

Signs:			
Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Na	Hump Crossing Sign;	
Pavement Markings:	No Markings	Other Signs: 1 Spec	ify: 4 TRK
		0	
Train Activated Devices:			
Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	D	Wigwags: 0	Belis: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFD
Track Equipped with Train Sionals?	Na	Traffic Light Interconnection/Preemotion:	

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Asphait	If Other:	
Nearby Intersecting Highway?	N/A	ls it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	de? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial
ts Crossing on State Highway System:	No	Rnad at Crossino:	
Annual Average Daily ∓raffic (AAD7):	003700	AADT Year:	1970
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Crassing No.:	399772	D Update Reason:	New Crossing
Railroad.	UP	Union Pacific RR Co. (UP)]	
Initiating Agency	State	Type and Positiion:	Public At Grade

Effective Begin-Date of Record: 01/01/70 End-Date of Record:

Part | Location and Classification of Crossing

	00.0 7	Chana	WA
Division:	COAST	State:	
Subdivision:	5	County:	KING
Branch or Line Name:	COLORADO LINE		n SEATTLE
Railroad Milepost:	0417.00	Street or Road Name:	SPOXANE ST (EB)
ReilRoad I.D. No.:	TRK S15	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	SHT 7OF13
Crossing Owner:		Latitude:	47.5716020
ENS Sign Installed:		Longitude:	-122.3360980
Passenger Service:		LaVLong Source:	
Avg Passenger Train Count:	D	Quiet Zone:	No
Adjacent Crossing with Secarate Number:			
Private Crossing Informa	<u>(ion:</u>		
Category:		Public Access:	
	Specify Signs:	Specify Signate	
ST/RF	RA ST/RRB	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact: (800)84	8-8715 Railroad Contact:	S	tate Contact: (360)664-1262
Part II Railroad Inform	nation		
Number of Dally Train Move:	ments:	Less Than One Movemer	11 Per Day: No
Tota: Trains: 12	Total Switching: 12	Day Thru:	0
Typical Speed Range Over Cro	ossing:From 5 to 10 mph	Maximum Time Table Sp	eed: 10
Type and Number of Tracks:	Main: 0 Other 1	Specify:	LEAD

 Does Another RR Operate a Separate Track at Crossing?
 Yes: 8N

 Does Apother RR Operate Over Your Track at Crossing?
 No

Continued

Crossing 399772P

Effective Begin-Date of Record: 0%/01/70 End-Date of Record:

Part III: Traffic Control Device Information

Signs:			
Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Bump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 1 Speci	ify: 4 TRK
		0	
Train Activated Devices:			
Gates:	Q	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	Q
Cantilevered FL (Over):	Q	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DÇ/AFO
Track Equipped with Train Sionals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pulloul Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Asphalt	If Other:	
Nearby Intersecting Highway?	N/A	ls it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ol e? Yes		

Highway System:	Other FA Highway - Not NHS	Functional Classification of	Urban Minor Arterial
ls Crossing on State Highway System:	No	Road at Crossino:	
Aprical Average Daily Traffic (AADT):	003700	AADT Year:	1970
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	٥
Posted Highway Speed:	0		

 Crossing No.:
 809501U
 Update Reason:
 Changed Crossing

 Railroad:
 UP
 Union Pacific RR Co. [UP]
 Initiating Agency Railroad
 Type and Position:
 Public At Grade

Effective Begin-Date of Record: 12/27/88 End-Date of Record:

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Part I Location and Classification of Crossing

			_		
Division:	N. WEST		State:	WA	
Subdivision:	ORE.		County:	KING	
Branch or Line Name:	SEA. ML		City;	In SEATTLE	
Railroad Milepost:	0181.28		Street or Road Name:	SPOKANE ST. SO) .
RallRoad I.D. No.:			Highway Type & No.:	EAM9097	
Nearest RR Timetable Stri:	SEATTLE		H\$R Corridor ID:		
Parent Railroad:			County Mag Ref. No.:	17-2&80F13	
Crossing Owner:			Latitude:	47.5713190	
ENS Sign Installec:			Longitude:	-122.3277100	
Passenger Service:			Lat/Long Source:	Actual	
Avg Passenger Train Count:	0		Quiet Zone:	No	
Adjacent Crossing with Separate Number:					
Private Crossing Informa	tion:				
Category:			Public Access:		
	Specify Signs:		Specify Signal:	s:	
ST/RI	RA	ST/RR 8	ST/RR C	ST/RR	D
Railroad Use:					
State Use:					
N					
Narrative:					
Emergency Contact: (800)84	48-8715 F	Railroad Contact:	\$	State Contact:	(360)664-1262
Part II Railroad Inform	mation				
Number of Daily Train Move	ments:		Less Than One Moveme	nt Per Day: No	
Total Trains; 2	Total Switching): 2	Day Thru:	0	
Typical Speed Range Over Cr	ossing: From	10 to 15 mph	Maximum Time Table Sp	eed: 15	
Type and Number of Tracks:	Main: 2	Other 0	Specify:		
Does Another RR Operate a S	Senarate Track et Ci	rossino? N	0		
addatine of the openate of a	where the read of the	· · · · · · · · · · · · · · · · · · ·	-		

Does Another RR Operate Over Your Track at Crossing? No

Effective Begin-Date of Record: 12/27/88 End-Date of Record:

Part III: Traffic Control Device Information

Signst		
Crossbucks:	0	Highway Stop Signs: 0
Advanced Warning:	No	Hump Crossing Sign:
Pavement Markings:	No Markings	Other Signs: 2 Specify: 2TRACK
		D
Train Activated Devices:		
Gates:	D	4 Quad or Full Barrier.
Mast Mounted FL:	4	Total Number FL Pairs: 0
Cantilevered FL (Over):	0	Cantilevered FL (Not over): 0
Other Flashing Lights:	0	Specify Other Flashing Lights:
Highway Traffic Signals:	0	Wigwags: 0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:
Channelization:		Type of Train Detection: DC/AFO
Track Equipped with Trace Signals?	No	Traffic Light Simultaneous Preemption Interconnection/Preemotion:

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	If Other.	
Nearby Intersecting Highway?	Less than 75 feet	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Availat	ble? Yes		

Highway System:	Other FA Highway - Not NHS		Urban Minor Arterial
ls Crossing on State Highway System:	No	Road at Crossing:	
Annusi Average Daily Traffic (AADT):	003800	AADT Year:	1988
Estimated Percent Trucks:	10	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

 Crossing No.*
 B09720H
 Update Reason:
 Changed Crossing

 Railroad:
 UP
 Union Pacific RR Co. [UP]
 Initiating Agency
 Figure and Position:
 Public At Grade

Effective Begin-Date of Record: 01/14/92 End-Date of Record:

Part I Location and Classification of Crossing

Division:	COL. RIVER		State:	WA
Subdivision:	SEATTLE		County:	KING
Branch or Line Name:	HARBOR ISL.LEAD	,	City:	n SEATTLE
Railroad Milepost:	0000.65		Street or Road Name:	W. SPOKANE ST
RailRoad I.D. No.:			Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE		HSR Corridor ID:	
Parent Railroad:			County Map Ref. No.:	17-2&70F13
Crossing Owner:			Latitude:	47.5719990
ENS Sign Installed:			Longitude:	-122.3263020
Passenger Service:			Lat/Long Source:	
Avg Passenger Train Count:	0		Quiet Zone:	No
Adjacent Crossing with Separate Number:				
Private Crossing Information	tion:			
Category:			Public Access:	
	Specify Signs:		Specify Signate	3:
ST/RF	A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				
Narrative:				

Emergency Contact: (800)848-8715 Railroad Contact: State Contact: (360)664-1262 Part II Railroad Information Less Than One Movement Per Day: Number of Daily Train Movements: No Total Trains: € Total Switching: 3 **Day Thru:** 2 Maximum Time Table Speed: 15 Typical Speed Range Over Crossing: From 2 to 5 mph Type and Number of Tracks: Main: 1 Other 0 Specify: Does Another RR Operate a Separate Track at Crossing? No Yes: BN Does Another RR Operate Over Your Track at Crossing?

Crossing 809720H

Part III: Traffic Control Device Information

Signs:			
Crossbucks:	¢	Highway Stop Signs: 0	
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 0 Specify:	
		0	
Train Activated Devices:			
Gates:	a	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs: 0	
Cantilevered FL (Over):	0	Cantilevered FL (Not over): 0	
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	2	Wigwags: 0 Bells: 0	
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection: DC/AFO	
Track Equipped with Train Sionals?	Yeş	Traffic Light Simultaneous Pres Interconnection/Presmotion:	mplion

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	1	Are Truck Pullout Lanes Present?	Na
Is Highway Paved?	Yes		
Crossing Surface:	Rubber	lf Other:	
Nearby Intersecting Highway?	Less than 76 feet	ls it Signalized?	
Does Track Run Down a Straet?	Na	Is Crossing Illuminated?	
Is Commercial Power Availab	vie? Yes		

Part V: Highway Information

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Highway System;	Other FA Highway - Not NHS		Urban Other Principal
ls Crossing on State Highway System:	No	Road at Crossing	
Annual Average Daily Traffic (AADT):	000010	AADT Year:	1988
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

Daily Traffic at Crossings

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STUDY 302544		m THRU 4/19/11			UBE; 12Apr201		
OUNTER: 020		CHAN: A	FLOW: W	LANE CODE: S	TANDARD		
INTERVAL	17-Apr-2011 SUN	38-Apr-2011 MON	12-Apr-2011 TUE	13-Apr-2011 WED	14-Apr-2011 THU	15-Apr-2011 FRI	16-Apr-2011 SAT
1:00		16		17	12	23	,
2.00 ⁷ 3:00	<10 (33) 19	195	· · · · · · · · · · · · · · · · · · ·			- 1123 - 6	
4:00	24	177		263		197	
5:00 6:00	19 7 . 30.	45	39 7.5 [42	45	42 	10. 2
7:00	37	167	165	:68	162	161	
B:00		255.	262	265. 278	.287	258	12
9:DD -10:00		209	224	2391		213	- 1. S
11:00	300	215	183	201	204	233	22 22
12.55/	1215	232	2363	232	212	247) 271	2
13:00	2267	251?	1(************************************	:214]	240	259.	1 1 1 1 1 2 2
15:00	169	267	243	239	237	236	19
15.00	183	254	2547	204	217	244	22
58:00	್ಷಣವರ್ಷ	2347	7,507 2191	213	222	201	
\$9:00	9)	158	159 7777301013	133	136	129	12
21:00 21:00	663 17	1099 68	71	77	105	93	I CONTRACTOR
22:00	32 î	7(54-5	43.	60		
23:00 24:00;	23	36 . 21,	32 723, 777, 724,	34	37 2413 - 12413	50 33 3	i ny natra
Daily Total	2,139	3,425	3,328	3,326	3,431	3,595	2,75
AM Peak Vol	200	285	313	302	330	287	245
AM Peak h.:	10:00 - 11:00	07:65 - 08:45	07:45 - 09:45	07:30 - 08:30	07:30 - 98:30	98:20 - 09:30	19:45 - 11:4
АМ Ревк Рас	0.794	0.794	0.921	C.858	0.868	0.920	0.806
AM 15nen Ha	10:45	D8:00	08:00	08:00	DC:90	09:00	11:45
PM Peak Vol	226	272	254	253	253	274	244
PM Peak Hr	13:00 - 16:00	13:45 - 14:45	15:00 - 16:00	15:45 - 16:45	15:65 - 16:45	12:45 - 13:45	12:30 \$3;3
PM Peak Fac	0.863	0.861	D.847	0.866	0.9 30	0.646	0.897
PM 15mir. HI	13:15	14:30	15:45	16:45	16:15	13:00	12:45
	1,422	2,004	1,968	1,958	2,021	2,099	1,722
Max8 Vol	-,						

Average Daily Traffic (ADT)	•	3,148	based on 7 days
Average Weekday Traffic (AWDT)		3,421	based on 6 weekdays
AWDT Max8 Volume	=	2,010	(58.8% of AWDT)
AWDT AM Peak Hour Volume	*	304	based on 5 weekdays
AWDT PM Peak Hour Volume	Ŧ	261	based on 6 weekdays



200 595 143 165 165 165 17 165 300 54 9 15 15 15 19 17 400 29 77 165 9 17 122 500 14 13 13 15 22 22 600 123 155 167 19 24 168 700 22 44 36 445 47 46 600 27 136 126 1137 56 116 970 27 136 122 146 165 162 17 1000 59 172 123 146 165 162 17 1126 2260 2733 127 233 146 230 17 1286 163 162 173 123 164 230 17 1286 163 164 250 230 234 212 233 17 13800 1643 342 343			10:30 am						
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AM PagX H* 11:36 - 12:60 69:30 - 10:10 11:00 - 12:00 11:30 - 12:00 10:45 - 11:45 11:00 - 12:00 10:45 - 11:45 AM PagX H* 11:36 - 12:60 0.750 0.795 0.961 C.746 0.892 0.815 AM PagX H* 11:15 10:15 11:45 12:00 11:15 11:30 11:45 AM PagX H* 11:15 10:15 11:45 0.795 0.961 C.746 0.892 0.815 AM 15mir Hi 11:15 10:15 11:45 12:00 11:15 11:30 11:45 PM Peak Vol 209 385 375 405 397 386 248 PM Peak Vol 209 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 15:45 - 16:40 PM Peak Fac 0.871 0.917 0.859 0.955 0.848 0.919 0.849 PM 15min K: 15:15 16:45 17:45 17:30 17:00 16:00 Max8 Vol 1, 230 2,112 2,132 <th>2,033</th> <th>3,284</th> <th>3,305</th> <th>3,275</th> <th>3,371</th> <th>3,377</th> <th>2,72</th>	2,033	3,284	3,305	3,275	3,371	3,377	2,72		
AM Peak Fac D. 75D D. 754 D. 795 D. 961 C. 746 D. 892 D. 815 D. 11:45 AM Peak Fac D. 75D D. 754 D. 795 D. 961 C. 746 D. 892 D. 815 AM 15min Hi D. 12:5 D. 15 D. 15:5 D. 12:60 D. 11:15 D. 11:45 PM Peak Vol 209 385 375 405 397 386 248 PM Peak Vol 209 16:30 - 17:30 16:45 - 17:45 16:45 - 17:45 16:45 - 17:45 15:30 - 17:30 16:45 - 17:45 15:30 - 17:30 16:45 - 17:45 15:35 - 16:30 PM Peak Fac O. 871 O. 917 O. 859 O. 955 D. 848 D. 919 O. 849 PM 15min K: 15:15 16:45 17:45 17:45 17:30 17:00 16:00 Max8 Vol 1, 230 2, 112 2, 132 2, 103 2, 181 2, 160 1, 595				4.6.5	500	207	176		
AM 15mir Hi 11:15 1D:13 11:45 12:00 11:15 11:30 11:45 PM Peak Vol 209 385 375 405 397 386 248 PM Peak Vol 209 385 375 405 397 386 248 PM Peak Hr 15:00 - #6:00 16:30 - 17:30 16:45 - 17:45 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 15:05 - 16:4 PM Peak Fac 0.871 0.917 0.859 0.955 D.848 D.919 0.849 PM 15rrin K: 15:15 16:45 17:45 17:45 17:30 17:00 16:00 MaxB Vol 1, 230 2, 112 2, 132 2, 103 2, 181 2, 160 1, 595	123	172			200		+ we we we		
PM Peak Vol 209 385 375 405 397 386 248 PM Peak Vol 15:00 - 16:00 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 16:30 - 17:30 16:45 - 17:45 15:05 - 16:4 PM Peak Fac 0.871 0.917 0.859 0.955 D.848 D.919 0.849 PM 15rrin K: 15:15 16:45 17:45 17:45 17:30 17:90 16:00 Max8 Vol 1,230 2,112 2,132 2,103 2,181 2,160 1,595									
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PM Peak Fac 0.871 0.917 0.859 0.955 0.848 0.919 0.849 PM Peak Fac 0.871 0.917 0.859 0.955 0.848 0.919 0.849 PM 15min K: 15:15 16:45 17:45 17:45 17:30 17:00 16:00 MaxB Vol 1,230 2,112 2,132 2,103 2,181 2,160 1,595	11;04: - 12:50 D.750	69:30 - 10:30 0.754	11:00 - 12:00 0.795	11::00 - 12:00 D.961	10:45 - 11:45 C.746	11:00 - 12:00 0.992	10:45 - 11:4 0.815		
PM 15rrin K: 15:15 16:45 17:45 17:45 17:30 17:00 16:00 MaxB Vol 1,230 2,112 2,132 2,103 2,181 2,160 1,595	11:06 - 12:50 0.750 11:15	C9:30 - 10:30 0.754 1D:13	11:00 - 12:00 0.795 11:45	1::00 - 12:00 0.961 12:00	10:45 - 11:45 C.746 	11:00 - 12:00 0.392 11:30	10:45 - 11:4 0.815 11:45		
MaxB Vcl 1, 230 2, 112 2, 132 2, 103 2, 181 2, 160 1, 595	11:36 - 12:50 0.750 11:15 209	c9:30 - 10:30 0.754 1D:13 385	11:00 - 12:00 0.795 11:45 375	11:00 - 12:00 0.961 12:00 405	10;45 - 11:45 C.746 11:15 	21:00 - 12:00 0.992 11:30 386	10:45 - 11:4 0.815 11:45		
	11:06 - 12:50 0.750 11:15 209 15:00 - 26:00	69:30 - 10:30 0.754 10:13 385 16:30 - 17:30	11:00 - 12:00 0.795 11:45 375 16:45 - 17:45	11:00 - 12:00 0.961 12:00 405 16:45 - 17:45	10;45 - 11:45 C.746 11:15 397 16:30 - 17:30	21:00 - 12:00 0.392 11:30 386 16:45 - 17:45	10:45 - 11:4 0.815 11:45 248 15:45 - 16:4		
Max8%JDT 0.605 0.043 C.645 0.642 C.647 C.640 0.585	11:06 - 12:50 D.750 11:15 209 15:00 - 16:00 0.871	69:30 - 10:20 0.754 1D:13 385 16:30 - 17:30 0.917	11:00 - 12:00 0.795 11:45 375 16:45 - 17:45 0.859	1::00 - 12:00 0.961 12:CO 405 16:45 - 17:45 0.955	10:45 - 11:45 C.746 11:15 397 16:30 - 17:30 D.848	11:00 - 12:00 0.992 11:30 386 16:45 - 17:45 0.919	10:45 - 11:4 0.815 11:45 248 15:45 - 16:4 0.849		
	11:06 - 12:50 0.750 11:15 209 15:00 - 26:00 0.871 15:15	69:30 - 10:20 0.754 10:13 385 16:30 - 17:30 0.917 16:45	11:00 - 12:00 0.795 11:45 375 16:45 - 17:45 0.859 17:45	$\frac{11:30 - 12:03}{0.961}$ $\frac{12:00}{405}$ $\frac{405}{16:45 - 17:45}$ $\frac{0.955}{17:45}$	10:45 - 11:45 C.746 11:15 397 16:30 - 17:30 D.848 17:30	11:00 - 12:00 0.992 11:30 386 16:45 - 17:45 0.919 17:00	10:45 - 11:4 0.815 11:45 243 35:45 - 16:4 0.849 16:00		
AM Peak Hr AM Peak Fac AM 15min Hi PM Peak Vol PM Peak Fac PM 15min K MaxB Vol		17-Api-2011 SUN 47 58 54 29 14 12 21 27 38 96 96 123 167 171 209 201 201 141 130 59 57 57 57 52 2,033	TUBE 17-Apr-2011 18-Apr-2011 SUN 18-Apr-2011 55 13 54 9 29 7 14 13 12 15 21 44 27 149 21 44 22 44 23 145 24 139 38 139 59 145 21 44 22 44 23 27 143 250 143 250 1657 266 171 243 209 3533 201 342 130 232 342 342 130 232 55 55 2,033 3,284	TUBE 17-Apr-2011 18-Apr-2011 12-Apr-2011 SUN 18-Apr-2011 TUE 47 11 31 587 12 15 54 9 15 29 77 167 14 13 13 127 149 139 128 149 138 21 44 38 227 149 120 18 139 138 21 44 38 227 149 120 18 139 138 219 247 123 127 123 2701 130 242 230 167.1 226 333 171 243 247 209 305 3117 201 342 342 130 232 253 130 232 253	TUBE 13-Apr-2011 13-Apr-2011 13-Apr-2011 SUN 18-Apr-2011 12-Apr-2011 13-Apr-2011 47 11 31 32 587 18' 15' 15' 597 18' 15' 15' 299 77 17' 17' 14 13 13' 13' 120 15' 18' 9' 14 13 13' 13' 120 15' 18' 19' 21 44' 38' 45' 21 44' 38' 14' 130 138' 14' 131 13' 13' 14' 13' 13' 12' 14'3' 16'' 14' 13'' 13''' 130 172''' 14''''''''''''''''''''''''''''''''''''	TUBE 13-Apr-2011 14-Apr-2011 14-Apr-2011 17-Apr-2011 18-Apr-2011 10-Apr-2011 14-Apr-2011 THU 47 11 31 32 24 563 143 15 15 187 66 54 9 15 15 19 67 14 13 13 13 22 24 12 15 16 15 19 67 14 13 13 13 22 24 12 15 16 19 24 212 144 38 45 47 212 144 38 45 47 123 126 126 113 96 138 146 144 168 45 143 250 2128 144 168 1231 247 243 123 168 1431 226 172 13	TUBE 13-Apr-2011 18-Apr-2011 12-Apr-2011 14-Apr-2011 14-Apr-2011 THU 15-Apr-2011 47 11 31 32 24 26 587 18 15 15 19 17 29 7 16 9 17 12 14 13 13 13 12 22 12 15 16 15 19 17 14 13 13 13 12 22 22 12 15 167 9 7 12 12 12 15 167 9 7 12 13 13 13 13 12 22 14 13 13 14 18 168 168 27 145 128 149 168 168 162 13 13 14 13 13 14 13 12		

Average Daily Traffic (ADT)	•	3,063	based on 7 days
Average Weekday Traffic (AWDT)	=	3,322	based on 5 weekdays
AWDT Max8 Volume		2,136	{ 64.3% of AWDT)
AWDT AM Peak Hour Volume	=	198	based on 5 weekdays
AWDT PM Peak Hour Volume	•	390	based on 5 weekdays

and the second second



OUNTER: 005 CKAN: A FLOW, W			LANE CODE: STANDARD					
INTERVAL	14-Aug-2011 SUN	15-Aug-2011 MON	16-Aug-2011 TUE	17-Aug-2011 WED	11-Aug-2011 THU	12-Aug-2011 FRI	13-Aug-201 SAT	
:;DC	97	36	40	288	201	53		
(2:00	.61	225		270		- 393		
3.00	37 39	29 72 [°]	37	135	132	33		
-4:00 5:00	29	···· - · 138	51 119	125	1.7	96		
- 6:00	1	377	365	424.	386	362		
7:00	12B	647		683	723	673	·· · · i	
/8:00	110	.743	731,	779	769.	(ist) (1981)		
9:G0	250	746	739	764	816	B4.2	2	
- 10:00 j	233 !	57.9	7453	-699	726	405		
11:00	461	634	662	720	678	757	4	
12,00		744	763	7813	803 705	604 766		
13:00 14:00	:	649	6637	100 C 660	752	682	5	
15:00	359	640	659	632	592	631	n 5.5 4	
16:00	868% (****)	663	1702	······································	703	167	1000,04	
17.50	326	627		672	665	796	4	
18.00	208,070,0 2733	46175	6393	607		22.798	1	
19.00	136 1517/707/2043	500	561 239;	517 2463 (12463	343 24.6	593 52874	5. 1. T. S. T.	
21:00	<u>-: /: / 204</u> % 101	22233 150	179	176	178	216	1	
22:00	6B	TT : 7.2013	1765	:158	1067	197 N. (1989)	a tha an in	
23:00	····· 62'	101	188	160	100	zb3	1	
24:00	40	75		THE SECOND 261		133	т	
Oa'ly Total	5,235	9,978	10,803	11,270	10,854	11,250	7,2	
AM Peak Vp:	797	756	765	849	618	889	703	
AM Peak Hr	11:00 - 12:00	12:00 - 32:00	08:15 - 09:15	07:15 - 06:15	07:45 - 08:45	07:30 - 08;30	11:00 - 12:	
Ам Реах Рас	0.807	0.909	0.861	0.852	0.951	0.875	0.806	
AM 15min Hi	11:45	12:00	09:15	09:15	0\$:00	08:3C	11:45	
PM Peak Vol	971	744	733	735	752	846	817	
PM Peak lin	12:00 - 13:00	12:00 - 13:00	14:45 15:45	13:03 - 13:00	13.00 - 14:50	16:20 - 17:30	12:00 - 13:	
PM Peak Fac	0.930	0.873	0.970	0,875	0.931	0.936	Ď.884	
PM 15min H	12:15	12:30	15:15	12:15	13:30	16:45	12:15	
	4 7 24	5,729	5,869	5,902	6,009	6,315	6,634	
Max8 Vol	3,72 9							

Average Daily Traffic (ADT)	•	9,626	based on 7 days
Average Weekday Traffic (AWDT)	=	10,831	based on 5 weekdays
AWDT Max8 Volume	•	5,965	(55.1% of AWDT)
AWDT AM Peak Hour Volume	ж	\$15	based on S weekdays
AWDT PM Peak Hour Volume	•	762	based on 5 weekdays



OUNTER: 045 C		CHAN: B	FLOW: E	LANE CODE: S	LANE CODE: STANDARD					
		TUBE								
INTERVAL	14-Aug-2011 SUN	15-Aug-2011 MON	15-Aug-2011 TUE	17-Aug-2011 WED	11-Aug-2011 THU	12-Aug-2011 FRI	13-Aug-201 SAT			
1:00	58	26	14	25	44	38				
· /2:00 / 3:00		27 . 15	243	·/	25	36 01				
4:00	25:	14 : 34	21.	21 42	18	285				
5:DC -6:DC	26.	76)	763	80		84]	······			
7:00	27	150	161	166	175	177				
; 0018- 0016	27) 49	260	. 274	269 300	266	286	1			
10.00	4603	. 304	284)	30€	1	293)	· · · · · · · · ·			
\$1:00	/3 226	391 14597	333	340	344	34B	1 1 87 - NG 1			
:12:00 13:00	161	455	451	474	495	462	1.7.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1			
14:00	156 (179	· 449 473	464	203	457	465	2			
15:00	591		438	461	550 550	480 (***.::::::::::::::::::::::::::::::::::	5			
17:00	535	515	336	5D2	623	686	2			
16:00 15:00	1282	451	6013 397	(715) A4357 309	329	<u> </u>	2			
20.00	- A 17	70000077766573	<u> 1903 - 1903</u>	176	1587		NN 73-1			
21:00	42	122	168 [2]: [7]: [7]: [7]: [7]: [7]: [7]: [7]: [7	138 1715 (220)	127 51571 (1975) 973	132				
23.00	37	363	312	230	56	235	6			
.24:00	2,644	5,978	6,441	6,040	6,048	6, 10 0	4,2			
Daily Total		-	439	446	421	464	215			
AM Peak Vol		459 	4J3							
AM Peak Hr	11:00 - 12:00	1:00 - 12:00	11:0D - 12.00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	10:65 - 11:			
AV. Peak Fac	0.805	Ď. 844	0.638	0.851	0.907	6.023	0,327			
AM 15min Hi	11:30	12:00	12:00	17:00	12:00	12:00	11:00			
PM Peak Vot	736	546	634	541	623	592	682			
PM Peak Hr	15:30 - 16:30	16:30 - 17:30	16:45 - 17:45	15:00 - 16:00	16:00 - 17:00	15:00 16:00	22:15 - 23:			
PM Peak Fac	0.750	0.925	0.852	0.896	¢.933	0.937	Q.782			
PM 15mg Hi	16:00	16:45	17:15	15:15	16:45	16:30	22:45			
Max8 Vol	1,961	3,481	3,719	3,648	3,74€	3,708	2,619			
Wax8 %/DT	0.742	0.582	0.577	0.604	0.630	0.608	0.621			

Average Daily Traffic (ADT)	=	5,363	baséd on 7 dây≴
Average Weekday Traffic (AWDT)		6,121	basad on 6 weekdays
AWDT Max8 Volume	=	3,661	(59.9% of AWDT }
AWDT AM Peak Hour Voluma		446	başəd on 6 weekdaya
AWDT PM Peak Hour Volume	Ŧ	687	based on 6 weekdays

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	14 CHAN: \$ FLOW: NE LANE CODE: STANDARD						
INTERVAL	18-Jan-2009 SUN	19-Jan-2009 MON HOLIDAY	20-Jan-2009 TUE	14-Jan-2009 WED	15-Jan-2009 THU	15-Jan-2008 FRI	17-Jan-2009 SAT
1;00	104	34	26	27	23	37	98
:2:00	12	11,	97	1.6	12	21 (21) 21	59
3:DC	51	13	7	4	8	13	36
. 4:00	11	· · · · · · · · · · · · · · · · · · ·		· · · · · 6	/	24 - 35	25
5;00 	2G 22		4 	1 144	. 63	75	12
7.00	35	107	1	10	117	92	33
8:00		178	314	309:	306	313	83
9,00	56	219	323	348	396	341	102 111
11.00	145	238	196	2977	264 <u>-</u> 249	256	173
12.00	237	242	272	290	312	17 N S 3087	1. 21. 1. 214
13:00	010	372	258	354	300	310	257
14:00	375	369	.271	312	334	351	385
15;00	428	37B	290	315 (351/	337 321	358	397 /439
16:001 17:00	458	446	453	429	478	518	450
18:00	3155	485	10.00000063327	16333	2001000000	12:02:02:02:03	360
19:00	245	254	325 	615	415	394	ZB7
20:DD	158	2010.212	168 <u>_</u>	<u></u>		164	206.
21:00 22:00	187	155	145 (118)	107 A.F. 201469	1192	152	92
23:00	104	ac	102	97	108	148	226
24 DC	00 (1. 10 (1. 10 69)	449 CMP 3337	397	487	200 (18 51)		242
Daily Total	4,187	4,589	4,558	5,197	5,443	5,600	4,567
AM Peak Vo!	237	276	375	380	435	392	214
AM Peak Hr	11:00 - 12:00	09:30 - 10:30	37:30 - 09:30	07:45 - 65:45	07:45 - 00:45	07:45 - 08:45	11:00 - 12:06
AM Peak Fes	C.898	0.704	0.884	C.812	0.843	0.852	0.836
AM 15min Hi	11:15	09:45	00:80	08:00	CB:45	08:00	11:15
PM Peak Vol	503	525	532	641	646	6 81	433
PM Peak Hr	15730 - 16130	16:30 - 17:30	17:00 - 18:00	17:15 - 18:15	17:30 - 16:00	16:45 17:45	34:45 - 15245
PM Peak Fac	0.791	¢,777	0.751	0.712	0.869	C.839	C.932
PM 15min Hi	15:45	17:30	17:30	17:30	17:30	17:30	15:45
Max8 Vol	2,826	2,984	2,692	3,147	3,345	3,385	2,832
Мах0 %лот	0.675	0.650	0.591	3.600	0,615	0.604	0.620
Мако Улат · · ·			lly Traffic (ADT)	0.606 = 4,965 = 5,200	0.615 based on 6 days based on 6 week		و, <i>ا</i> لام

- AWDT Max8 Volume = 3.142 (60.4% of AWDT)
- AWDT AM Peak Hour Volume . 396 based on 4 weekdays

AWDT PM Peak Hour Volume = 876 based on 4 weekdays



STUDY 215718		WO ELLIOTT		W: CH2; 14JAN	12009 11:00					
OUNTER: 183		CHAN: 2	FLOW:	LANE CODE: S'	LANE CODE: STANDARD					
INTERVAL	18-Jan-2009 19-Jan-2009 20-Jan-2009 14-Jan-2009 SUM MOM TUE WEO		14-Jan-2009 WED	15-Jan-2009 THU	16-Jah-2009 FRI	17-Jan-2009 SAT				
1:00 .2:00 3:00 4:00	35 19 16 8	12 77 8	5	10 	10 	20 				
5:00 6;00 7:00 8:00	-4 23 41 54	5 2¢ 91 169	11 73; 134 287	7 50 127 293	13 54 <u>108</u> 271	12 43 110 232				
9:00 310:00 (11:00	63 115 164 227	191 191 1845 204 225	294 202 221	320 (2127) 200 22462	322 1983 200 240	329 [136] 202 (233)	1 1 1 1 1 1 1 1 1 1 1 1 1 1			
12:00 13:00 14:00 15:00	259 239 317	271 -289; 250	237 188 199 194	200 233 267	186 7207 229	214 293 284	2			
16:03 17.00 19:00 19:00	311; 295 227; 145	294 350 276 36	247 444 214 214	312 478 4858 182 	313 457 ()526) 206 ()7 ()15	357 515 75, 7461 197 75, 751	2000 2003 2000 2002 2000 2002			
21:00 21:00 22:00 23:00 24:00	93 557 41 707 101 317	134 80 52 39 15	72 72 698 37 133	81 66 65 22	63 187 197 197 197 197 197 197 197	114 114 100 07				
Daiy Total	2,674	3,316	3,683	3,963	3,908	4,218	3,23			
AM Peak Vo	227	238	329	351	334	333	212			
AM Peak Hir	11:90 - 12:00 0.946	10:30 - 11:30 0.815	07;30 - 63:20 0.875	97:30 - 09:30 D.895	97:45 - 08:45 0.928	07:45 - 09:45 0.895	11:00 - 12:0 0.B69			
AM 15min Hi	11:3C	11:15	 08:0≎	05:00	08:30	08:15	12:00			
PM Peax Vo:	31?	550	52C	553	563	540	330			
PM Peak Hr	14:00 - 15:00	16;1\$ - ;7:15	16:45 - 17:05	16:45 - 17:45	15:45 - 17:45	16:30 - 17:30	15:15 - 16:			
PM Peak Fac	0.532	0.866	0.769	0.875	ð.932	0.840	0.771			
PM 15mir. Hi	14:15	17:00	17:30	17:00	17:45	17:30	15:30			
Maxa Vol	2,016	2,179	2,155	2,432	2,366	2,569	2,067			
Макв %/ЭТ	0.712	C. 657	0.585	0.614	0.611	0.609	Q.646			

Average Daily Traffic (ADT)	=	3,684	based on 6 days
Average Weekday Traffic (AWDT)	E	3,943	based on 4 waekdaya 🕳
AWDT Max8 Volume	=	2,385	(60.5% of AWDT)
AWDT AM Peak Hour Volume	•	337	based on 4 weekdays
AWDT PM Peak Hour Volume		645	based on 4 weekdays

Transportation Element Information

Seattle's Comprehensive Plan | Toward a Sustainable Seattle

 3.14
 Seattle's Comprehensive Pla

 Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system.
 Improving the improving

goods by raif where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rall track crossings within city streets.

TS0 Promote an intermodal freight transportation strategy, including rail, truck, air and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, Industrial areas, airports, and regional roadways.

T51 Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets and bridges.

Improving the Environment

The development pattern promoted by the urban village strategy is supported by transportation policies that encourage walking, biking, and transit. Streets that support travel by all modes and that are well designed and maintained and that include landscaping and street trees contribute to a healthy urban environment. Over-reliance on motor vehicles degrades environmental quality in the form of deterlorating air quality, increasing water pollution through street and stormwater runoff, and causing higher levels of noise pollution. Excessive reliance on motor vehicles also negatively affects the quality of life in the city by increasing congestion and travel time.

🖉 🔤 goals

TG21 Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality. TG22 Reduce or mitigate air, water, and noise pollution from motor vehicles. **T**G23 Promote energy-efficient transportation. policies **T**52 Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance. Implement an environmental management **T**53 system to develop, operate and maintain a safe and reliable transportation system in

a manner that reduces the environmental impacts of City operations and services.

transportation element

T48

T49

January | 2005 |

Freight Mobility Strategic Action Plan

5070

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(Cirili)(C

36

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a:1 -1

GVW 96.00

NREX

June 2005



Freight Mobility Strategic Action Plan 2005 Update — Executive Summary



The City of Seattle is investing in improvements to move goods efficiently, create jobs, support businesses and grow the economy.

Strengthening the Voice Of Industry: The Freight Community Partnership In October 2002, the Seattle Freight Mobility Advisory Committee, co-sponsored by SDOT and the Seattle industrial community, was created. This forum offers regular communication with city staff and other agencies and advises on freight needs. The Committee makes sure we know freight's interests on projects as small as speed bumps to as large as the Alaskan Way Viaduct.

dations to project sponsors and decision makers, reflecting the interests of constituents both in north and south Seattle to encourage attendance and participation.

SEATTLE TAKES ACTION - 2004 RESULTS

Highlights of SDOT's implementation of the 2004 Freight Mobility Strategic Action Plan and the Manufacturing and Maritime Action Plan include:

IMPROVING OUR STREETS

1) Finished design for the SR 519 Alaskan Way Truck and Rail Improvements to increase access to the Central Waterfront, the Port's Terminal 46 and the BNSF intermodal rail yard;

2) Completed the Leary Way Street Improvements in Ballard and upgraded signals along seven industrial and maritime corridors. As a result delays were reduced by 40 percent and travel times improved 10 to 25 percent in these areas; 3) Solicited freight input on the Alaskan Way Viaduct and Seawall Replacement project on issues such as travel times, grades, and combustible materials. These needs were considered when determining the preferred tunnel alternative.

IMPROVING RAIL CAPACITY & SPEEDS

Coordinated with the BNSF Railroad on mainline rail crossing improvements to add a third mainline track south of downtown.

SUPPORTING MARINE OPERATIONS

Upgraded the Lower Spokane Swing Bridge mechanical components, thereby ensuring their long term operability and keeping the Duwamish River open for marine traffic.



For further information please contact Ron Borowski, Freight Mobility Program Manager, at (206) 684-8370 or by email at: ron.borowski@seattle.gov

Accident History Data

BAILROAD ADMINISTRATION (ER

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OM8 Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ALION (FI	KA)							QMS Apploval No	2100-0300	
Name Of							Alcha	betic Co	ide RR Accident/Inc	dent No.	
1. Reporting Railmad			NSF Rwy C	0. BN	NSF		1a B	NSF	10. NW01112	02	
2. Other Railroad lavolved in Train	Accident	Incident					2a.		20.		
3. Railroad Responsible for Track I	Mainlenar	се <u>В</u>	<u>NSF Rwy C</u>				38. B		3». איז 112		
4. U.S. DOT-AAR Grade Crossing	ID No.	085	583Y	5. Da	te of Accident/Incident	01/30/11	6. Time	e of Apri	denvincidan: 02:10	PM	
7. Nearest Railroad Station SEATTLE			8.06 סא	rislon <u>RTHV</u>	VEST	9. County KING				Code 3 WA	
11. City (if in a city) SEATTY	LE		12. Hiş	;hway f	Name of No. HOLGA	ATE ST			🗹 Public 🗌	Private	
Highway	y Usar Inw	olved				Rail Equ	ipment Involve	ళ			
13. Type C, Truck-trailer F, Bus A, Auto D, Pick-traileruck G, Sc			ator Vehicle	Code	17. Equipment 1. Train (units pullin 2. Train (units pushi			A	Other (specify) Train pulling- RCL Train pushing- RCL	Code	
	ercycla			К	3. Train (stending)	7. Light	loco(s) (stand		. Train standing- RCL	<u> </u>	
1 · · ·	hirection Jorb 2 S	(geograp owth 3. Eas	•	Code I	16. Position of Car Uni	it In Trein		I			
15. Position 1. Stalled on crossing	g 3. Mi	oving over c		Code 3			-	way use		Code	
2. Stopped on Crossi 20a. Was the highway user and/or			d	Code			nt struck by his rials retease by		iser	Code	
in the impact transporting haz	articus m	alenais?		1						4	
1. Highway User 2. Rall Ec				4	1. Highway Us	ser 2. Rai	l Equipment	3. Both	4. Neither		
20c. State the name and quantity o	n ing haza	noous mater	ials released,	ir any							
21. Temperature 22. 1	Visibility	(single entry	, <u> </u>	Code	23. Westher (single)	entry)				Code	
(specify if minus) 42 °F 🐁	Dawn 2.	Day 3. Du	sk 4. Dark	2	1. Clear 2. Cloudy	3. Rain 4.	Fog 5. Sleet	6. S n o	**	2	
24. Type of Equipment			A. Spec. MoV	Y Equip	25. Track Type Used	by Rail		Code	26. Track Number or	Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching j Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commister train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Infustry I MAIN 3 DBL											
27. FRA Track 28. Number of	đç	29. Number	of 30. Con	sist Spa	l eed (Recorded if availat	ble) Code	31. Time Tat	ole Direc	:::::::::::::::::::::::::::::::::::::::	Code	
Class Locomet	ive 4	Cars		ecorde						2	
4 Units 32. Type of 1. Gates 4.	-			stîmate 10 El	id 311 mp lagged by crew		1. North 2 Red Crossing		3. East 4. West 34. Whistle Ban	4 Code	
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	. Wig wag. Hwy, traf					Warr	-		34. Whise Ban 1. Yes	LUGE	
Warning 3, Standard FLS 6.	Avdible		. Watchman	12. N	опв		-		2. No	n	
Code(s) 01 03							varn min (1) T	·	3. Unknown	2	
35. Location of Warring 1. Both Sides		с ,		-	Warning Interconnacted way Signals	Code	1		nated by Street al Lights	Code	
 Side of Vehicle Approach Coposite Side of Vehicle Apr 	moath	1	1.	Yes 2	. No - 3. Unknown	1	1. Yes	2. No	3. Unknown	1	
38. Driver's 39. Driver's Code	40. O m/C		nd or in Front			-				Code	
Age Gender 57 5.Mala 1	1		s Struck by St o 3. Unknow		2.1	Stopped and	then proceed		Stopsed on crossing Other (specify)	ł	
42. Driver Passed Standing	Code	43. View o	Track Opscu	red by	(primary obstructio	in)				Code	
Highway Vehicie 1 Yes - 2. No _3. Unknown		1. Perr	anent Structo	ine É	3. Passing Train 5.) ant 4. Topograp!ly 6. I	Vegetation	7. Othe hicles B. Not (r <i>(spe</i> Obstruct	cily) ed	8	
	adict -		44. Driver w	85	c	ode	45. Was Driv	ver in the	e Vohide?	Code	
Casuallies to:	Killed	lojured	1. Killer	1 2. Inji	ured 3. Uninjurad		1. Yes	2. No			
46. Highwey-Reil Crossing Users	1	0	47. Highway (est. dol		a Property Demage	S 0	48. Total Nu finclude (Highway-Rail Crossin 1	g Users	
49. Reliroad Employees	0	0	-		People on Train		51. Is a Rall	Equiom	ent Accident /	Code	
52, Passengers on Train	0	0			(were tool men	2	incideat i t, Yes	•	Being Filad	2	
53a, Special Sturry Block	•				53b. Special Study Blo	ick.					
54, Narrabye Description											
QUESTION 15: PEDESTRIA	N DIRE	CTION UT	NKNOWN								
55. Typed Name and Title		56. Signatur	C.						57. Date		
FORM FRA F 6180.57	^ NOTE		CASUALTIES	MUST	BE REPORTED ON FO	ORM FRA F	6180.55A				

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD AOMINISTR	ATION (F	RA)						UMB	s Approval	NQ, 21	30-0500
Name Of							Alphabetic G	ode F	RR Accider	nVIncio	ient No.
1. Reporting Reliroad]	BNSF Rwy	Co. [B]	4SF[10. BNSF	1	D. NWH	10201	l
2. Other Railroad Involved in Train	1 Accident	Ancident					20.	2	20.		
3 Rallroad Responsible for Track	Maintena	nce j	BNSF Rwy				^{3a} . BNSF		95. NW11		
4. U.S. DOT-AAR Grade Crossing	ID NO.	10 [.]	1034Y	5. Da	te of Accident/Incident	11/12/10	6. Time of Acc	cident/inc	ciden: 05):30 A	M
7. Nearest Railroad Station SEATTLE				Division ORTHY	VEST	9. County KING		1	0. State Abbr.	53	Code WA
11. City (If in a city) SEATT	LE		12. 1	Highway N	ame or No. HANFO	IRD ST			Z Public	P	rivate
Highwa	y User Iav	/o/ved	•		1	Rail Equ	ipment involved				
13. Type C. Truck-trailer F. Bu	15	J. Other M	lotor Venicle	Code	17. Equipment 1. Train (units pullin	4. Ca:(s) (moving) 6	6. Other		aiy)	Code
A. Auto D. Pick-up truck G. Sc	•	•		c	2. Train (units push				pulling- RC pushing- R		1.
	otorcycle	M. Other			3. Trein (standing)		loco(s) (standing) (C. Train	standing- F	RCL	1
	Direction North 2.5	<i>(geogra</i> , South 3 , Ea:	phical) st. 4. West	Code 3	18. Position of Car Un	l'in Trein	1				_
16. Position 1. Stalled on crossin 2. Stopped on Cross	*	loving over : rapped	crossing	Code 2	19. Circumstance 1, F 2, F		nt stauck highway use at stauck by highway				Code
20a. Was the highway user and/or			adi	Code				440.			Code
in the impact transporting has			4 . 1 . 4	2	• Mahaman I k	3	Environment 2 Pert	6 J.N.	aither	ļ	4
1, Highway User 2, Rall E					1. Highway O	58F Z. Kaj	Equipment 3. Bot	10 9.19	enne.		
20c. State the name and quantity of) () 19 (1822)	arocus mate	11912 10:6926	ių, ir žily							
21. Temparatura 22.	Visbifity	(single entr	y)	Code	23. Weather (single	entry)					Code
(specify if minus) 46 °F 1,	Dawn 2	. Da y 13, Di	usk 4. Dark	2	1, Clear 2, Cloudy	3. Rain 4.	Fog 5. Steat 6. Sn	nçw			2
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name											
Consist 1. Freight trein 4. Work train 7. Yard/Switching Equipment (nvolved /single entry) 2. Passenger train 5. Single car 8. Light toto(s) Code 1											
3. Commuter train 6	-				a. Main - 2. Yard	3. Siding	4. Industry 2	103	1		
27. FRA Treck 28. Number	¢'	29. Numbe	rof 30.C	cosist Spe	i sedi (Recorded il availa	Me) Code	31. Time Table Dire	eclion			Code
Class Locomol 1 Units	tive 1	Cars		. Recorde . Estimate		ch i E	1. North 2. Soulin	n 3. Easl	4. West	.	4
32. Type of 1. Gates 4	. Wg waş	35	7. Crossbuc	ks 10. F.	agged by crew	33. Signa	led Crossing] 34. Wh	histle Ban	•	Çode
Crossing 2. Cantilever FLS 5		•			ther (specify)	Wan	ing	1	Yes		
Warning 3. Standard FLS 6	<u>. Auc'ibla</u> [9. Watchma I	<u>n 12. N</u>	0.76	1 1 70 mee u	arn min (1);	2.1	Ne Jriknewn	1	2
Code(s) 01 02 35. Location of Warning			Code (36. (l Crossino I	Warning Interconnected		37. Crossing illum				Code
1. Both Sides		1		-	way Signats	2006	Lights or Spec				oude
2. Side of Vehicle Approach			1	1 Van 7	No 3. Unknown	2	1. Yes 2. No	. 2 Lini	koowa	1	1
3. Opposite Side of Vehicle Ad							1. res 2. No	5 <u>a. On</u>	-		Q
38. Driver's 39. Driver's Code Age Gertder			iind or in Fre as Struck by				d or thru the gate 4.	Stopped	l on crossi	na	Code
1. Male			No 3. Unixin				then proceeded 5.				5
	<u>t – </u>				- 3.	Diding stop					
42. Driver Passed Standing Highway Venkte	Code	1	of Track Obs Tracent Struc	•	(primary obstruction 3. Passing Train 5.1		7. Other (spi	acityl			Code
1. Yes 2. No 3. Unknown	2	2. Ster	wing railmax	sequipme	ent 4. Topography 6.						8
			44. Driver	was	(>ode	45. Was Driver in t	he Vehicl	le?		Code
Casualties to:	Killed	Injuređ	1. Kit	.ed 2. Ing	ared 3. Ur.injured	3	1. Yes 2. No				1
46. Highway-Rail Crossing Users	0	 10		ray Vehici Iqilar dam	e Property Damage (ege)	\$5 ,0 0 0	48. Total Number o (include driver)	:f Highwa	ay-Rail Cro	issing 1	Users
49. Railroad Employees	0	<u></u>			f People on Train		51. Is a Rall Equipm			-	Code
52. Passengers on Train	0	0	finalse	X8 passed	iyers and crew)	4	Incident Report 1. Yes - 2. No	cheing Fr	iied		2
53a, Special Study Block	•	· · · · ·			53b. Special Study Bit	ick.					
54. Narrative Description.											
DRIVER AGE UNKNOWN S	TRUCK	K SEMI TA	AILER F	OULIN	G TRACK, NO INJI	JRY.					
55. Typed Name and Title		55. Signatu	re						57. Date		
								I			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (F	RAI							0	MB Approval N	8. 2130-0500
Name Of								Alphabetic	Code	RR Accident	Incident No.
1. Reporting Railroad		E	SNSF Rwy C	0. [BN	8F[ta. BNSF		1b. NW101	0200
2. Other Railroad Involved in Train	Accident	Anciden:						2a.		2Ь.	
3. Railroad Responsible for Track	Maintenai	nce E	INSF Rwy Co	o, IBN	SF			30. BNSF		35. NW101	0200
4. U.S. DOT-AAR Grade Crossing	IO No.	096	<u></u>	<u>.</u>	le of Accident/Inciden	nt j	1		ccident	/Incident 12;	
7. Nearest Raürcad Station			6. Div	iston RTHW			 8. County KING 			10. State Acor.	Code 53 WA
SEATTLE 11. City (if in a city) SEATT						- N 43	ARGINA			Public 1	Privale
		_1	12-119	inway i	ALLE CITAGE EAST			ioment lovolved			
40 Tunn	y User Inv			Code	17. Equipment			(moving)	8. Oih	ier (specil	yj Code
A. Auto D. Pick-up truck G. Sp			oto:Vehicle ian	1	1. Train (units pu) 5. Car(s	(standing)	A, Tra	in culling- RC1 In cushing- RC	
	torcycle	M. Other		A	 Train (units put Train (standing 			loco(s) (standing)		in standing- RC	
	realion	(geograp	-	Code	18. Position of Carl	Uniti	in Train				
(ost. mph at impact) [6] 1. M 16. Position 1. Stalled on crossin		iouth 3. Eas		2 Code	19. Circumstance 1		il coulomo	ot struck biobulau]		Code
2. Stoppod on Cross	-	oving over c tapped	rossing.	3			• •	nt struck by highwa			1 1
20a. Was the highway user and/or	rail equip	ment involve	rd .	Code	20b. Was there a ha	az arc	dous mater	nals refease by			Code
In the impact transporting has 1. Higt:way User 2. Rail Si			4. Neilhe:	4	1. Highway	Use	ar 2. Rall	Equipment 3. 8	oth 4	. Nelther	4
20c. State the name and quantity of											
			-								
	Visicility	(single antr)	9	Code	23. Weather (sing	h6 e1	ofry)				Code
(specify if minus) 63 °F 1.	Dawn 2	. Day 3. Du		2		udy 🕻	3. Rain 4.	Fog 5. Sleet 6. S	Snow		1
24. Type of Equipment A. Spec: MoW Equip 25. Track Type Used by Rail: Code 26. Track Number or Name Consist 1. Freight train 4. Work Izain 7. Yard/Switching Eou/ornent involved											
(single entry) 2. Passenger train (_	Code	Equipment invo	olvec	đ	I	ļ		
3. Commuter train 6	. Catofic	ars 9. Main J	inspect car	7	t, Main 12, Ye	ard	3. Siding	4. Industry 2	1	700	
27. FRA Track 28. Number		29. Number		-	ed (Recorded li eval	llable	e) Code	31, Time Table Di	rection		Code
Class Locomol 1 Units	ive 1	Cars		ecorde: stimate	-	niðh		1. North 2. See	1h 3. E	asi 4. West	4
	, W ig wag	\$	•		agged by crew			ked Crossing		Whistle San	Code
Crossing 2. Cantilever FLS 5		•	• •				Warn	ing		. Yes	
Warning 3. Standard FLS 6 Code(s) 07	. Ausibla		9. Wəlchman	<u>12 No</u>		\neg				2, No 3, Unknown	2
Code(s) 07 35. Location of Warning			ode 36.Crd	ssina V	Varning Interconnect	led	Code	37. Crossing Illu			Code
1. Both Sides		-		-	way Signals			Lights or Spi			••••
2. Side of Vehicle Approach		1	L 1.	Yes 2	. Na 3. Unknown		2	1, Yes 2, #	No 3.	Unknowa	1 1
3. Oncosilo Side of Vehicle Ap 38. Drive 's [39. Driver's Code	1	r Drove Beh	ing or in Front		r	Drive	1 ar				Code
Age Gender			s Struck by Se					d or thru the gate	4. Stop;	ped on crossin	
28 3. Male 1		1. Yes - 2. N	ic 3. Unknow	'n				then proceeded	5. Othe	r (specify)	3
40 2. Farr-ate 42. Driver Pessed Standing	Code	43. View o	Track Obscur	ed by	(primery obstruc		ld not stop. /	-			Code
Highway Vehicle	1	1. Pem	nanent Structur	ne i	3. Passing Train 5	S. Vé	egetet'on	7. Other (s	pecify)		I.
1. Yes 2. No 3. Unknown	2	2. Stan	ding fallroad ei	quiome	ent 4. Topography 6	6. Hi	ignway Vel	ncies B. Nol Obsin	ucted		8
Cesualities to:	Killed	1njured	44. Driver wa			, Co	de	45. Was Driver in		hicle?	Çode
					ured 3. Uninjured	2		1. Yes 2. No			<u> </u>
46. Highway-Rail Crossing Users	0	2	47. Eighwey (est. doll-		e ⊇roperty Damage ag <i>e)</i>	52	2.000	48. Total Number (include driver)	× *	way-Rail Cros	sing Users 2
49. Railroad Employees	0	0			f Peopla on Train			51. is a Rail Equip			Códe
52. Passengers on Train	0	0	(ebulani)	passen	gers and crew)	3		locident Repó 1. Yes - 2. No		, meo	2
53a. Special Study Block			_		53b. Special Study	Bloc	k.				
54. Narrative Description											
55. Typed Name and Tille		న్. Signatu	re							57. Dale	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADM/NISTR	ATION (F	RA							OMB Approval No. 2	2120-0900
Name Of							Alohat	betic Cox	Se RR Accident/inc	ident No.
1. Reporting Railroad			NSF RWy C	lo.]BA	(SF)		ta B	NSF	¹⁵ NW091020	14
2. Other Raircad Involved in Train	Accident	Incident					2a.		2b.	
3. Railroad Responsible for Track	Maintenan	ce B	NSF R <u>wy C</u>	o. IBN	(SF)		Зв. В		35. NW091020	
4. U.S. DOT-AAR Grade Crossing	DND.	101	0335	5. Da	te of Accident/Incident	09/30/10	€, Time	of Acoc	ent/Incident 04:45	AM
7. Neerest Railroad Station SEATTLE			B. Div	Asion RTHV	VEST	9. County KING			10. State Abbr. 53	Code 3 WA
11. City (if in a city) SEATT	LE				ame or No. HANFO				Public 🗌	Private
	y User Invo	bived					praent involve	4		
13. Type C. Truck-frager P. Bu	· .		ator Vehicle	Çoda	17. Equipment 1. Train <i>(units pulling</i>	4. Car(s)	(maving)		Other (specify) Train putting- RCL	Code
A. Auto D. Pick-up truck G. Sc		K. Redestr		A	 2. Train (units pushin) 	g) 6. Lighti 19) 6. Lighti	(sianoing) loco(s) (mavi		Train pushing- RCL	2
4 · · · · · · · · · · · · · · · · · · ·	blorcycle	M. Other			3. Train (standing)		loca <u>(a) (stano</u>	iing) C.	Train standing- RCL	
)irection Jorth: 2, S((ຊອວຊ າອດ 3. Eas	•	Code 4	18. Position of Car Unit	in inain		I		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance 1. R.	ail equipmer	nt struck highv	vay user		Code
2. Stopped on Cross				2			nt struck by hig		ser	1
20a. Was the highway user and/or in the impact transporting has			đ	Code	20b. Was there a hazar	dous materi	ials release by	(Code
1. Highway User 2. Rail Ed			4, Nelther	4	1. Highway Us	er 2. Rail	Equipment	3. Both	4. Neither	4
20c. State the name and quantity of	i the haze	rdous mater	ials released.	:fany						
	V.00.00.	(ringle optio	.1	Cada	DZ Blaathas (alaala a	aba 1				Code
		(single entry Day 3.Du	r	Code	23. Weather (single a 1. Clear 2. Cloudy		Fran S. Sloor	6 500	IN .	Code
24. Type of Eculpment	Cawii 2.	-	A. Spec. MoV		· · · · ·		rug o loiect	1		<u> </u>
Consist 1. Freight trein (). Work (re			• Equip	25. Track Type Used b Equipment Involve	r		Code	26. Track Number or	Name
(single entry) 2. Passenger train 5 3. Commuter train 6				Code : 7	1. Mein 2. Yerd		4. industry	2	1602	
27, FRA Track 28, Number		29. Number			eed (Recorded if evailabl		31. Time Tab	_		Code
Class Locomol	-	Cars	R. F	Recorde	d					•
l Units	1			shmate					3. East 4. West	i 2
32. Type of 1. Gates 4 Crossing 2. Canbiover FLS 5	. Wig waga Huwi kat				agged by crew liter i knewityl	33, Signal Warn!	ed Crossing		34. Whistle Ban 1. Yes	Code
Watning 3, Standard FLS 6	-). Watchman			yyanı:	··9		2. No	
Code(s) 10	1			Ì					3. Unknowm	2
35. Location of Warning		¢		_	Warning Interconnected	Code		-	ated by Street	Code
1. Both Sides 2. Side of Vehicle Approach		١.		(ո թթր	way Signals	1.	Lights d	r Specie	ar Lignits	
3. Opposite Side of Vehicle Ap	proach	1	1.	Yes 2	, No. 3, Unknown	2	1. Yes	Z. No	3. Unknown	1
38. Driver's 39. Driver's Code	1		nd of in Front							Cage
Aga Gender			s Struck by Se a - 3. Unknow						ilopped on crossing)ther (specify)	
58 2. Femala 2	I			***		vid pot stop	CIBIT P.OCCEO			4
42, Driver Passed Standing	Code		Track Obscu		(primary obstruction	•				Code
Highway Vehicle 1, Yos – 2, No., 3, Unknown	2	1. Pa.m 2. Stan	ianen'i Structu ding railroad e	ire Iquipme	3. Passing Train 5. V ent 4. Topography 6. H	egetation lighway Veh	7. Other icles 8. Not C	r <i>(spec</i> Obstructé	≥ry) ≥d	8
			44. Oriver w	85	Ca	хde	45. Was Driv	erin the	Vehicle?	Code
Casualties to:	Killed	Injured	1. Killer	1 2. Irý	ured 3. Uninjured 3		C. Yes 💈	2. No		l 1
an History D-2 Oct of a History			47, Highway	y Vehicl	e Property Damage		48. Total Net	mber of I	Highway-Rail Crossing	
46. Highway-Rail Crossing Users	0	0	fest. dol	lar dam	1999) S	2,000	(include c		1	
49. Railroad Employees	0	0			f People on Train				eing Fl.ed	Code
S2. Pessengers on Train	0	°0	hvenne	P9928L	igers and crow) 3		1. Yes			2
53a, Special Study Block					535. Special Study Bloc	*				
54, Narrative Description										
							_			
55. Typed Name and Title];	56. Signalur	e						57. O <i>a</i> te	
FORM FRA F 6180.57	NOTE	THAT ALL	CASUA: TIES	MUST	BE REPORTED ON FO	RM ERA D	5180.55A			

.

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRAT									OMB Approval No. 2	
Name Of							Alphal	betic Ço	de RR AccidenVino	ident No.
1. Reporting Railroad	ι	Juion Pacifi	e RR C	(0, [UP_]			ຳສ. ບ	2	1>.0910PD00	3
2. Other Railroad Involved In Train A	cckdent/incident						20		25.	
3. Railroad Responsible for Track Ma	pintenan <u>ce L</u>	inion Pacifi				•	3a. U		35. 0910PD00	
4. U.S. DOT-AAR Grade Crossing ID	No. 809	692G		a of Accident/Incident				of Acck	tent/Incident 10:09	
7. Nearest Reliroed Station SEATTLE			vision RTLA	ND SU	- T -	County KING			10. Stale Abbr. 51	Code WA
1'. City (If in a city) SEATTLE	6			ame or No. 8TH AY					Public 🗌	Privale
Highway Q	lser Involved	I		!	R	aii Equi	pment involve	d		
13. Type C. Truck-Laller F. Bus	J. Other M	loto: Vehicte	Code	17. Equipment 1. Train (units pullin	4	. Carjs	(moving)		Cthe: (specify) Train pulling- RCL	Code
A. Auto D. Pick-up truck G. Scho	ol Bus K. Pedestr	ian	c	2. Trein (units push	ng) 9 Nin g) 6	s. Cants, 3. Light	; (alamusiy) lec0(s) (movii		Train pushing- RCL	A
B. Truck E. Van H. Moto:				3. Train <i>(standing)</i> 18. Position of Car Un			loco(s) (sfand	ling) C.	Train standing- RCL	
14. Vehicle Speed 15. Dire (est. mph at impact) 30 1. Nor	action <i>(9809/86</i> th 2. South 3. E a s	-	Code 1	16. Possion of Car On	111:00 1	raun		1		
16. Position 1. Stalled on crossing	3. Moving over c		Code	19. Circumstance 1. F	Rali ei	quipme	nt struck highw	vay user	·····	Çode
2. Stopped on Crossing			3				nt struck by his		se:	2
20a. Was the highway user and/or rai in the impact transporting hazar		20	Code I	20b. Was there a haza	3 40 0U	s avater	ials release by	ŕ		Code
1. Highway User 2. Rail Equi		4. Nelther	4	1. Highway U	ser	2. Rail	Equipment	3. Both	4. Neilher	4
20c. State the name and quantity of t	he hazardous mate	rials released.	If any							
0. T	sibility (single only	a	Code	23. Wealiner (single	antari					Code
	somey (single con) swn 2. Day 3. Ju			1. Clear 2. Cloudy		-	For 5 Seet	6 Soo		2
24. Type of Equipment	1411 2.049 3.04	A. Spec. Mov			_		183 8. 8.çet	1	26. Track Number or	L
	Nork train: 7. Yerd/S		Y EQUY	25. Track Type Used Equipment Involv	•	an		Code	26. L'ack Number br	Name
(single entry) 2. Pessenger train 5. S			Code					4	INDUSTRY	
3. Commuter train 6. C	29. Numbe		L L	1. Main 2. Yard aed <i>(Recorded if availa</i>)		<u> </u>	4. Industry	· · ·	· · · · ·	Code
27. FRA Track 28. Number of Class Locomolive			sist op: Recorde	•	0189) 1	00081	31, 1046 185	78 JU83		5
1 Units	2	3 E.E	stimate	<u>d 5 m</u>	ph	E	1. North 2.	South	3. East 4. West	73
	· ·			agged by crew	33	-	led Crossing	:	34. Whislle Ban	Code
Crossing 2. Cantilever FLS 5. H Wathing 3. Standard FLS 6. A		8. Stop signs 9. Wetchman		the: (specify) one		Warn	ing		1. Yes 2. No	
Code(s) 07			1		1			.	3. Unknown	2
35. Location of Warning	c	-	_	Wanting Interconnected	0	Code			tated by Siveet	Code
1. Both Sides 2. Side of Mahiele Assembly	L.		ön High	way Signala	I		Lights d	× Specia	al Lights	
 Side of Vehicle Approach Opposite Side of Vehicle Appro 		2 1.	Yes Z	No 3. Unknown			1. Yes	2. No	3. Unknown	2
38. Driver's 39. Driver's Code 44	0. Driver Dröve Beh	ind or in Front	of Train							Code
Age Gender	and Struck of wa	is Struck by S- to 3. Unknow					_		Nopped on crossing Other <i>(specify)</i>	
37 1. Male 1 2. Female 1	1.185 2.6	io a unknov	мп	2		01.5100	nien proceen	çu 3.4	Strier (Specify)	3
42. Driver Passed Standing	Code 43. View o			(primary obstructio						Code
Highway Vehicle 1. Yes _2, No _3. Unknown	2 1. Perm 2. Stan	ranent Structu ding railroad é	rrie Iguijome	3. Passing Train, 5. nt, 4. Topography – 6. I	Veget Highy	lation vay Vel		r (spea Obstructi		1
		44. Driver v	/85	(Code		45. Was Driv	er in the	Vehicle?	Code
Casuallies to: K	(lied Injured				3		1, Yes - 2			1
		47. Highwa	y Vehicl	e Property Damaga	-		48. Total Nur	mber of	Highway-Rail Crossin	-
46. Highway-Rail Crossing Users (0	(es). doi	-		\$2 ,01	00	(include o	triver)	1	-
49. Railroad Employees (n o			People on Train gers and craw)					ent Acoldent / Ising Filed	Code
52. Passengers on Train	0 0	(menae	posadr	ana ava ciont	2		1. Yes	•		2
53a. Special Study Block				53b. Special Study 8k);; k					
54. Nerrative Description										
55. Typed Name and Title	56. Signatu	/e	_						57. Date	
аа, турса наше ана тие	bu. orgranu	•							Gr. Date	
FORM FRA F 6180.57				BE REPORTED ON P	onu	CD4 C	4400 FFA			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

QMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	A LICAN (FI	HOA [UMB Approval M	5. 2 190-0000
Name Of									Alpha	betic Co	xde RR Accident/	Incident No.
1. Reporting Railmad	_		SF Rwy C	lo, IBN	SF				1a BI	NSF	15. NW1109	200
2. Other Railroad Involved In Train									Za		2b.	
3. Railroad Responsible for Track I	tantenar		SF Rwy C						3∎. В		35. NW1109	200
4. U.S. DOT-AAR Grade Crossing	ID No.	101:	380N		te of Accide	nVincident	-			of Acci		30 AM
7. Neerest Railroad Station SEATTLE			8. DX NO	nsion <u>RTHV</u>	VEST		9	L County KING			10. State Abbr.	Code 53 WA
11. Çıfy (if in a city) SEATT)	LE		12. H¢	ihway i	Vame of No	• W MAI	RGI	INAL V	VAX		Public [Privale
Highway	y User Inw	olved					:	Rail Equ	ipment Involve	d		
13. Type C, Truck-traller F, Bus A, Auto B, Pick-up truck G, Sc B, Truck F, Sterner F, S	hool Bus		c	Code C	1. Train 2. Trein	(units pulli) (units push	ng) ting)	5. Carls 6. Light) (moving)) (standing) loco(s} (movi	A ngi B	. Other (spacify . Train pulling- RCL . Train pushing- RCL	L 1
	Aorcycle Pirection	M, Other (s (geograph		Code		(standing) on of Cer Un			loco(s) (sland	ting/ C	. Train standing- RC	.L.
· · ·		outh 3. East		2	••••••••••••••••••••••••••••••••••••					1		
16. Position 1. Stalled on crossing 2. Stepped on Crossing	-	aving over cro	nssing	Code 2	19. Circun				nt struck high/ nt struck by high	•		Çade
20a. Was the highway user and/or			i	Code	20b. Was:				ials refease by		, , , , , , , , , , , , , , , , , , ,	Code
in the impact transporting haz	ardous m	ateriels?				• Kale					d blatter	4
1. Highway User 2. Rail Ec 20a Blata Maranasa and even Mara				4	1.	Highway U	Ser	2. Rai	Equipment	3. BOD	• 4. NOIDO	
20c. State the name and quantity of	n GM9 11828	10005 (KS16A	a 5 14.945990,	a any								
• · ·	Visibility	(single entry)		Code	23. Weat	her (single	entr	y)				Code
(specify it minus) 48 °F 1.	Dawn 2.	Day 3. Dus	k 4. Dark	2	1, Clea	ar i 2. Cloud ;	y 3.	Rain 4.	Fog 5. Sleet	6. Sn	ow	3
24. Type of Equipment Consist 1. Freight train 4	. Work tra	ہ ic. 7. Yard/Sv	., Spec, MoV vitching	/ Equip		Type Used ment Involv		Rall		Code	26. Track Number	or Name
(single entry) 2. Passenger train 5 3. Commuter train 6	i. Single c.	ar B. Light lo	co(s)	Code		pin 2. Yand		Sidion	4. Industry	2	2098	
		29. Number (<u> </u>	F .		Hedilavaila			31. Time Tab	_		Code
27, FRA Track 28, Number of Class Locomol		Cars		eçorde	-	360 P 8 7388	018)	1	an, nine (al	ve onet		1
l Units	1			simate			ph	E			3. East 4. West	2
	. Wig Waş Husu kest		Crossbucks				3	-	led Crossing		34. Whistle Ban 1. Yes	Code
Crossing 2. Cartillever FLS 5. Warring 3. Standard FLS 6.	-		Watchmen			<i>\$</i> 7	i	Wam	ing		1. Tes 2. No	
Code(s) 03 07							71	20 sec w	arn min (1)	;]	3. Unknown	2
35. Location of Warning 1. Both Sides		Co	F	-	Warning Inte way Signals	arconcected S	1	Code	1	-	inated by Street iel Lights	Code
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	mach	1	1.	Yes Z	. No - 3. Ur	n known			1. Yes	2. No	3. Unknown	1
38. Driver's '39. Driver's Code	ſ	Crove Behin	id or in Front	of Train	n Cost	e 41. Dri	iver					Code
Age i Gende		Struck of was			-			nucis 9 4	d or thru the g	ate 4. :	Stopped on crossing	
61 1. Maia 1 2. Femala 1		1. Yes - 2. No	3. Unknow	'n	2	I -		not stop	then proceed	o d 5.	Qiher <i>(specity)</i>	5
42. Driver Passed Standing	Code		Track Obscu	-		ry obstructio	on)					Code
Highway Vehicle 1. Yes_2. No <u>3. Unknown</u>	2		inent Structu Ing retiroad e		3. Passi at 4. Topog	ng Train 5. Japhy 6.	Veg High	etation :way Vel	7, Othe ticles 8, Not C	r (spe Distruct	c//y) ed	
			44. Driver w	as		ſ	Code	2	45. Was Driv	er in the	e Vehicle?	Code
Casualties to:	Killed	Injured	1. Killed	i 2. Inje	in U.S. ben	injured	3		1. Yes 2	2. No		I
48. Mighway-Raii Crossing Jsers	Ø .	0	47. Hig≿wey (est. ⊄c∆				\$5,0	000	48. Total Nur (incluge ç		Nighway-Rail Cross	sing Users 1
49. Railroad Employees	O	0	50. Total Nu		-						ent Accident / Princ Filed	Code
52. Passengars or: Train	0	٥	finclude	passen	gers and cr	'ew]	4		1. Yes	•	Baing Filed	2
53a. Special Study Block					53h. Speci	ia' Study Bk	ocx.					
54. Narrative Description												
4]: CNT FOULING XING												
55. Typed Name and Title		56. Signature	:								57. Date	
FORM FRA F 8180.57	• NOTE	THAT ALL O	ASUALTIES	MUST	BE REPOR	(120 ON F	ORM	I FRA F	6160.55A			

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

aua ... wel No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ATION IF	KAI						OMB Approval No. 2	2130-0300			
Name Of Alphabete Code RR Accident/Incident No. 1. Reporting Railroad BNSF Rwy Co. [BNSF] 1a. BNSF 1b. NW0609200												
1. Reporting Railroad]	BNSF Rwy	Co. [B]	4SF		^{1a} BNSF	15. NW060920	00			
2. Other Railroad Involved In Trein	i Accident	/Incider.1					29.	2b.				
3. Railroad Responsible for Track	Maintena	nce E	SNSF Rwy	<u>Co. [BN</u>	(SF)		3a. BNSF	35. NW060920				
4. U.S. DOT-AAR Grade Crossing	ID No.	101	<u>юзэн</u>		te of Accident/Incident	-		dent/Inciden1 11:45				
7. Neerest Railroad Station. SEATTLE				ivision ORTH V	VEST	9. County KING		10. State Abbr. 53	Code S WA			
11. City (# in a city) SEATT	LE		12. H	lighWay I	Same or No. ATLA	TIC STRE	ា	🛛 🗹 Public 🗌	Private			
Highwa	y User Inv	olvec	I			Rail Equi	pment involved					
13. Type C. Truck-frailer F. Bu	5	J. Other M	oto: Vehicle	Code	 Equipment Train (units pulli) 	4, Car(s 5, Car(s) (moving) 8.) (stending) A	Other (specify) , Train pulling- RCL	Coce			
A, Auto D, Pick-up truck G, St				A	2. Trein (units pust	ning) 6. Light	loco(s) (moving) – B	Train pushing- RCL	2			
	otoroyole Direchon	M. Other (geogrey		Code	3. Trein (standing) 18. Position of Car Ur		loco(s) (standing) C	. Train standing- RCL	-			
			si 4. Wesi	4	ię. Posijoni bi Car Or		L					
16. Position 1. Stalled on crossin 2. Stopped on Cross	-	oving over o	rossing	Code 1 3			nt struck highway use nt struck by highway u		Code 1			
20a, Was the highway user and/or			ed .	Code	205. Was there a haz				Code			
in the impact transporting has	taroqus m	aterials?		1				4 11-20-4-	4			
1. Highway User 2. <u>Rail E</u>				4	5. Highway U	iser 2. Rall	Equipment 3. Both	1 4. Neilder	L			
20c. State the name and quantity (ar the rigizi	rigoná mejé	mais released	э, н алу								
• · · ·	Vis.b0ity	(single entry	W	Code	23. Weather (single	entry)			Code			
(specify if minus) 70 °F 1.	Dawn 2.	Day 3. De	vski 4. Dark	Z	1. Clear 2. Cloudy	y 3. Ram 4.	Fog 5. Skeet 6. Sno	2W				
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name Consist 1. Freight train 4. Work train 7. Yard/Swilching Equipment Involved												
	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car B. Light loco(s) Code											
	(single entry) 2. Passenger train 5. Single car 8. Dight loco(s) Gode 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yant 3. Skiling 4. Industry 2 2694											
27, FRA Track 28, Number	¢f	29. Nombe			eed (Recorded if availa	ible) Code	31, Time Table Direc	ction	Code			
Ciass Locomo I Units	tive 1	Cars		Recorde Estimate	_	phE	1. North 2. South	3. East 4. Wesl	2			
	. Wig wag				lagged by crew	33. Signa	led Crossing	34. Whistle Ban	Coda			
Crossing 2. Cantilever FLS 5			8. Stop signs 9. Watchmar			Wam	ing	1. Yes				
Warning 3. Standard FLS 6 Code(s) 07			B. YYAUJIII AI	1 12.19		-		2, No 3, Unknown	2			
35. Location of Warning			Code 36.C	rossing '	Warning interconnected	Code	37. Crossing Illum:	nated by Street	Code			
1. Both Sides			· ۱	vith High	way Signals		Lights or Speci	al Lights				
 Side of Vehicle Approach Opposite Side of Vehicle Ap 	n:cach	'	ιļ.	l. Yes 💈	No. 3. Unknown		1. Yes 2. No	3. Unknown	2			
38. Driver's 39. Driver's Code		r Drove Beh	Ene or in From	nt of Trai:	n Code 41. Dr	iver			Cace			
Aga Gender	and		as Storck by t				d or thru the gate 4.3					
1. Male 1 2. Eemsle 1		1. Yes 2. M	lo 3. Unkax)wei	2	Stopped and Did not stop	then proceeded 5.4	Other (specify)	3			
42, Criver Passed Standing	Code	43. View d	Track Obso	ured by	(primary obstruction				Code			
Highway Vehicle	1	: Per	anent Struc	lure Antimer	3. Passing Train 5. ant 4. Topography 6.	Vegetation Nichway Vet	7. Oliber (soe bicles & Not Obsir.vd		8			
1. Yes 2. No. 3. Unknown	2	2, 3(8)					1					
Casualities to:	Killeð	Injured	44. Driver 5. Killi) oried 3. Uninjuted	Code 2	45. Was Driver i⊃th 1. Yes - 2. No	e vehiciðr	Code			
	<u>+</u>	├			le Property Damage	3		Highway-Rail Crossin	L J			
46. Highway-Rail Crossing Users	0	0	-	ay venci pil ar da m		\$2 ,000	(include driver)	I agravay van croast.	9 0 3 6 3			
49. Railroad Employees	0	0			People on Train	-	51. Is a Rail Equipm		Code			
S2. Passengers on Train	0	û	(includ	e passar	igers and crew)	1	incident Report E 1. Yes - 2. No	sein:g Filea	2			
53a. Special Study Block	•				53b. Special Study Bl	ock						
54, Narrative Description												
	N)											
AGE OF DRIVER UNKNOW	71											
								67.0-1				
55. Typed Name and Trils		55. Signatu	re					57. Date				

FEDERAL RAILROAD ADMINISTRATION (FRA)

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ann grain	(04)					_				
Name Of								Aloha	ibetic C	ode RR Accident/Inc	ident No.
1. Reporting Railroad			NSF Rwy C	<u>lo, JBN</u>	SFI			1a. B	NSF	15. NW040920	00
2. Other Railroad Involved in Train	. Accident	(Incident						2a.		2b.	
3. Reilroad Responsible for Track	Maintenar	108 B	NSF Rw <u>y C</u>	o. (BN	SF1			3a. <u>F</u>	INSE	3b. NW040920	D0
4. U.S. DOT-AAR Grade Crossing	IO No.	096	445R	5. Da	te of Acciden	6incident	04/01/09	6. Tim	e of Acc	denVincident 08:46	PM
7. Nearest Railroad Station SEATTLE			B. Div NO	/ˈsion RTHV	VEST		9. Count KINC	·		10. State Abb.: 53	Code 3 WA
11. City ((fin a city) SEATT	LE		12. Hiş	jhway N	lame or No.	E. MAI	RGINAL V	VAY		🗸 Реъліс 🗌	Private
Highwa	y User Inv	niveri	•		•		Rail Equ	ipmeat Involv	ed		
			(specily)	Code D Code		units pusi (stending)	hing) 6. Light 7. Light	s) (moving) s) (standing) Lioco(s) (mov Lioco(s) (stan	ing) E	8. Other (specify) A. Train pulling- RCL B. Train p⊔shing- RCL C. Train standing- RCL	Code
(est. mph at impact) 4 1.1	North 2. S	South 3. Eas	t 4. Wast	1)		
15, Position 1, Stalled on crossio	_	oving over a	rossing	Code	19. Circums			ant struck high			Code
 Stopped on Cross 2Ca. Was the highway user and/or 				3	205 Was #			ant struck by 5 dats release b		U\$91	<u> 2</u>
in the impact transporting has			•	(0008) [200. 11850	.616 6 1:62			·,		Coder 4
1. Highway User 2. Rail E			4. Neither	4	1. i	∹lghway U	iser 2. Ra	. Equipmen	3. Bot	h 4. Neither	
20c. State the name and quantity of	of the haza	ardous mater	fa's released.	if any							
	•	(single entry		Code	23. Weathe				_		Code I 3
	Dawn 2.	Dey 3. Du	sk 4. Dark	4	1. Clear	2. Cloud	y 3. Rain 4.	Fog 5 Sieel	6. Sr	now .	
24. Type of Equipment Consist 1. Freight trein (single onlay) 2. Passenger trains		ain 7. Yard/S		¦Equip Code		Sype Used cent Involv	r .		Code	25. Track Number or	Name
3. Commuter train 6	-	-		1 7	1. Mair	1 2. Yard	3. Siding	4. Industry	2	LEAD	
27. FRA Track 28. Number		29, Number	· ·	sist Spr	ed (Recorde	ed If availa	bie) Code	31. Time Te	ble Dire		Code
Class Locomo	live	Cars	R. F	lecorde							ı .
1 Units	1			stimate			ph E		. South	3.East 4.West	3
	. Wig wag		7. Crossbucks				1 °	Ned Crossing		34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5 Wathing 3. Standard FLS 5	-		3. Stop signs 3. Watchman			9	Warr	ning		1. Yes 2. No	
Code(s) 07	. <u>Abbiolo</u>		5. 110,0,10113.1	- <u></u>			-			3. Unknown	2
36. Location of Warning 1. Both Sides	`			-	Warning Inter way Signais	connected	1 Code			ninated by Street clait Lights	Code
 Side of Vehicle Approach Opposite Side of Vehicle Approach 		1	· 1.	Yes 2	No 3. Unit	nown	2	1, Yes	2. No	3. Unknown	1
38. Onver's 39. Driver's Code Age Gander	40. Drive		indiorian Esont s Struck by Se					nd or this the s	able 4.	Stopped on crossing	Code
30 1. Male 1 2. Ferra e 1		1. Yes 2. N	o 3. Unknow	'n	2	2. 3.	Stopped and Did not stop	d then proceed		Other (spacily)	з
42. Driver Passed Standing Highway Venicle	Code	1. Perm	l Treck Obscu anan' Structu alina railmao a	re -	3. Passin		Vegetation	7. Olhe hicles 6. Noti	er <i>(sp</i> i Obstruc		Code 8
1, Yes Z, No G, Unknown	<u> -=</u>	!						•			
Casualties to:	Killed	Injured	44, Driver w 1, Killed		vredi 3. Unin		Code 3	45. Was Ori 1. Yes		DB VBNICIE7	Code
46. Highway-Rall Crossing Users	10	0	47. Elghway (est. dol:		e Property D: ape?	ama ge	\$5.000	48. Total Nu (include		f Highway-Rali Crossin; 1	
49. Railroad Employaes	0	0	-		f People on T	Frain	99.000	· · · · · · · · · · · · · · · · · · ·		nent Accident /	Code
52. Passengers on Train	0	0			igers end cre	- 1 -	2	Incident 1. Yes		Being Filed	2
53a Special Study Block	<u> </u>]	53b. Specia	l Study Bv	xx				
54. Narrailve Description											
85. Typed Name and Tilia		56. Signatur	e							57, Dale	
FORM FRA F 6180.57	*NOTE	THAT ALL	CASUALTIES	MUST	BE REPORT	TED ON F	ORMERAE	6180.55A			

FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ACTON 151	NAI								CAND ADDIONDI NO.	2100-0300
Name Of								Alpha	betic Co	de RR Accident/inc	dent No.
1. Reporting Railroad			nion Pacifi	RR C	Co. [CP]			1a. jj	۲	15-1098PD00	7
2. Other Railroad Involved in Train	i Acciden€	Incident						29.		Zb.	
3. Railroad Responsible for Track	Maintenar	ice Ui	tion Pacific			•		3a. U		3b. 1008PD00	
4. U.S. DOT-AAR Grade Crossing	ID No.	809	712R	5. Da	ta of Accident/Incident	: 10)/16/08	6. Time	of Acci	dent/Incident 01:15	PM
7. Nearest Railroad Station SEATTLE			8. Di PO		ND SC	<u>د</u>	 County KING 			10. State Abbr. 5:	Code 3 WA
11. City (if in a city) SEATT	LE		12. Hit	phway M	ame of No. EAST	MA	RGINA	L WAY SO		🔽 Public 📄	Private
Highwa	y User Inw	olved					Rail Equ	pineot involve	xđ		
13. Type C. Truck-trailer F. Bu	5	J. Other Mo	tor Vehic'e	Code	17. Equipment 5. Train <i>(units pu</i>)		4. Car(s	$\langle (moving) \rangle$		Other (specify)	Code
A. Auto D. Pick-up truck G. So					2. Train furnits pue	ing) hing]	5. Car(s 5. Light) (stantring) loco(s) (movi		. Train pulling- RCL [®] . Train pushing- RCL	
	vioroycle	M. Other (С	3. Train (standing,	ļ	7. Ligh.	.oco(s) (stend		Thein standing- RCL	1
	Virection	(geograp) outh: 3, East	-	Code	18. Position of Car U	nit In	nienT		1		
(est. mph of impect) () 1. h 16. Position 1. Stalled on crossing		our: 5. East oving over ch		4 Code	19. Circumstance 3.	Rali		ot stolek blobu		,	Code
2. Stopped on Cross		*	vaenti	2				nt struck by his	•		1 1
20a. Was the highway user and/or	ral equip:	ner:t involved	1	Code	20b. Was there a haz						Code
in the impact transporting has			b	4	1 Minternal	Inne	2 7-8	Fauismost	2 Bath	d Mailbar	4
 Highway User 2. Rail Ed 20c. State the name and quantity of 					. Eigeway t	1964	2. Adi	Equipment	S. BUIII	I N. INBIUREI	
zoe, again me name and quantity c	/ (ne 1 4 2/8	soona manén	er\$ 16169269"	i. eny							
21. Tempetalure (22-	Visibility	(single entry)		Code	23. Weather (single	9 6 70	n)				Çode
		Day 3. Dus		2	1. Clear 2. Cloud	iy 3.	Rain 4.	Fog 5. Sleet	6. Sn	DΨ	ן 1
24. Type of Equipment		,	, Spec. MoV			_			Code	26. Track Number or	Name
Consist 1. Freight train	. Work tra				Equipment invol		r san				r starring.
(single entry) 2. Passenger train 5		*		Code I 7						YARD	
3. Commuter train 6			· · · · · ·		1, Main 2, Yan			4. Industry	2		
27. FRA Track 28. Number - Class Locomot		29. Number Cars		sist Spe Recorde	asd <i>(Recorded if avail</i>) d	abiej	Code	31. Time Tat	ale Direc	6000	Code
1 Ur.:s	1	6		stmate	-	ոբԻ	E	1. North 2.	. South	3. East 4. West	1
32. Type 01 1. Gates 4	. Wig wag:	3 7	. Crossbucks	10. FI	egged by crew] 3	33. Signa	led Grossing	F	34. Whistle Ban	Çode
Crossing 2. Contilever FLS 5	-						Wam	Ing		1. Yes	
Warning 3. Standard FLS 6 Code(s) 08 07	AUDIDIA	y	. Watchman	12. N	0.049	-				2. No 3. Unknown	2
Code(s) 08 07 35. Location of Warning		- ' Ca	de 36. Ca	ossing \	Aaming Interconnecte	<u>,</u>	Code	37. Crossir	ia illumi	naled by Street	Code
1. Both Sides		_	***	th High	way Signals					a' Lights	
2. Side of Vehicle Approach		1	1	Yes 2	. No. 3. Unknown		2	1. Yes	2. No	3. Unknown	2
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		Drove Benir	1								Code
Age Cender		Struck or was					ve aroun	d our than the g	ate 4.3	Stopped on crossing	Cude
54 1. Male 2		i, Yesi (2, No	3. Unknow	<0				-		Other (specify)	4
2. Female			T		1 . 3		001,5:00.				
42. Driver Passed Stending ∺ighway Vehicle	Code I	1	Track Obscu anent Structu		(primary obstruct) 3. Passing Train 5		etation	7. Othe	r (soe	cify)	Code
1. Yes 2. No 3. Unknown	2							nicles 8, Not 🤇			8
			44. Driver w	85		Code	e	45. Was Driv	er in th	e Vehide?	Code
Cesualties to:	Killed	Injured	1. Killed	i 2. inji	ured 3. Uninjured	3		1. Yes 🖇	2. No		1
	İ	i +	47. Highway	Vehicl	e Property Damage	-		48. Total No	mberof	Highway-Rail Crossin	
46 Highway-Rail Crossing Users	Ď	۵	(0 st. 40)			\$20	04	(include d		1	-
49. Railroad Employees	. 0	α	50. Total Nu	imber o	(People on Train					en: Accident /	Code
52. Passengers on Train	0	0	(include	passan	gers and crew)	2		incident i 1. Yes		Being F‼ad	2
538. Special Study Block		L [535. Special Study B	lock		h			• • •
54. Narrative Description											
55. Typed Name and Title	ĺ	56. Signature								57. Date	
FORM FRA F 6180.57	'NÔTE	THAT ALL (ASUALTIES	MUST	BE REPORTED ON 7	-DRA	I FRA F	6180.55A			

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

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FEDERAL RAILROAD ADMINISTR	A TON (F	RA)				_					
Name Of							Alphabetic Co				
1. Reporting Railroad			Jnion Pacil	ic RR (Co. [UP		1a. UP	15. 0908PD013	1		
2. Other Reilroad Involved in Train							2a.	2b.			
3 Railroad Responsible for Track		· · · ·	Jnlon Pacif				3a. UP	35. 0908PD01			
4, U.S. DOT-AAR Grade Crossing	ID No.	80§	<u>)556G</u>		te of Accident/Incide/			10. State	PM Code		
7. Nearost Railroad Station SEATTLE				vivision DRTLA	ND SU	9. County KING			WA		
11. City (if in a city) SEATT:	LE		12. H	lighway I	Name or No. EAST	MARGINA	L WAY	🔽 Public 📃	Private		
Highwa	y User Inv	clved	•			Rail Equ	joment involved				
13, Type C. Truck-trailer F. Bu	5	J. Other M	latar Vehicle	Code	17. ≣ou'pment 1, T:ain <i>(units pu</i> i	4. Carts		Other (specify) Train culling- RCL	Code		
A, Auto D. Pick-up truck G. Sc		K. Pecast	ian	c	2, Train (units ous		loco(s) (moving) B.	Train oushing- RCL	1 1		
	torcycle	M. Other		_	3. Train (standing		locc(s) (standing) C.	Train standing- RCL	L •		
	Prection forth 2.5	(geogra) 0eth 3. Ea:		Code 3	18. Position of Car U	hatif in Thigan	1				
16. Position 1. Stalled on crossin		oving over c	rossing	Code			ent struck highway user at struck by highway u		Code		
2. Stopped on Cross 20a, Wes the highway user and/or				Code				9 15 1	Code		
in the impact transporting has	erdous m	laterials?		1					4		
1. Highway Use: 2. Rail Ec				4	1, Highway	User 2. Rel	Equipment 3. Both	4. Neither			
20c. State the name and quantity (of the hezy	ardová měje	nais release	а, палу							
21. Tempetature 22.1	Visibility	(single entr	n	Code	23. Weather (singl	e entry)			Code		
(specify if minus) 75 °F 1.	Dawn 2.	Day 3.Du	isk 4. Dark	1	1. Clear 2. Clour	dy 3. Rain 4.	Fog 5. Steet 6. Sno	<i></i>	2		
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rai Code 25. Track Number or Name Consist 1. Freight frain 4. Work train 7. Yard/Swittening Equipment Involved Code 25. Track Number or Name											
(single entry) 2. Passenger train 5. Single car B. Light loco(s) Code											
			· · · · · · · · · · · · · · · · · · ·	Ĺ			- · /		Code		
27. FRA Track 28. Number Class Locomol		29. Numbe Cars		Recorde	sed <i>(Recorded if avail</i> id		31. Time Table Direc	con	1		
l Gnits	1			Estimate		mph R	1. North 2. South 3		1		
32. Type of 1. Gates 4 Crossing 2. Cantiever FLS 5	. W.ç. wag . Hwy. <mark>Ica</mark>				lagged by crew lthe: (specify)	33. Signa Warr		34. Whistle Ban 1. Yes	Code		
Warning 3. Standard FLS 6	Audible		9. Watchma	<u>1 12. N</u>	one	-		2. No	2		
Code(s) 03 05	06		17		<u> </u>		varn min (1);	3. Unknown			
35. Location of Warning 1. Both Sides		C C			Wanting Interconnects way Signals	N Code	37. Crossing Lumi Ughts or Specia		Code		
2. Side of Vehicle Approach			, I	-		1	-	-	1 2		
3. Opposite Side of Vehicle Ap					2. No. 3. Unknown	_	1. Yes - 2. No	a. ontriowit	,		
38. Driver's 39. Driver's Code Age Gender			ind or in Fro is ≲truck by -				d or they the gate 4, \$	Stopped on crossing	Code		
29 1. Male 1			lo 3. Unkni				then proceeded 5. (2		
2. Famale	i				1 3	<u>). Did not stoo</u>		_			
42. Driver Passed Standing Highway Vehicla	Code r		r Track Obs/ Narient Struc	-	<i>(orimary obstruct</i> 3. Passing Train 5		7. Other (spe	city)	Code		
1. Yes 2. No 3. Unknown	2	2. Star	ປະກຽ ເຊິ່ງແລງ	equipme	ect 4. Topography C	5. Highway Ve	Nicles B. Not Obstruct	ed	8		
	Killed	Information of	44. Driver	was		Code	45. Was Oriver in the	e Vehicle?	Code		
Casualties to:	Killea	Injured	1. Kill	ed (2, l-)j	urod 3. Uninjwed	3	1. Yes 2. No		1		
46. Highway-Rail Crossing Users	ø	0	-	ay Véhic ollar darr	ls Property Damage lage)	\$1.800	48. Total Number of (include driver)	Highway-Rail Crossin; 1	g Users		
49. Railroad Employees	Û	0	50. Total I	Yumbar c	x People on Train		51. Is a Rail Equipmi		Code		
S2. Passengers on Train	0	0	(inclus	le passev	ngers and craw)	2	incident Report B 1. Yes 2. No	ieing Filec	2		
53a. Special Study Block					535. Speciel Study E	Block					
54. Narrative Description											
								17 A.			
55. Typed Name and Title		56, \$igna;u	re					57. Qate			
L											

.

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	KIION (F	6 41								OMS Apploval No.	2100-0000
Name Of								Alpha	бебс Сос	te RR Accidant/In	cident No.
1 Reporting Railroad			NSF Rwy C	lo, BN	ISF			10. B	NSF	15. NW05082	00
2. Other Railroad Involved in Train	Accident/	nçident						29.		20.	
3. Railroad Responsible for Track (Atintenan		NSF Rwy C					39. <u>B</u>		35. NW05082	00
4. U.S. DOT-AAR Grado Crossing	ID No.	096	<u>470Y</u>	5. De	e of Accident/Incident	_			of Accid	IonVincident 04:4(
7. Nearest Reilroad Station SEATTLE			8. D× NO	áslon RTHV	est_	9	County KING			10. State Abbr. 5	Code 3 WA
11. City (if in a city) SEATTI	E		12. H'ş	jhwaγ P	lame or No. HANK	0 KD	ST			🗸 Public 📃	Privale
Highway	User trive	olved				F	Rail Equi	ipment Involve	đ		
13. Type C. Truck-trailer P. Bus	;	J. Other Mc	stor Vehicte	Code	17. Equipment 1. Train <i>funits pull</i> i	inal	4. Caris) (moving) Visiantino)		Other (specify) Train pulling- RCL	Code
A. Auto D. Pick-up truck G. Sci	icol Bus			E	2. Train funils push	hing)	6. Light	loco(s) (movi	ng) 3.	Train pushing- RCL	в
	lorcycle	M. Other ((geograp		1	3. Train (standing) 18. Position of Car Ui			loce(s) (stend	ling) C.	Train standing- RCL	-
	irection Iadh 2. Sa	outh 3. East		4			116111		I		
15. Position 1. Stalled on crossing	3. Mo	iving over cr		Code	19. Circumstance 1.			_			Code
2. Stopped on Crossi 20a. Was the highway user and/or			-	3	2. 205. Was there a haz			n; struck by hi		se:	
in the impact transporting haz				Code I	200. 1488 (18,618 182		es mater	-813 1 C C D 3 C - 2	,	•	Code
1. Highway User 2. Rail Eq				4	s. Highway L	Jser	2. Rai	Equipment	3. Bobh	4. Neither	
20c. State the name and quantity o	' Ve haza	rdous mater	als reteased.	if any							
21. Temperature 22. 3	∕isibilitv	(single entry		Cose	23. Weather (single	e entr	vl				Code
		Day 3.Du		4	1. Clear 2. Cloud			Fog 5. Sleet	6. Soo	w	2
24. Type of Equipment		,	A. Spec. MoV	/ Fouio	·				1	26. Track Number o	, Namo
Consist 1. Preight train 4		in 7. Yard/S	witching		Equipment invol		101			20. Hask Norrosi o	
(single en/y) 2. Fassenger trein 5. Single car 8. Light local(s) Code 3. Commuter gain 6. Cut of cars 9. Main./Inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 2 1602											
27. FRA Track 28. Number of			<u> </u>	sist Spi	aed <i>(Recorded if bysile</i>			31, Time Ta	l :: Sie Direct	lion	Code
Class Locomoti	ve	Çars	R. R	tecorda	d .	ŕ	.				1.
l Units	3	2		slimate		nph	E			3. East 4. West	2
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wags Hwy traff				agged by crew Paer (snacify)	3	3. Signa Wam	led Crossing	3	34. Whistie Bart 1. Yes	Code
Warning 3. Standard FLS 6,	•		. Watchman				44a. II	in g		2. No	r .
Code(s) 01 02	03	01	5 0	7		2	to sec w	arn min (I)	;	3. Unknown	2
35. Location of Warning		c		-	Naming Interconnecter	d	Code		*	aled by Street	Code
 Both Sides Side of Vahicle Approach 		١.		տ հացո	wey Signels	Ι	-	Lig.រាន (or Specia	ai Lignis	
3. Opposite Side of Vehicle App	naech	I	 1. 	Yes _2	. No. 3. Unknown		3	۹. Yes	2. No	3. Unknown	2
			nd of in Front								Gode
Age Gender			s Struck by St o = 3. Unknow					-		itopped on crossing Diner (specify)	
39		185 2 14		•:1	2		r <u>oi ston</u>	пларосеев	60 J.C	niel (apecny)	1
42. Driver Passed Standing	Code	1	Track Obscu		(primery obstructi						Coda
Highway Vehicle 1. Yes - 2. No - 3. Unknown	1	1. Perm 2. Stark	enant Structu fing reilroad e	មេ ជួយ១៣៥	3. Passing Train 5. Int 4. Topography 6.	Vegi Higʻi	atation way Val	7. Othe hicles 8, Not (r (spec Obstructe	ufy) ed	8
			44. Driver w	85		Code		45. Was Driv	er in the	Vehicle?	Code
Casualties to:	Killed	Injured			.rec 3. Uninjured	3		1. Yes .			1
46. Highway-Rail Crossing Users			47. Highway	y Vehic	e Property Damage					Highway-Rail Crossir	-
	ŋ	0	(est. doi			\$5,0	000	(include) 5• Is a Rait	,		Code
49. Raliroad Employees	Ą	0			f People on Train gers and crew)			1		ent Accide∩t / eing Filed	
52. Passengers on Train	Û	0	1			2		1. Yes	2. No		2
53a. Special Study Block	_				53b. Special Study BI	lock					
54. Narrative Description											
VEHICLE OPERATOR WAS	APPAR	ENTLY O	BLIVIOUS	то у	ARNING DEVIC	ES,					
55. Typed Name and Title	;	56. Signatur	÷	_						57. Date	
FORM FRA F 6180.57	NCTE	THAT ALL	CASUALTIES	MUST	BE REPORTED ON F	ORN	IFRA F	6180.55A			

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

.

Name Of			• ·					Alphabe	fo Cor	ie RR Accident/	ncident No.
i. Reporting Railroad		(- Juion Pacific		a. [UP_]			<u>1a. UP</u>		15. 0308PD	015
2. Other Railroad Involved in Train	Accident/	Incident	_					28.		26.	
3. Rainoad Responsible for Track	Maintenan	15 0 (inion <u>Pacific</u>	RRC	o.[UP]			38. UP		35. 0308PD	015
4. U.S. DOT-AAR Grade Crossing	ID No.	809	9692G	5. Det	e of Accident/Incid	dent	03/18/08	6. Time ôf	f Accid	ent/incident 10:	20 AM
7. Nearest Railroad Station SEATTLE			B. Oiv	ASICO RTLAI	ND	_	9. County KING			10. State Abbr.	Code 53 WA
11. City (if in a city) SEATT		_			ame or No. 87)	HAV		•			Private
	y User Inw	olved						ipment involved			
13. Type C. Truck-trailer F. Bo A. Auto D. Pick-up truck G. So B. Truck E. Van H. Mo	s	J. Other M	(specify)	Code C Code	17. Equipment 1. Train (units 2. Train (units 3. Train (stand 18. Position of C	pushii ting)	4, Car(s g) 5, Car(s ng) 6, Light 7, Light) (moving)) (standing) loco(s) (moving	А. (:З.	Other (specif) Train pulling- RCL Train pushing- RC Train standing- RC	-
			st 4. West	3	ig. Pagiton of a				1		
16. Position 1. Stalled on crossing 2. Stopped on Cross		oving over c anced	vossing		19. Circomstance			nt struck highwa nt struck by high	•		Code
20a. Was the highway user and/or in the impact transporting tax 1, Highway User 2, Rait Ed	rali equipi arcous m	ment Involve aterials?		Code	20o. Was there a 1. Highw	naza:	idous mater	rials release by		4, Neither	Code 4
20c. State the name and quantity of				lf any							
	-	(single only		Code	23. Weather (s	-					Code 1 2
(specily il minus) 48 ⁺ ⊢ 1,	Cawn 2.	Day 3. Du		2					6. Sno	w	
(single entry) 2. Passenger train 5	5. Single a	-	xocc(s)	Code	Equipment I	nvolve	ed	. [ode	26. Track Number	or Name
3. Commuter trein {			· · ·	B	1. Main 2.		· · ·	4. Industry	4	INDUSTRY	
27. FRA Track 28. Number Class Locornol		29, Numba Cars		sist Spe Recorces	sed (Recorded il e d	เวลต์ยอ	Ve) CODE	31, Time Table	Ditect	ţon	Code
	ື 1			stimate		mp	a E Í	1 North 2, S	iouth 3	. East 4. West	4
	. Wig weg				agged by crew		-	led Crossing	2	34. Whist'e Ba≏	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6			 Stop signs Watchman 	11, O: 12, No	ther (specify)		Warr	iing	1	1. Yes 2. No	
Code(s) 12		-	a. waterunan	12.194			-		1	3. Unknown	2
35. Location of Warning 1. Both Sides				-	Naming Intercone Way Şigneis	ected	Code	37. Crossing Lights or		nated by Street N Lights	Code
2. Side of Venicle Approach			1	Yes 7	. No 3. Unknow	•	2	1 Yes	2 Vin	3. Unknown	1
3 Opposite Stdo of Vehicle Ap		- Donue Deb	ind or in Front			1. Dáy				a. b • • • • • • • • • • • • • • • • • • •	Code
Age Gender 1 Male I	and	Struck or wa	as Struck by St No. 3. Unknow	T bridge	· •-•- ·	1.0) Drove aroun	d or thru the gal I then proceeded		itopped on crossing Dher <i>(specify)</i>	
30 2. Female 1	·		(T) ()				Did not stop				Code
42. Driver Pessed Standing Highway Vehicle 1. Yes: 2. No: 3. Unknown	Ccde 2	1. Pera)f Track Obscu nanent Structu tding ratircad e	ire .	<i>(primary obs)</i> 3. Passing Tra Int. 4. Topography	in 5. V	/egels/icn	7. Other nicles \$. Not Ob	(spec) structe	sify) ad	8
			44. Dover w	48.5		C	elte	45. Was Oriver	r in the	Vehicle?	Code
Casualties to:	Killed	Injured	1, Kolley	și 2. înju	ured 3. Uninjured		3	1. Yes 2.	No		1
48. Highway-Rail Crossing Usars	0	0	47. Hış ² wr8 (esi. dol		e Property Came <u>s</u> age:	je .	\$800	4B. Total Numi (include dri		Highway-Raii Cross	sing Users
49. Railroad Employees	0	0			í People on Train			51. Is a Rail Et		Accident /	Code
52. Passengers on Train					gers and crew)	1	Ŀ	Incident Re 1. Yes - 2.	ecort B		2
53a. Special Study Block		<u> </u>			535. Special Sto	dy Blo	c#				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	:re							57. Date	
FORM FRA F 6180.57	• NOTE	THAT ALL	CASUALTIES	MUST	BE REPORTED (ON FO	IRM FRA F	6180.55A		· · · · ·	

AL RATI BOAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

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FEDERAL RALINGAD ADMINISTRATION (FRA)											
Name Of								cetic Code	RR Accident/In		
1. Reporting Railroad			SNSF Rwy C	o, iBN	(SF)		1a, B)	SF	15. NW10072	00	
2. Other Railroad Involved in Train							20.		2b.		
3. Railroad Responsible for Track 3			NSF Rwy C			10/10/0	3a. Bi		35. <u>99910072</u> //ociden: 04:44		
4. U.S. DOT-AAR Grade Crossing	ID NO.	095	9007Y		te of Accident/Incident			OF ACCIDENT			
7, Neerest Railmad Station SEATTLE			8. DN NO	ISION RTHV	VEST	9. County KLNG			10. State Abbr. 5	Code 3 WA	
1. City (If in a city) SEATT	LE				Name or No. SPOK/				✓ Public	Private	
Highway	y Uşer lav	olved	I				ipinent Involve	d .			
13. Type C. Trock-balle: F. Bu	5	J. Other M	otor Vehicle	Code	17. Equipment 1. Train <i>(units pulli</i>	4. Car(s) (maving) Universities	8, Oth A Tro	ier (specify) jin pulling- RCL	Code	
A. Auto D. Pick-up brock G. Sc	hoci Bus			l c	2. Train (units pust	hing) 6. Light	loco(s) (movii	ng) B. Tra	in pushing RCL		
	Norcycle Srection	M. Other (geograp)		Code	3. Train <i>(standing)</i> 18. Position of Car Ur		loco(s)_(stand	ແກສູ) C.Tສ	in standing- RCL		
• · ·		coth 3. Eas		3				I			
16. Position 1. Stalled on crossing	-	oving over p	rossing	Ccde I 3			•	-		Code	
 Stopped on Cross Was the highway user and/or 			ud.	Code	2. 205. Was there a haz		nt strock by hig Cals release by			L1 Code	
in the impact transporting has			-				,			1 4	
1. Highway User 2. Rail Ec	•••			4	1. Highwey U	Jser 2. Rai	Equipment	3. Both 4	, Neither		
200. State the name and quantity of the hazardous materials released. If any											
21. Temperature 22. Visibility (single enl/y) Code 23. Weather (single enl/y) Code 1											
(specify If minus) 59 °F 1.	speciny inimitely 22 1. Devis: 2. Devis: 2. Devis: 2. Devis: 2. Devis: 2. Could y C. Hain 4. Fog C. Steel, C. Shaw										
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Roll Code 26. Track Number or Name Coostst 1. Freight train 4. Work train 7. Yard/Switching Equipment Local and											
Consist 1. Freight (rain 4 (single entry) 2. Passenger train 5				Code	Equipment Invol-	ved					
3. Commuter train 6				7	1. Main 2. Yard	1 3. Siding	4. Industry	2 1	099		
27. FRA Track 28. Number (29, Numbe	-		seci (Recorded if eveile	zb/e) Code	31. Time Tab	ole Direction		Code	
Class Locomol I Units	ive Į	Çars		tecorde și mațe	-	10h E	1. North 2.	South 3. E	ast 4. West	1 1	
	. Wig wag	5			agged by crew	33. Signa	ed Crossing	•	Whistle Ban	Code	
Crossing 2. Cantilever FLS 5	· ·	-				₩arr	ling		1. Yes		
Warning 3, Standard FLS <u>6</u> Code(s) 03 06			9. Watchmen]	12. N	one	20 sec y	ern min (1);		2, No 3, Unknown	2	
35. Location of Warring			ode 36. Cri	ssing \	Naming Interconnected		r	g Illuminate	d by Steet	Code	
1. Both Sides		,	wi	լդ :High	way Signals	1	Lights o	or Special Li	ghis		
 Side of Vehicle Approach <u>3</u> Opposite Side of Vehicle Approach 	orasch		L [1.	Yes 2	No 3. Unknown	1	1. Yes	2. No 3.	Unknown]]	
38. Driver's 39. Driver's Code			ind or in Front							Code	
Age Gender	bna		is Struck by Se Io – 3. Unknov				d or they the gi then proceed		ped on crossing /energina		
36 1. Male 1 2. Eemale 1	;	1. res 2. r	15 3, OTKODY	*11		Did not slop	, (10, r procoou)	40 0. Out		3	
42. Driver Passed Standing	Code	•	f Track Obscu		(primary obstructi	on)	7 A	(nnn-16-1		Code	
Highway Vehicle 1. Yes - 2 No - 3. Unknown	3	2. Stan	nanent Structu ding railroad e	re quipme	3. Passing Train 5. ent 4. Topography 6.	. vegetation . Highway Vei	nicles B. Not C	r (specify) Destructed		8	
			44. Driver w			Code	45. Was Driv		hide?	Code	
Cascallies to:	Killed	Injured			ured 3. Uninjured	3	1. Yes 💈			1	
			47, Highway	y Vehici	le Property Damage	-	48. Total Nur	mber of High	way-Raii Crossi		
46. Highway-Rei: Crossing Users	0	0	(esi. do)	lar dam	1938)	\$70,000	finclude o			1	
49, Railroad Employees	C	0			f People on Train		∫51. (g a Ra⊪i I incident 8	Equipment / Report Salny		Code	
52. Passengers on Train	0	0	(include	2838 04	igers and crew)	.3	1, Yes		grillau	2	
53a. Special Study Block		· · · · · ·			53b. Special Study Bl	lock					
54. Nanalive Description											
55. Typed Name and Title		56. Signalu				•			57. Date		
иот турса напесано пре		ou, orginario	-								
		_									

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Anoroval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ALLON 199	(A)								Owid Addrovar No	2.00.000
Name Of								Aloha	batic Co	de RR Accident/Inc	ident No.
1. Reporting Railroad			SNSF Rw	y Co. (BN	(SF]			1a. B	NSF	15. NW080720	04
2. Other Rallmad Involved in Train								2a.		t 2b.	
3. Raikozo Responsible for Track		-	SNSF Rw					348. B		35. NW080720	
4. U.S. DOT-AAR Grade Crossing	ID No.	096	<u>5445R</u>	5. Da	te of Accident/Inc	cident	08/27/07	! 6. Time	of Acci	den%ncident 12:15	PM
7. Nearest Railroad Station SEATTLE				Division <u>IORTHV</u>	VEST		9. County KING			10State Abbr. <u>St</u>	Code 3 WA
11. City (If in a city) SEATTI	LE		:2,	Highway I	Name or No. – E.	MAR	GENAL V	VAY		🖌 Public 📋	Private
 P∵ghwa)	Use r invo	bevic				_	Rail Equ	ipment Involve	ıd		
	hool Sus Iorcycle	K. Pedestr M. Other	(specify)	c	3. Train (sta	ts pushli naïng)	ng) 6. Light 7. Light	s) (moving) s) (standing) tiloco(s) (movi tiloco(s) (stand	ng) B	. Other (specify) . Train pu ^g ing- RCL . Train pushing- RCL . Train standing- RCL	Code A
	irection criti 2. Se	(geograp çølh: 3. Eas	-	Coxia t 1	16. Position of I	Car Unit	L:n Train		1		
16. Position 1. Stalled on crossing		wing over c		Coçe	19. Circumstan	се 1. К	ail equipme	ant struck high	way uso		Code
2. Stopped on Cross			. 4	3	DDb 14/cg theory			int struck by hi dele selence bi	× ·	1987	1
20a. Was the highway use: and/or in the impact transporting haz			50	Code	20b. Was there	a naza	roous mate	nais release oj	ŕ		Code 4
1. Highway User 2. Rell Squipment 3. Both 4. Neither 4 1. Highway User 2. Rel Equipment 3. Both 4. Neither										1	
20c. State the name and quantity of	füne haze	rdovs mate	rials releas	ed, if any							
21. Temperature 22. ¹	(elblin)	(single entry	al	Code	23. Weather	tsinnle r	ated -				Code
·	-	Day 3. Du			1			Fog 5. Sloet	6.50	0w	1
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Ra ²¹ Code 26. Track Number or Name											
24. Type of Ecuipment A. Spec. MoW Equip 25. Track Type Used by Ra ²¹ Code 26. Track Number or Name Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved Code 26. Track Number or Name											
(single entry) 2. Passenger train 5. Single car 6. Light loco(s) Code											
27, FRA Yozok 28, Number of 29, Number of 30, Consist Speed (Recorded if available) Code 31. Time Table Direction Cod Class Locomotive Cars I R, Recorded 1										LOUG	
1 Units	2			E. Estimate	-	۳ م م	nίΕ	t. North z	. South	3. East 4. West	4
	Wig wag				lagged by crew		· ·	ked Grossing		34. Whistle Ban	Code
Crossing 2, Cartilover FLS 5, Warning 3, Standard FLS 6,	•	-	8. Stop sig 9. Watchm				Wart	1,00		1. Yeş 2. No	
Code(s) 0.7				<u></u>	v. n.		1			3. Uoknown	2
35. Location of Warning 1. Both Sides	1	(:ode 38.	-	Warning Intercon way Signals	nectec	Code			inated by Street la! Lights	Code
2. Side of Vehicle Approach		:	1	1. Yes 2	. No. 3. Unknov	WIT .	3	1. Yes	2. No	3. Urknown	2
3. Opposite Side of Vehicle Ap; 38. Driver's 39. Driver's Code		Drove Beh	ind or in Fr	on: of Trail	n Code	41. Driv	vor				Code
Age Gender 1. Maie 1 2. Female		Struck or wa 1. Yes - 2. N		•		1. D 2. S)rové arour	d iner proceed		Slopped on crossing Other (spacify)	3
42. Driver Passed Stending	Code	43, Væw o	f Track Ob	scured by	(primary ob		-				Code
Highway Vehicle <u>1. Yes</u> <u>2. No</u> <u>3. Unknown</u>	2	1, Pem 2, Stan	rianent Sin iding fallrea	icture id equipme	3. Passing Tr ant 4. Topograph	rain 5. V hy 16. F	/egetation lighway Ve	7. Othe hicles 8. Not (r <i>(s</i> pe Obstruc	icify) ted	1
		! [44. Drive	ar was		Ċ.	ode	45. Was Dry	er in th	e Vehicle?	Code
Casuallies (o:	Killed	Injured	1. K	illeð (2, In)	ured 3. Uninjure	ed j	5	t. Y o s	2. No		1
46. Highway-Rail Crossing Users	0	ŋ		way Vehić dollar dəm	e Property Dama age)		10.000	48. Total No (Include)		f Highwey-Reil Crossin 1	g Usere
49. Račroad Employees	0	0			f Pacple on Trai			51, Is a Rail	Equipm	ien: Accident /	Code
52. Passengers on Train	â	0	tiach.	ide passer	gers and craw)	2	!	Incident 1. Yes		Being Foed	2
53a. Special Study Block	•				53b. Special St	udy Blo	sk				-
54. Narrative Description											
AGE OF BRIVER UNKNOW	н.										
55. Typed Nanie and Title		56. Signatu	re							57. Date	
CRM FRA F 6180.57	.NDIE	THAT ALL	CASUALT	IES MUST	BE REPORTED) ON FO	RM FRA F	6180.55A		·	

DEPARTMENT OF TRANSPORTATION - -

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Accepted No. 2130,0500

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FEDERAL RAILROAD ADVIN STRATION	(FINH)					UMB ADDIOVALINO,	
Name Of					Alphabetic Co	de RR AccidenVinc	dent No.
1. Reporting Railroad	BNSF R	wy Co. JBN	ISF]		1a. BNSF	15. NW060720	91
2. Other Railroad Involved in Train Accide	nt/incident				2a.	2b. ·	
3, Reliroad Responsible fc. Track Mainter	ance BNSF Ry	wy Co. [BN	SF[32. BNSF	3b. NW060720	
4, U.S. DOT-AAR Grade Crossing ID No.	0962021	🧯 🗟. Dal	le of Accident/Incident	06/25/07	6. Time of Accid	iant/incident 11:00	AM
7. Nearest Railroad Station SEATTLE		8. Division NORTHW	EST	9. County KING		10. State Abb 53	Code WA
11. City (if in a city) SEATTLE	1;	2. Highway N	lame or No. CITELA	NAVE. SV	v.	Poblic 🗌	Private
Pighway User	woived			Rail Equip	ment involvec		
13. Type C. Truck-trailer F. Sus	J. Other Motor Veh		17. Equipment 1. Train <i>funits pulling</i>			Other (specify)	Code
A. Auto D. Pick-up truck G. School St.		1	 Train funits pulling Train funits pushk 			Train pulling- RCL Train pushing- RCL	1 .
B. Truck E. Van H. Motorcycl		c	3. Train (standing)			Trein standing- RCL	1
14. Vehide Speed 15. Direction (ast, mpl; at impact) () 1. North 2	(geographical) South 3. East - 4. We	Code est 2	18. Position of Car Unit	în Train	1		
	Moving over crossing	Code	19. Circumstance 1. R				Code
 Stopped on Crossing 4. Was the highway user and/or rail equ 		Code			t sireek by highway e: als release by	8 8 1	Code
In the impact transporting bazardous		1					i 4
1. Highway Use: 2. Rail Equipment	it 3. Both 4. Neithe	Y 4	1, Highway Us	er 2. Rait I	Equipment 3. Bolh	4. Nelther	I
200. State the name and quantity of the ha	zardous materiais relea	ased, if any					
21, Temperature 22. Visibilit	(single entry)	Code	23. Weather (single a	atad			Code
/A 11-	2. Day 3. Dusk 4. Da			••	og 5. Sleet 6. 5no	én l	2
24. Type of Equipment	<u> </u>	. MoW Equip	-			26. Track Number or	Name
Consist 1. Freight frain 4, Work	train 7. Yard/Switching		Equipment Involve	•	0010	20. 1040 10.000 01	
(single entry) 2. Passenger train 5. Single 3. Commuter train 6. Cut o	· · ·	Code car I 7	1. Main 2. Yard	3. Sklina	4. Industry 2	2021	
27. FRA Track 128. Number of	· · · · ·		ed (Recorded if availab		31. Time Table Direc	tion	Code
Class Locomolive	Cars	R Recorde	d				1
1 Units	1 15	E. Estimate			1. North 2. South 3		4
32. Type of 1. Gates 4. Wig w Crossing 2. Cantever FLS 5. Hwy. 1	-		agged by crew ther(specify]	1 33. Signak Waraid	-	34. Woisile Ban 1. Yes	Code
Warning 3. Standard FLS 6. Audibl	-	man 12. No				2. No	
Code(s) 03 07				20 sec we	ern min (l);	3. Unknown	2
35. Location of Warning 1. Both Sides	Code 3	-	Varning Interconnected way Signals	Code	37. Crossing Lturd'r Lights or Specia	•	Code
2. Side of Vehicle Approach	1	-	No 3. Unknown		1. Yes 7. No	3. Unknowa] 1
3. Opposile Side of Vehicle Approach 38. Driver's 39. Criver's Code 40. Dri	ver Drove Bahind or in I						Code
	d Struck or was Struck				or thru the gate 4.5	stopped on crossing	0000
41 1, Male 1	1. Yes 2. No 3. Ur	•			here proceeded 5. (i₄
2. Female	e 43, View of Track C	Sheeuced by		l <u>id not stop</u> ນ			Code
42. Driver Passed Standing Coo Highway Vehicle	1. Permanent St	Inature	3. Passing Train 5. V	egetation	7. Other (spec		, ²⁰⁰ 2
1. Yes 2. No 3. Unknown 2			n: 4. Topography 6. H	lighway Vehi			8
		iver was	\$	xde	45. Was Driver in the	Vahicle?	Code
Casualties to: Killed	Injured 1,	Killed 2. Inju	ured 3. Uninjured 3		1. Yes 2. No		1
46. Highway-Rail Crossing Users 0	- I A - I	ghway Vehick sl. dollar dam	e Property Damage agej ! §	100.000	48. Total Number of I (include diver)	Highway-Raଏ Crossin, 1	g Users
49. Railroad Employees 0	0 50. To	lal Number o	f.People on Train		51. Is a Rall Equipme		Code
52. Passengers on Train 0	0 ^{(inc}	clude passen	gers and crew) 3		Incident Report B 1. Yes - 2. No	eng rueo	2
53a. Special Study Block			53b. Special Study Bloc	:k			
54. Narrať ve Descripton							
55. Typed Name and Title	56. Signature					57. Date	
						1	

FORM FRA F 5180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Anomya1Nn 2130-0500

FEDERAL RAILROAD ADMINISTRATION (FRA)										
Name Of 1. Reporting Railroad										
2. Other Railroad Involved in Train	A and do a b		BNSF Rwy C	0. JRN	SF		ts. BNSF 2a.		15. NW050721 25.	10
										0.1
5. Railroad Responsible for Track (-	SNSF Rwy C		te of Accident/Incident	05115107	3a BNSF		30. <u>NW05072</u> ciden: 10:15	
4, U.S. DOT-AAR Grade Crossing	ND ND.	101	128A		le er Aceide le nordent	· 1				
7. Neares: Railroad Station SEATTLE			B. Div (NO	ζsion RTHV	VEST	9. County KING		'	IO, State Abbr. 5(Coce 3] WA
11. City (ff in e city) SEATTE	LE.				ame or No. ROYAU	BROUGE	AM		🖌 Peblic 👘	Private
Highway	/ User Inv	olved				Rail Equi	cmect involved			
13. Type C. Truck-bailer F. Bus	9	J. Other M	otor Vehicle	Code	17. Equipment 1. Train <i>(units putting</i>	4. Corts)	(moving) (visorited)	6. Other	i (specify) polling- RCL	Çode
A. Aulo D. Pick-up truck G. Sch		X. Pedesti	rian	l c	2. Trein (units push)	ng) 6. Light	oco(s) (nioving)	B. Train	poshing- RCL	: j
	torcycle inection	M. Other (geograf		Code	3. Train (stending) 18. Position of Car Unit		oco(s) <i>(slanding)</i>	C. Train	standing- RCL	
			annan a 4. West	4	is, Posi, on or car drill			1		
16. Position 1. Stalled on crossing	•	oving over c	rossing	g Code 19, Circumstance 1, Rall equipment struck highway user 3 2. Rall equipment struck by highway user						Code
2. Stopped on Crossi 20a. Was the highway use: and/or				Code 20b. Was there a Azardous insterials release by						Code
in the impact transcorting haz	ardous m	ateria.s7		1		7 5-1		ant. 4 14	lairbaa	4
1. Highway User 2. Rail Eq				2	1. Highway Os	er 2. Maii	Equipment 3. B	CUI 4, N	seltne:	
20c. State the name and quantity o	a the Mazz	arobus mate	nais released.	п апу						
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code										
(specily if minus) 62 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Cloar 2. Cloudy 3. Rain 4. Fog 5. Steel 6. Snow 1										
24. Type of Equipment A. Spec. MoW Equip 25, Track Type Used by Rall Code 26. Track Number or Name Consist 1, Freight (rain 4, Work train 7, Yard/Switching Equipment Involved										Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5				Code	Equipment Involve	20				
3. Commute: train 6. Cut of cars 9. Main, Inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 2 1031										
27. FRA Track 28. Number of		29. Nombe			ed (Recorded if eveileb	(e) Code	31, Time Table D	rection		Code
Çlass Locomôti Î Units	ive 1	Cars		teporde súmate		h E	1. North 2. Sou	ilh 3. Eas	il 4. West] 1
	Wig wag				agged by crew	33. Signal	ed Crossing		histe Ban	Code
Crossing 2. Cantever FLS 5. Warning 3. Standard FLS 6.		-	 Stop signs Watchman 			Wami	ing		Yes No	
Code(s) 12				- <u></u>		1			Unknowa	2
35. Location of Warning					Varning Interconnected	Code	37. Crossing live		·	Code
1. Both Sides 2. Side of Vehicle Approach		1	vi'	th High	way Signals		Lights or Sp	ecial Ligh	158	1 -
3. Opposite Side of Vehicle App	roach		1.	Yes 2	No. 3. Unknown	3	1. Yes 2. N	No 3. Ur	ńknown	3
001 0117810 001			ind or in Front							Code
Age Gender 1. Male .	and		is Struck by Se to3. Unknow				i or the fate \rightarrow then proceeded		-	1 - 1
2. Female 1					2 1 7	vid not stop			11/	3
42. Driver Passed Standing	Code	1 .	f Track Obscu		(primary obstruction 3. Passing Train 5. V		7, Other <i>(s</i>	and the		Code
Highway Vehicle 1. Yes - 2. No - 3. Unknown	2	2. Star	nanent Structu Iding railroad e	quipme	ent 4. Topography 6. H	lighway Veh				8
			44. Driver w	35	C	ode	45. Was Driver in	the Venk	q e ;	Code
Casualties to:	Killed	Injured	1. Killed) 2 . inji	ured 3. Uninjuned 📋 🛓	3	1. Yes - 2. No	·		1
46, Highway-Rail Crossing Users	a	0			e Property Damaga		48. Total Number		ay-Rail Crossin	g Users
	ų	"	(କର୍ଟ, ଟିଦ୍ର)			\$10,000	(include driver		1	Cada
49. Railroad Employees	0	0			f People on Train gers and craw)		51. Is a Rail Equi; incident Repo			Code
52. Passengers on Train	0	0	1		3,400,0774,01011)		t. Yes 2. No	<u>.</u>		2
53a. Special Sludy Block					535. Special Study Bloc	c<				
54. Narrative Description										
AGE OF DRIVER UNKNOW	'N									
55. Typed Name and Title		55. Signatu	ne						67. Dale	1

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

EUERAL RAILROAD ADMINISTR							I			. 1100-000
Name Of							Algoal	betic Çç	de RR Accident/Ir	CIDENT NO
1. Reporting Railroad			Pacific RR C	Co. UP			10. [9]	۲	15. 0207PD0	33
2. Other Railroad Involved in Train	Accident/Incl	dens					Za.		3þ.	
3. Railroad Responsible for Track i	Maintenance	Union	Pacific RR C	<u>9 UP </u>			3a. U.		35. 0207PD0	
4. U.S. DOT-AAR Grade Crossing	ID No.	809548		te of Accident/In			- !	of Acci	idenl/Incident 04:3	
7. Nearest Railroad Station SEATTLE			 B. Division PORTLA 	ND		19. County KING				Code 53 WA
11. Gity (if in a city) SEAT (1	LE		12. Highway N	Name or No. – C	OLOR/	ФО \$ТВ	ært		Public	Frivale
Highway	User (nv0)ve	ьQ				Rail Equi	prient involve	d		
13. Type C. Trucx-trailer F. Bus A, Auto D. Pick-up truck G. Sci	hool Bus K.			ימש) 1. Train 2. Train (שמי)	its pushin;	g) 6. Light	loco(s) (movi	ng) B	Olher (specify Train pulling- RCL Train pushing- RCL	ه ا
		. Olt.er (specil (geographical)	W	3. Train (sta 18. Position of			loco(s) (stand	ling) C	. Train standing- RCI	_
		h 3. East 4. ¹		10, Posicoli os	ça: çılırı			1		
15. Position 1. Stalled on crossing	3. Movin	ng over crossing	g Code	19. Circumstar	ice 1, Ra	al equipme	ni struck high	vay use	<u>ار</u>	Cod
2. Stopped on Crossi			3				nt struck by bi		user	2
20a. Was the highway user and/or in the impact transporting haz			Code	20b. Was there	e a hazan	icus mate:	ials reluase by	ſ		Cod
 Highway User 2. Reil Eq 			iner 4	1. ∺lgi	hway Usa	r 2. Rait	Equipment	3. Both) 4. Neither	4
20c. State the name and quantity o										
			-							
	Visibility (sin	igle entry)	Code	23. Weather	· •					Cod
(specity if minus) 50 *F 1.(Dawn 2. Day	iy 3. Dusk 4. I	Oark 2	1. Ciear 2.	. Cioudy i	3. Rain 4.	Pog 5. S.eet	6. Sn	ow	1
24. Type of Equipment			ec. MoW Equip	· /F		r		Çode	26. Track Number o	or Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		7. Yard/Switchi 8. Lipht locots)	-	Equipmer	nt Involver	1				
3. Commuter train 6	*	* · · ·		1. Main	2. Yard	3. Siding	4. Ind⊎st/y	2	YARD	
27. FRA Track [28. Number of	ıt 29.	Number of	30. Consist Spe	ed (Recorded l	i I availatik	e) Code	31. Time Tat	sie Direi	ction –	Cod
Çiess Locomoli	ve	Cars	R. Recorde	d						-
1 Units	1	12	E, Estimale	·	5 mph			South	3. East 4. Wesl	3
	Wig wags Down terfford			agged by crew .		-	led Crossing ion		34. Whistle Ban Yes	Cod
 Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6. 			chman 12. N			Wam	ing		2, No	
Code(s) 07									3. Unknown	2
35. Location of Warning		Code	35. Crossing V	Warning Intercos	nnacted	Code	37. Crossin	։ց ։Մստ	inated by Street	Çori
1, Both Sides			-	way Signals	1			-	ial Lights	
2. Side of Vehicle Approach		1	1. Yes 2	. No - 3. Unkno	wa	2	1. Yes	2. No	3. Unknown	1
3. Opcosile Side of Vehicle Apr 28. Develop R2. Develop Cada		aug Rabind an	in Front of Train		41. D.:ve					Cod
38. Driver's 39. Driver's Code Age Sender			in Front of Train ck by Second T				d or thru the o	ste 4.	Stopped on croasing	000
43 1. Male I	-	res 2. No 3.	,	2	2. \$1	opped and	then proceed		Olher (specify)	2
2. Femálé I			- Oh-	_		d noi stop				
 Driver Passed Standing Highway Vehicle 	Code 43	 View of Traci 1, Permanent 	-	(primery ol 3. Passing T			7. C 1. e	: (ene	ecify]	. Cod
monway Venicie							nicles 8, Nol (8
	2	P. Classic and a	en des ederbeure	int 4. ropograp	.,					_
	2			int 4. ropograp		de	45, Was Driv	rer io •►	S VERICUSA	Code
			Driver was		Co	de	45. Was Driv 1. Yes		S VERICI	Code
1. Yes 2. No 3. Unknown		ijuređ	Drivet was 1. Killed - 2. Inj.	cred 3. Unangur	Co ed [3	de	1. Yes	2. No		1.
1. Yes 2. No 3. Unknown Cesualties to:		ijurađi 44. 1 47. 1	Driver was 1. Killed - 2. Inj. Highway Veñad	cred 3. Urangur e Property Dem	Co ed [3		1. Yes	2. No mber of	e venicior Highway-Rail Cross:	1.
1. Yas 2. No 3. Unknowr Casualties to: 46. Highway-Rail Crossing Users	Killed In	njurađi 44. 47.	Driver was 1. Killed - 2. Inj. Highway Vetici (est. dollar dam	cred 3. Unangur e Property Dem age/	Co red [3 lage \$	oe 5,000	1. Yes 1 48. Total Nu: (Include d	2. No mber of httvsr)		ing Users 1
1. Yes 2. No 3. Unknown Cesualties to: 46. Highway-Rail Crossing Users 49. Ra [*] road Employees	Killed In 0 0	ijurati 44, 1 47, 1 0 50, 1	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Urangur e Property Dem	Co ed [3 izge \$!		1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross:	ing Users 1
1. Yes 2. No 3. Unknowr Casualties to: 46. Highway-Reil Crossing Users 49. Ra' road Employees 52. Passengers on Train	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 2 48. Total Nu: (Include d 51. Is a Rall	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Raf road Employees 52. Passengers on Train 53e. Special Study Block	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dem rage) f People on Trai	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Rai road Employees 52. Passengers on Train	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Raf road Employees 52. Passengers on Train 53e. Special Study Block	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Raf road Employees 52. Passengers on Train 53a. Special Study Block	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Codi
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Raf road Employees 52. Passengers on Train 53a. Special Study Block	Killed In 0 0	ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Rat road Employees 52. Passengers on Train 53a. Special Study Block	Killed In 0 0 0 (0 (ijurađi 44. 47. j 0 50. j	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross ent Accident / Being Filed	ing Users 1 Code
1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Raf road Employees 52. Passengers on Train 53e. Special Study Block	Killed In 0 0 0 (0 (ijuređi 44. 47. 0 50.	Driver was 1. Killed 2. Inj. Highway Vehicl (est. dollar dam Total Number o	cred 3. Unangur e Property Dam ago) f People on Trai gave and crew)	Co red 3 sizge in 2	5,000	1. Yes 48. Total Nu: (Include d 51. Is a Rall Incident I	2. No mber of driver) Equipm Report I	' Highway-Rail Cross: .ert Accident /	ing User: 1 Cod

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

·

FEDERAL RAILROAD ADMINISTRATION (OMB	Approval No.:	2130-0500		
Name Of	·						Alphabelic Co	ode R	R Accident/Inc	ldent No.		
1. Reporting Rellroad	BN	SF Rwy Co	. [BN	SF			ta. BNSF	1	• NW01072	05		
2 Other Railroad Involved in Train Acciden	t/Incident						2 a .	2	: 0.			
3. Railroad Responsible for Track Maintens	nce BNS	SF Rwy Co	אפן א	SF[38. BNSF	· 3	b. NYY01072	05		
4. U.S. DOT-AAR Grade Crossing ID No.	1010	07C	5. Dal	e of Acciden Vincident	01/2	27/07	 Time of Acc 	idenl/Inc	ident 02:10	AM		
7. Neeres: Railroac Station SEATTLE		8. Oivi: NOR	sion (TISM	ÆST		. County KING		10), Stete Abbr. 5;	Code 3 WA		
11. City (If in a city) SEATTLE		12. High	way N	lame or No. HOLG	ATE	ST.		ξ.	🖉 Рођија 🗌	Private		
Highway User In	volved				R	Rail Equip	ment involved					
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School Bus		r verucie:	Code	1, Train (units puil 2. Train (units pus	thing) {	Light I	oco(s) (moving) - B	3. Train p	(specily) pulling- RCL pushing- RCL	Code		
3. Truck E. Van H. Motorcycle 14. Vehice Speed 15. Direction	M. Other (sp (geographic		Code	3. Train (standing) 18. Position of Ca. U			oco(s <u>) (standing)</u> C	s. Train s	standing- RCL	· ·		
	South 3. East	· .	3			•	1					
-	laving over cros	Salg	Code 3	19. Circumstance 1.						Code		
2. Stepped on Crossing 4. 1 20a. Was the highway user and/or rai equi				205. Was there a haz			i struck by highway i als release by	user		<u>} 1</u> Code		
in the impact transporting hezardous r 1. Highway User <u>2. Rait Eq. prinect</u>	neteriels?		4				Equipment 3. Both	h 4.Ne	e:Wer	4		
20c. State the name and quantity of the hazardous materials released, if any												
21. Temperature 22 Visbility	21. Temperature 22 Visibility (single entry) Code 23. Weather (single entry) Code											
(specify if minus) 42 °F 1. Dawr 2. Day 3. Dusk 4. Dark 1 4 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Steet 5. Snow 2												
24. Type of Equipment Consist 1. Freight train 4. Work b	A. ain 7. Yard/Swi	Spec. MoW	Equip	25. Track Type Use: Equipment Invol		Rail	Code	25. Tr	ack Number or	Name		
(single entry) 2. Passenger train 5. Single car 6. Light foco(s) Code 3. Commuter train 6. CLt of cars 9. Main./inspect. car 8 1. Main 2. Yard 3. Siding 4. Industry 4 1491												
27. FRA Track 28. Number of	17. PRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded il evalleble) Code 31. Time Table Direction Code											
Class Locomotive I Units I	Cars 0		ebrook Ernate	-	rph	Ē	1. North 2. South	3. Eest	4. West	4		
32. Type of 1. Gates 4, Wg wa	gs 7.(Crossbucks	:0. F0	agged by crew	<u> </u>	3. Signali	ed Crossing	34. Wh	istle Bar.	Code		
Crossing 2. Cartilever FLS 5. Hwy. to Warning 3. Standard FLS 6. Audible	•	viop signs Vatchman				Warni	υĝ	1. Y 2. N		1 2		
Code(s) 07 10						·			Jokdown			
35. Location of Warning 1. Both Sides	Cod			Varning Interconnecte way Signals	юц (,	Code	37. Crossing Illum Lights or Spec		•	Code		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	_ 1	1.1	′es 2	No 3. Unknown		3	1, Yes 2. No	3. Uni	known	3		
36. Driver's 39. Driver's Code 40. Driv	er Drove Behind							*** ***		Code		
1. Mele	Struck or was \$ 1, Yes 12, No	-		2 2	. Stop;		l of thru the gate 4. Iven proceeded 5.			3		
2. Femala 42, Driver Passed Standing Code	43. View of Tr	ack Obscure	ed by	(primary obstruct)		ika: atop				Code		
Highway Vehicle 1, Yes_2, No_3, Unknown 2		ent Structur girailroad eg		3. Passing Train 5 ct 4. Topography 6			7. Other (spi icles 8. Not Obstruc			s		
		4. Driver wa	15		Code	1	45. Was Driver in th	ne Vehic	:e?	Code		
Casua ties to Killed	Injured	1. Ki 4eð	2. Inji	wed 3. Uninjured	3		1. Mes - 2. No			,		
46. Highway-Rail Crossing Users	0 4	17. Highway (est. do‼a		e Property Damage sge)	\$5.0	000	48. Total Number of (Include driver)	f Highwe	ay-Rail Crossin]	- I		
49. Railroad Employées 0	0 5	0. Total Nur	праг о	f People on Train			51, is a Rail Equipm			Code		
52. Passengers on Train 0	0	()nclude p	85567	gers and crew)	3		Incident Report 1. Yes 2. No	Being Fi	de d	2		
53a. Special Study Block			<u> </u>	53b. Special Study B	lock					<u> </u>		
54. Narralive Description												
AGE OF DRIVER UNKNOWN	AGE OF DRIVER UNKNOWN											
55. Typed Name and Title	56, Signature								57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA		RA)							CMB Approval N	lo. 2130-0500
Name Of								Alphabetic Co	de RR Accident	Incident No.
1. Reporting Railroad		, i	Union Pacific	RR C	o. [UP]			1a. UP	15. 0906PD	031
2. Other Railroad Involved In Train	Accident	hacident						2a.	2 5.	
3. Ralioad Responsible for Track I	Mantenac	nce (Juion Pacific	RR O	0.[UP]			38. UP	30. 0906PD	031
4. U.S. DOT-AAR Grade Crossing	IC No.	809	9513N	5. Oa t/	e of Accident/In	cide¢4	09/27/06	6. Time of Accid	den vincident 09;	45 AM
7. Nearest Railroad Station ARGO			\$. Div POI	islon RTLAN	ND:		9. County KING		10. State Abbr.	Code 53 WA
11. City (if in a city) SEATTI	LE		12, Hig	hway N	ame or No. L	CCILL	.E & 8TH		🗸 Public	Private
Highway	y User Inv	olved	•	ī			Reil Equ	pment involved		
13 Type C, Truck-Iraller F, Bus A, Auto D, Pick-up truck G, Sei B, Truck E, Van H, Mo				Code :	17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta	is pullo; Is pushi	g) 5. Car(s ng) 6. Light) (standing) A. loco(s) (moving) B.	. Other (speci . Train putting- RCL . Train pushing- RC . Train standing- R(
	rection	{geogray		Code	18. Position of					-
(est. mph at impact) 5 1. N	ica#n 2.5	outh 3. Eas	st 4. West	4				I		
16. Position 1. Stalled on crossing		oving over o	rossi ng	Ccae 3	19. Çircumstar			ni struck highway user		Code
2. Stopped on Crossi 20a. Was the highway user and/or	<u>, , </u>		Pri .	<u> </u>	20b. Was there			nt struck by highway u iais release by	158."	Z Code
in the Impact transporting hez 1. Highway User 2. Rait Eq	ardous m	ateria.s?		4		hway Us		Equipment 3. Both	4. Neither	4
20c. State the name and quantity o				if any						
21. Temperature 22. V	vis.pility	(single entry	<u></u>	Code	23. Weather	(single (entry)	-		Code
·		Day 3. Du		2	1. Clear 2.	. Claudy	3. Rain 4.	Fog 5. Steet 6. Sno	w	1
24. Type of Equipment		,	A. Spec. MoW	/ Egulp	25. Track Typ	e Used i	ov Rail	Code	26. Track Number	or Name
Consist 1. Freight train 4		ain 7.Yanda			Equipmen		•			
(single entry) 2. Passenge: train 5 3. Commuter train 6	-	-	•	Code 7	t Moia	7 Vard	3. Siding	4. Industry 2	YARD	
27. FRA Track 28. Number of		29. Numbe	· ·		ed (Recorded i			31. Time Table Direc		Code
Ciass Locomot		Cars	R. R	ecordes	,	_	1			2
l Units 32. Type of 1. Gates 4.	Wig wag		7. Crossbucks	stimaled 40 Els	u	2 mp		1. North 2. South	34. Whistle Ban	Code
Crossing 2. Cantileve: FLS 5.							Warp		1. Yes	0,000
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. No	n:e		ļ	-	2. No	j 2
Code(s) ()7							•	l	3. Unknown	
35. Location of Warning		C C		-	Vavning Intercor vay Signals	Wected	Ccde	37. Crossing Illupy Lights or Speci		Code
 Both Sides Side of Vehicle Approach 		1	ı	n ngun	and the second sec		2	Eights of Operation	ere.gne	1
3. Opposile Side of Vehicle Acc	wach		1 1	Yes 2.	No 3. Unkno	WD	<u> </u>	1, Yes (2, No	3. Unknown	
38. Driver's 39. Driver's Codo			ind or in Front			41. Oriv				Code
Age Gender			is Struck by Se No 3, Unknow					d or thru the gate 14.5 I then proceeded 15.4		- -
59 2. Femala		1. 168 2.1	10 J. Olimitan		2		Sid not stop		Gener (Spreedy	2
42. Driver Passed Standing	Code		f Track Óiðscu		(primery of		•			Code
Highway Vehicle	2	1. Péri 2. Star	nanent Structu Idino raikoad e	7 0 Cuiomer	T Pessing 3. Pessing 7 A. Topopraci	ha≥in 5.∖ tw. 6.t	/egetation tiohway Vel	7. Other (spe ticles 6. Not Obstruct	olfy) Iad	5
1. Yes 2. No 3. Unknown	-									
Casualties to	Killed	Injured	44. Driver w 4 Killer		red 3. Onin(u4		ode -	45. Was Oriver in the 1 Yes - 2. No	e ven.cle?	Code
							3		Johnson Dels Com-	
46. Highway-Rail Crossing Users			47. Highway (esi, doi		s Property Dam arret	- I	\$2.000	45. Total Number of (include driver)	ngnway-reali Cros	sing Osers 1
49. Railroad Employees			··· ·		People on Trai			51. Is a Rail Equipm		Code
52. Passengers on Train					gers and crow)	1:	2	Incident Report E 1. Yes - 2. No	Being Filed	2
53a. Special Study Block			I		535. Speciel S	ludy 6 i o	ck			
54. Narralive Description				L						
a+. Annanve beschplinn										
55. Typed Name and Title		56, Signatu	re						57. Date	
									.	

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

RR Accident/Incident No. Alphabetic Code Name Of 1. Reporting Railroad 1a. UP 10-0706PD013 Union Pacific RR Co. [UP] 2. Other Railroad Involved in Train Accident/Incident Za 2b. 3. Railroad Responsible for Track Maintenance За. ПР 3b. 0706PD013 Union Pacific RR Co. [UP] 6. Time of Acoldent#ncident = 04:45 PM 5. Date of Accident/Incident 4. U.S. DOT-AAR Grade Crossing ID No. 809568B 07/19/06 7. Nearest Railroad Station 8. Division 9. County 10. Stete Code Abbr. WA **61** SEATTLE PORTLAND KING 🗸 Public Private 11. Cdy (if in a cdy) 12. Highway Namo or No. BRANDON STREET SEATTLE Eighway User Involved Rail Equipment Involved 17. Equipment 1. Train (units pulling) 8. Other (spe A. Train pulling- Ri 4. Car(s) (moving) 5. Car(s) (standing) Cnde 13, Туре Code (specify) C. Track-bailer F. Sus J. Other Motor Vehicle A. Aulo D. Pick-up truck G. School Bus K. Pedestrian 2. Train (units pushing) 6. Light loco(s) (moving) 6. Train pushing- RCL C A B. Truck E. Van H. Motorcycle M. Other (specify) 7. Light toco(s) (slanding) C. Train standing- RCL 3. Trein (standing) 14. Vehicle Speed 15. Direction (geographical) Code 16. Position of Car Unit In Train. 1. North 2. South 3. East 4. West 1 lest, moh at imosol) 3 5 Code 16. Position 1. Stalled on crossing 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user 3 2. Rail equion:ent struck by highway user 2. Stopped on Crossing 4. Trapped 1 20a. Was the highway user and/or rail equipment involved. 20b. Was there a hazardous materials release by Cace Code in the impact transporting hazardous materials? 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 1. Highway User 2. Rall Equipment 3. Both 4. Neither 4 20c. State the name and guardity of the hazardous materials released. If any 21. Temperature 22. Visibility (single entry) Code | 23. Weather (single entry) Code 1 (specify if minus) 70 ٩F 1. Dawn 2. Oay 3. Dusk 4. Dark 2 1, Clear 2, Cloudy 3, Rain 4, Pog 5, Sleet 6, Show A. Spec. MoW Equip 24. Type of Equipment 25. Track Type Used by Rail Code 25. Track Number or Name Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2, Passenger train 5, Single car, 8, Light loco(s) Code INDUSTRY 1. Main 2. Yard 3. Stoing 3. Commuter train 5. Cut of cars 9. Meln.Anspect. car 7 4. industry 4 30. Consist Speed (Recorded If available) Code 31. Trme Table Direction 27. FRA Track 28. Number of 29. Number of Code Cars R. Recorded Locomotive Class 17 5 E 1 1 1 E. Estimated mph 1. North 2. South 3. East 4. West Units 7. Crossbucks 10. Flagged by crow Çode 1. Gates 4. Wig wags 33. Signaled Crossing 34. Whistle Ban 32. Type of Crossing 2. Cardilever FLS 5. Hwy. traffic signals 6. Stop Signs 11. Other (specify) Warning 1 Yes 3. Standare FLS 6. Audible Watching 9. Watchman 12. None 2. No 2 Code(s) ; 3. Unknown 07 \$36. Crossing Warning Interconnected Code 37. Crossing lium/cated by Street 35. Location of Warning Code Code with Highway Signals. Lights or Special Lights Both Sides. 2. Side of Vehicle Approach 1 2 1 1. Yes 2. No. 3. Ucknown 1. Yes 2, No 3, Unknown 3. Opposite Side of Vehicle Approach 38 Driver's 39 Driver's Code 40. Driver Drove Behind or in Front of Train. 41 Driver Code Corte Gender and Struck or was Struck by Second Train 1. Drove around or thru the gate 4. Stopped on crossing Age 1. Male 1. Yes 2. No. 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3 58 2 1 2. Female 3. Did not stop 42, Driver Passed Standing 43. V.ew of Track Obscured by (primary obstruction) Code Code 3. Passing Train 5. Vegetation 1. Permanent Structure 7. Other / (specify) Highway Vehicle 2. Standing reilroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 2 8 1. Yes 2. No 3. Unknown 44 Driver was Code 45. Was Drivey in the Vehicle? Code Killed Casualties to:)njured t Yes 2 No 1. Killed 2. Injured 3. Uninjured ٦ 48. Total Number of Highway-Rail Crossing Users 47, Highway Vehicle Property Damage 46. Highway-Rail Crossing Users n n finclude drivari (est. dollar demage) \$3.000 51. Is a Rail Equipment Accident / Code Reilroad Employees 0 0 50. Total Number of People on Train incident Report Being Fred (include passengers and crew) 7 ñ Û 2 52. Passangers on Train 1. Yes 2. No 53a. Special Study Block 53b. Special Study Block 54. Narrative Description 55. Signature 57. Date 55. Typed Name and Title

FORM FRA F 6160.57

CENCOME DAVIDOAD ADMINISTRATION (ERA)

.

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ACTIQ: 4 (PE										
Name Of								Alpog	betic Co		
1. Reporting Railroad			tion Pacifi	ic RR (<u>o. [UP </u>			<u>ຳ</u> ຄ. ຫຼ	r	15- 0606PD0	42
2. Other Railroad Involved in Train					· · ·			2a.		26.	
3 Railroad Responsible for Track I	Maintenari	01	ion Pacifi					3a. ຫຼ		35. 0606PD0	
4. U.S. DOT-AAR Grade Crossing	:D No.	8096	348 <u>U</u>	5. Da	le of Accident/Inciden:	00	6/30/06	6. Time	of Acci	denVincident 01:3	0 PM
7. Nearest Railroad Station SEATTLE			3	ivision IRTLA	ND	į	9. Courty KING			10. State Abbr. 4	Code 53 WA
11. City (If in a city) SEATT			12. H	ighway N	Name or No. 8TH A	VE	SOUTE	L .		Public 🗌	Privale
Highway	/User Invo	ofvied			!		Rail Equ	ipment Involve	d	•••	
13, Type C. Truck-trailer F. But	=	J. Other Mot	n-Voltinio	Code	17. Equipment 1. Train (units pull		4. Cerís) (moving)		Other (specify)) Code
A, Auto D, Pick-up truck G. Sd				Ι.	2. Train (units pail 2. Train (units pas					. Train pulling- RCL Train pushing- RCL	
	torcycle	M. Olner (s		A	3. Train (standing			loco(s) (stand	ling) C.	Train standing- RCI	A
	irection	(geograph		Code	18. Posibon of Car U	ini; in	i Tegan		1		
(est. mph al impact) () + 1, N 16. Position 1. Stalled on crossing		outh 3. East		3 Code	19. Circumstance 1.	Pail	equinnià	of slowly bir by		r	Code
2. Stopped on Crussi	·	-	200 Ng	1 2				nt slouck by big	-		1 1
20a, Was the highway user and/or				Code	20b. Was there a her	zardo	ous mater	ials release by	/		Code
In the Impact transporting haz 1. Highway User 2. Rail Ec			Moilbor	4	1 Hichway I	llser	2 Rall	Equipment	3 Both	4 Neither	4
20c. State the name and quantity of						0.00.	2.1.0		0.000	1. 110/0101	
Two orace oral surgers cub destruction	, ine naza										
	Visiolity	(single entry)		Code	23. Weather (singli	e ent	ry)				Code
(specity it minus) 79 *F 1.	Dawn 2.	Day 3. Dus	e 4. Derk	2	1. Clear 12. Cloud	dy 3.	, Rain 4,	Fog 5. Sleet	6. Şnç)w/	
24. Type of Ecuipment			. Spec. Mo	W Equip	25. Track Type Use	d by	Rail		Code	26. Frack Number o	v Neme
		in 7. Yare/Su			Equipment Invo	lved					
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Out of cars 9. Male tinspect, car 7 1. Mein 2. Yard 3. Siding 4. Industry 4 1 INDUSTRY											
27, FRA Track 28. Number of		29. Number (-		eed (Recorded if avai		<u> </u>	31. Time Tab			Code
Class Locomot		Cars		Recorde	-	,					1
1 Units	1	12	ε ε.	Estiniale	d 1ù r	nph_	E		South	3. East 4. West	: 1
	. Wig wegs				lagged by crew	;	•	ed Crossing		34. Whiste Ban	Code
Crossing: 2, Cantilever FLS 5. Warning: 3, Standard FLS 6.	-	-	Stop signs Watchman				Warn	ing -		1. Yes 2. No	
Code(s) 07				124						3. Unknown	2
35. Location of Warning 1. Both Sides		Co			Warning Interconnecte way Signals	1	Code		-	nated by Sirest a' Lights	Code
2. Side of Vehicle Approach		1		- -	kia Billahaama		2	4 1/04	2 Ma	3. Unknown	1
3. Opposite Side of Vehicle Ac:					t. No. 3. Unknown			1.785	2.193	3. Chichdian	
38. Driver's Code Age Gender		Drove Behin Struck or was						d or thru the o	sie 4 ś	Stopped on crossing	Code
1 1/1 1/2 1/2		1. Yes 2. No								Olher (specify)	4
45 2. Female 1							not step				
42. Driver Passed Standing	Code	43. View of 1	Frack Obse iners: Struct	-	(primary obstruct 3. Passing Trein 5	-	netalies	7. Other		nifiel	Code
Highway Vehicle 1. Yes 12. No 13. Unknown	2	2. Standi	ng :silroad	ednýčete Odnýčete	ent 4. Topography 6	. Hig	hway Vel	hidles 8. Not (Destruct	ed	8
			44. Driver	was		Cod	e	45. Was Driv	er in the	a Vehičle?	Code
Casualbes to:	Killed	Injurađ			uted 3. Uninjured	3		1. Yes	2. No		1
· · · · · · · · · · · · · · · · · · ·				_	e Property Damage			48. Total Nu	mber of	Highway-Rail Crossi	-
46. Highway-Rail Crossing Users	٥	0		ylar darri	1	\$5.	,000	(include d		-	1
49. Railroad Employees	â	0			f People on Train					ent Accident / Being Filed	Code
52. Passengers on Train	0	0	pociudi	e passer	igers and crew)	2		1. Yes			2
53z. Special Study Block				-	S3b. Special Study B	lleck.					
54. Narrative Description											
55. Typed Name and Tille		56. Signature	1							57. Date	
FORM FRA F 5180.57	NOTE	THAT ALL C	ASUALTIE	SMUST	BE REPORTED ON I	FOR	M FRA F	6180.55A		1	

FEDERAL RAILROAD ADMINISTRATION (FRA)

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	-							Alonat	batic Co	de RR Accident	Vincidant No.	
1, Reporting Railroad			testuals 1 k TI	21				1a. A		1b. 101190		
2. Other Railroad Involves in Train	Acridenti		Amtrak JATi	<u> </u>				2a.	<u>ua</u>	25.		
3. Railmac Responsible for Track								3a Bi	1010	30. XXX		
			<u> SNSF Rwy C</u>	1	<u>SF </u> te of Accident/Inc		D.C. CORTUNA			dent/.ocident ()4		
4. U.S. DOT-AAR Grade Crossing	ID NG.	08:	5587 <u>B</u>	5. Da	e or Accidenting		06/25/06	6. Tirae	OF ACCIN	internet den die	:05 PM	
7. Nearest Rellroac Station			6, Div				9. County			10. Stale	Code	
SEATTLE			PAC				KING			Apbr.	53 WA	
11. Gay (If in a city) SEATT	LE		12. Hig	hway M	(ame or No. – C)	JTY SI	I: SPOKA	NE ST		🖌 Իսելի։	l ^a rivalė	
Highway	y User Icy	alvec						ipment involve				
13. Type C. Truck-trailer F. Bo	8	J. Other N	ojo: Vehicle	Cođe	17. Eculoment 1. Train (unit	s pulline	4. Cor(s of 5. Caris) (mawng)) (standing)	6. A	Other <i>(spec.</i> Train pulling- RCI	ıfy) Code -	
A. Auto D. Pick-up truck G. Sc				ĸ	2. Train funit	s pushi	ng) 6. Lighl	loco(s) (movi	ng∣ ₿.	Train pushing- RO	24 2	
	Marcycle	M. Other (960g/9)		Code	3. Train (star 18. Position of (loce(s) (stand	lingj C.	, Train standing- R	CL]	
· · · · · · · · · · · · · · · · · · ·	irection Jorth: 2, S		si 4. Wesi		T& Position of t				1			
1€, Position 1. Stalled on crossing		over o nevo		Code	19. Circumstane	ce 1.R	ail equipme	int struck highw	- Vay USER	r	Code	
2. Stopped on Cross	-	-		3				nt struck by hig	•			
20a. Was the highway user and/or			ad	Code	205. Was there	a hazar	rdous mate	nals release by	,		Code	
in the impact transporting haz 1. Highway User — 2. Rail Et			A bladhar	4	1 Hinh	iway Us	er 7 893	Equipment	3. Both	4. Neither	4	
				fanw			51 E.113	Equipment				
and gate are non-early gatility :	20c. State the name and quantity of the hozardous materials released, if any											
21. Temperature 22. Visibility (single only) Code 23. Weather (single entry) Code												
(specify If minus) 75 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1												
24. Type of Equipment A. Spec. MoW Equip 25, Track Type Used by Rail Code 26. Track Number or Name												
Consist 1. Freight Irain 4. Work thain 7. Yard/Switching Equipment involved												
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
3. Commuter train 5. Cut of cars 9. Main_Jinspect. car 2 7. Main 2. Yard 3. Sldung 4. Industry 1 MAIN NO.#2												
	27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if evailable) Code 31. Time Table Direction Code Class											
Class Locomot 3 Units	2			stimate	-) mo	h R	1, North 2.	South :	3. Fast 4, West	1	
	. Wig wag:	5			agged by crew		33. Sigha	ed Crossing		34. Whist'e San	Code	
Crossing 2. Cantilever FLS 5							Warr	ing -		1. Yes		
Warning 3. Standard FLS 6	, Audible	1	9. Watchman	12. N	one -		l			2. No	2	
Code(s) 0102_	05		16		<u> </u>			rarn > 60 sec		3. Unknown		
35. Location of Warning					Warding Intercon way Signals	nected	Code			nated by Sireat al Lights	Code	
 Both Sides Side of Vehicle Approach 		1	1	, in the gro	ray Signals		2	Llg. 18 (or Eig. to		
3. Opposite Side of Vehicle Ap	cosong		۱	Yes 2	No 3. Unknow	va		, 1. Yes	2. NO	3. Unknown	3	
38. Driver's 39. Driver's Code	40. Driver	r Dröve Seh	ind or in Front	of Train	n Coxie	41. Driv	er i				Code	
Age Gender			as Struck by Se		rain			-		Stopped on crossin	ig .	
40 1. Male 2 2. Female 2		1. ¥ 8 S 2. ľ	No 3. Unknow	m1			looped and old not stop	•	ed D.V	Other (specify)		
42. Driver Passed Standing	Code	43. View o	f Track Opstu	red by	(primary ob)						Code	
Highway Vehicle	[1. Pe7	nanent Structu	ré .	3. Passing Tr	ain 5. V	egetation	7. Other			- 1	
1. Yes 2 No 3 Unknown	<u> </u>	2. Ster	iding ráikoád é	supmé	nt 4. Topograph	iy 6,1-	nghway Vel	ni⊠98 8. NO1 (]		ea	3	
0 ¹⁰	Killord	د سیاما	44. Dover w	as		Ç.	ode	45. Was Driv	er in 179	e Vehicle?	Code	
Casualties to:	Killed	injuređ	1. Küed	2. Inj:	ared 3. Oninjure	e		1, Yes 2	2. NO			
			47. Highway	Veheck	e Property Dama	NCP .		48. Total Nu	mber of	Highway-Rail Cros	ssing Users	
46. Highway-Reil Crossing Users	0	1	(est. 600	ar dam	836)	5	60	(include c	ýriy e r)		1	
49, Raliroad Employees	0	0	50. Total Nu	mber o	í People on Trair	n				ent Accident/	Code	
	(includo passengers and crew) and incident Report Being Filed											
52. Passengers on Train		je						1. Yes	2. NO		•	
53a, Special Study Block												
54. Narrative Description												
TRAIN NO.#506 STRUCK A	PEDEST	RIAN AT	C MP1.86, SP	ока	NE ST CROSS	SING.						
			-,									
55. Typed Name and Title		56. Signatu	rð							57. Date		

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEOERAL RAILROAD ADMINISTR		RAI							OMB Approval No	. 2130-0500
Name Of								Alohabetic Co	xte RR Accident/I	ncident No
1. Reporting Railroad		τ	Jaion Pacific	RR (ю. [ŪР.]			ta (;p	16. 0606PD0	16 .
2. Other Reilroad Involved in Train	Accident	/incldent						2a	2 6.	
3. Reilroad Responsible for Track	Manlenar	nce [Inion Pacific	RR C	Co. [UP]			38. UP	^{3b.} 0606PD0	916
4. U.S. COT-AAR Grade Crossing	ID No.	809	9513N	5. Del	te of AccidenVInci	idenl	06/11/06	6. Yime of Acc	Ident/Incident 02:4	0 AM
7, Nearast Railroad Station SEATTLE			6. Div POI	ision CTLA	ND		9. County KING		10. State Abbr.	Code 53 WA
11. City (if in a city) SEATTS	LE				Name or No. LT	ICILL		TE	Public [Private
	y Liser Inv	olved						prtiant involveri	•	
13. Type C. Truck-traile: F. Bus A. Auto D. Pick-up truck G. Sc	s.	J. Other M		Code A	1. Train (units	s pUshb	4. Caris çi 5. Caris agi 6. Light) (moving) 8) (slanding) A loco(s) (moving) B	. Other (specify . Train pulling- RCL). Train pushing- RCL 2. Train standing- RC	- 1 4
	Virection	(\$909786		Code	18. Position of C	ar Uni	t in Train	3		
		iouth 3.Eas		3 Codo	40.0		-:			Code
16. Position 1. Stalled on crossing 2. Stopped on Cross	-	loving over d rapped	rossing	3	19. Circumstanc			nt struck highway use It struck by highway (2
20a. Was the highway user and/or in the Impact transporting has	rall equip ardous m	ment invowe aterials?		Code	20b. Was there :	a hazai	rdous mater	iels release by	h 4. Neäher	Code 4
1. Highway User 2. Rall EC 20c. State the name and guentity of				ifenv						
				,				· · · · · · · · · · · · · · · · · · ·		
	Visibility	(single units	ň	Code	23. Weather 4	single e	antry)			Code
(specily if minus) 50 °F 1.	Oawa 2.	. Day 3. Du	sk 4. Dark	4	1. Clear - 2. {	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sn	ow	2
24. Type of Equipment Consist 1. Freight train 4 (single entry) 2. Passenger train 5		ain 7. Yard/S ar 8. Light)		Equip	25. Track Type Equipment		-	Code	26. Track Number	or Name
3. Commuter train 6	i. Cut of c	ars 9. Main./		7	1, Main 2.			4. Industry 2	YARD	
27. FRA Tracs 28. Number Class Locomot Units		29. Numbe Cars	R.R	ecorde				31. Time Table Dire		Code
	.Wg wag			stimate An E:	a	le D		ed Crossing	34. Whiste Ban	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6	. Hwy. tra	tfic signals		11.0	ther (specify)		Wann	۰ T	1. Yes 2. No	
Code(s) 07	1								3. Unknowe	2
35. Location of Warning 1. Both Sides		Ċ.		-	Warning Interconr way Signals	hected	Code	37, Crossing Illum Lights or Spec	· ·	Code
 Side of Vehicle Approach Onposite Side of Vehicle Apr 	woach	ין	l 1.	Yes 2	. Na - 3. Unknow	n	2	1, Yes, 2, No	3. Unknown	1
38, Dr.ver's S9, Driver's Code		r Drove Beh	ind or in Front	of Treli	r. Code 4	41. Drīv	er			Code
Age Gender 30 1. Male 1			is Struck by Se Io – 3. Unknow		irain 2	2.9		d or thru the gate 4. ther proceeded 5.		
42. Driver Passed Standing	Code	43. View p	f Treck Obscu	ec by	(primary abs					Code
Highway Vehicle	1	1. Perm	nartent Structu	ne .	3. Passing Tre	ain S. V	egetation	7. Other (spi	ecify)	
1. Yes 2. No. 3. Unknown	2	2. Stan	eting railroad é	dr.pwe	mi 4. Topography	y 6.7	nghway Vel	iicles 8. Not Obstruc		Ĥ
Casualties to:	Killed	Jojored	44. Driver w		ured 3. Uninju <i>t</i> e:		ode	45. Was Driver in th 1, Yes - 2. No	ie Vehicle?	Cođe
46, Highway-Rail Crossing Users	n	0	47. Highway	Vehici	e Property Dama;	 98	3	48. Total Number of	f Bighway-Rail Cross	_
			(est, doll			_	\$25,000	(Include driver) 51, is a Rail Equips	ent Acodent /	1 Cade
49. Railroad Employaes		0			of People on Train Igens and crew)	1		Incident Report		2
52. Passengers on Train	Û	0				1		1. Yes 2. No		
53a, Special Study Block	· · ·				53b, Special Stu	idy Blo	CK.			
54. Narrative Description										
55. Typed Name and Title		56. Signatu	10						57. Date	

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.554

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

-

FEDERAL RAILROAD ADMINISTR.	ATION (F	RA)							OMB Approval N	lo. 2130-0 500		
Name Of								Alphabetic Co	ode RR Accident	incideni No.		
1. Reporting Railroad			Union Pacific	RRC				ta. Up	15. 0606PD	010		
2. Other Railroad Involved in Train	Accident/							2a	2b.			
3. Railroad Responsible for Track	Maintenan	xe ì	Inion Pacific	RR C	a. IUP 1			3а. UP	3b. 0606PD	010		
4. U.S. DOT AAR Grade Crossing	ID No.		9648U		te of Accide. Vin	cident	06/05/06	6. Time of Acc	IdenVinciden: 04:	30 PM		
7 Newsork Railcoad States			8, Jrv				9. County	L	10, \$1ate	Code		
7. Nearest Railroad Station SEATTLE				RTLA	ND		KING		Abbr.	53 WA		
11. City (if in a city) SEATT	F				Name or No. 8	ТН AV				Private		
		a vad		,,				ipment involved				
43 Tues	y User Invi			Code	17. Equipment			<u> </u>	. Olher <i>(speci</i>	fyl Code		
C. HUSK-Haller F. DU			lator Venkte		1. Train (uni	is pulling	9) 5. Car(s	(stending) A	Train puiling- RC.			
A. Auto, D. Pick-up truck G. Sc B. Truck, E. Van H. Mo	tarcyclê	K. Podesti M. Other		A	2. Train (on) 3. Train (sta	•), Train pushing- R0), Train standing- R0			
	hinection.	(geogra)		Code								
(est, mph at Impect) 👔 1. N	orth 2. S	outh 3. East	st 4. West	3				5				
16. Position 1. Stalled on crossing	-	aving aver o	rossing	Code	19, Cacumster			n: struck bighway use		Code		
2. Stopped on Cross.				2	20b. Was there			nt slauck oy highway (dola cetaalae bu	user			
20e. Was the highway user and/or in the impact transporting haz			9C	Code I	200. Was piere	5 (F 11.)22(4)	loous mare	eis release uy		Code 4		
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither												
20c. State the name and quantity of the hazardous malend's released, if any												
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code												
(specify # minus) 52 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Cleer 2. Cloudy 3. Rain 4. Fog 5. Silse1 6. Show 1												
Specify (minitized) + 1. Date: 2. Day 3. JUSK 4. Day 2. L Gree, 2. Globally 5. Nam 4. Fog 5. Fog												
24. Type of Equipment Consist 1. Freight frain 4	. Work tra	ün 7. Yard/		equ:p	25. Track Typ Equipme:		-	Code	25. Track Numper	roriname		
(single entry) 2. Passenger train 5				Code				1				
3. Commuter train 6	i. Cut of ca	ars 9. Main.	Inspect.car	7	1, Main	Z. Yard	3. Şiding	4. Industry 2	VARD			
27. FRA Track [28. Number]	o!	29, Nombe			sed (Recorded i	Y avadab	ie) Code	31. Time Table Dire	ction	Code		
Class : Locomôl 1 Units	iv4e ⊺	Cars		tecorde stimate		4 m0	εE	1 Month 2 South	3. Eest 4. West	1		
	Wig wag				agged by crew	• 110		led Crossing	34, Whistle Ban	Code		
Crossing 2. Cantilever FLS 5							Warr	*	1. Yes			
Warning 3. Standard PLS 6		-	9. Watchman				1	-	2. No	2		
Code(s) 07									3. Unknown			
35. Location of Warning		<		-	Marcing Intercor	naected	Code	37. Crossing Illum		Code		
1. Both Sides 2. Side of Vebicle Approach		1		in migra	way Signats		1 -	Lights or Spec	ar cignits	1 4		
3. Opposite Stoe of Vehicle App	proach		I 1,	Yes 2	. No 3. Unkno	wn	2	1. Yes - 2. No	3. Unknown	1		
38. Driver's 39. Driver's Code	1	r Drove Bet	ind or in Prool	of Trai	n Code	41. Driv	/er			Code		
Age Gender	1		as Struck by Se		irain H			d or thru the gate 4.		ю.		
35 1. Male 2		1. Yes 2.1	No. 3. Unknow	ri)	2		Stopped and <u>)Id not stop</u>	l then proceeded 5.	Other (specify)	4		
42. Driver Passed Standing	Code	43. View o	of Track Obscu	réć by	(primary of					Code		
Highway Véhiclé	1	1. Perr	nanent Siructu	re í	3. Passing T	rain 5. V	/egetation	7. Other (spe	scify)			
1. Yes 2. No 3. Urknown	2	2. Sta:	olog railroad e	quipme	ana 4. Topograp	hy <u>6.</u> F	iighway Vel	hicles 8. Not Obstruc	:1ed	8		
A	W illiam	Indiana di	44. Drive: w	85		<u>,</u> 0	ode	45. Was Driver In th	ie Vehicje?	Code		
Casualties to:	Killed	Injured	1. Killed	1 2. l.t.j	ured 3. Umnjur	ed;	3	1. Yes 2. No		1		
de la la bana de la como de la como			47, Highway	vehic	le Property Dam	age		48. Total Number of	f Highway-Rall Cros	saing Usars		
45. Highway-Rall Crossing Users	0	0	(est. do)	ler dem	iaga)	5	\$1.000	(inclutie driver)		1		
49. Railroad Employees	0	0	50. Total Nu	mber o	• People on Trai	in		51, is a Rail Equipo		Code		
52. Passengers on Train	0	0	(include	passe/	igers end crew)	1 2	2	Incident Report 1. Yes 2. No	Being Filed	2		
		1 -			53b. Special S	ludu Alw	r's	1.125 2.190				
53a. Special Study Block					330, 3,0000 3	(00 y 130)						
54. Narrative Description												
CC Trand Managers 4 7/11-		ER Cinnel	~	_					57, Pate			
55. Typed Name and Tille		56. Signatu	16						10, Liste			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (F	RAÌ							CMB	Approval I	No. 2130-0500
Name Of								Alohatelic (Cote R	R Acciden	Vincident No.
1. Reporting Railroad			Union Pacific	RR <u>Co</u>	UP			fa. (JP	1	6. 0306PJ	0051
2. Other Railmad Involved in Train	Accident	/Incident						2a.	2	b.	
3. Railroad Responsible for Treck	Maintenar	nce (Union Pacific	RR Co.	JUP [J⊵. UP	3	b. 0 306P1	0051
4, U.S. DOT-AAR Grade Crossing	ID No.	808	9513N	5. Date	of Accident/In	cident	03/31/06	6, Time of Ac	cident/inc	ident 10	:00 AM
7. Nearest Railroad Station			- 8. Dîv	isicn			9. County		10	0. State	Code
SEATTLE		-		RTLANI			KING			Abbr.	<u>53 WA</u>
1. City (If in a city) SEATT:	LE		12. He	hwey Nar	melo: No. – L	UCILI	E STREE	T & 8TH	⊻	Z Public	Private
Highway	y User Inv	olved					<u> </u>	pment involved			
13. Type C. Truck-trailer F. Bu A. Auto D. Pick-up truck G. So			fotor Vehicle tan	Code 1	7. Equipment 1. Train (uni 2. Train (uni	is pullinų its pushi	4. Car(s) g) 5. Car(s) ag) 6. Light	; (moving) (standing) loco(s) (moving)		spec/ pulling- RC pushing- Ri	ť
	lorcycle	M. Other		!	3. Train (sta			cco(s) (standing)	Ç. Trein ş	standing R	
· · · · · · · · · · · · · · · · · · ·	Prection Jorih - 2, 3	<i>(geogra</i>) South 3, Eas	orwcau st. 4. West	Codo 1 4	B. Pesition of	Gar Uni	(ក្រោះអ្ន	1			
16. Position 1. Stalled on crossing		oving over o		<u> </u>	9. Circumstar	юе 1. R	ail equipme	nt struck highway us	ier		Code
2. Stopped on Cross	-	•		3				nt struck by hig?rway	чызег		1
20a. Was the highway user and/or In the Impact transporting hea 1. Highway User 2. Rail Ed	arcous m	aterials?		Code 2				iels release by Equipment 3. Bo	:h 4.Ne	aithar	Code 4
20c. State the name and quantity of							<u>.</u> <u>.</u>				
	∨!sibility	(single entr	N .	Code :	23. Weather	(single é	pairy)				Code
(specify if minus) 50 °F 1,	Dawn 2	Day 3. De	"sk. 4. Derk	2	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sibet 6. S	now		2
24. Type of Equipment			A. Spec. Mow	Equip ;	25. Track Typ	e Used t	iy Rail	Code	25. Tra	ack Numbe	r or Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		ain 7. Yard∦ ar BilinN	•	Code	Equipmer	it Invoive	d				
3. Commuter brain 6	-	-		7	1. Main	2. Yard	3. Siding	4. Industry 2	YAI	RD	
27. FRA Track 28. Number-	of	29. Nombe	r of 30. Com	sist Spee:	d (Recorded)	/ avallat	(a) Code	31. Time Table Dir	ection		Code
Class Locomot I Units	lve 1	Cars		ecorded stin:aled		7 mg	nlEi	1. North 2. Sout	h 3. Sest	4. West	2
	, Wig wag		7. Crossbucks	-			· ·	ed Crossing	-	osile Ban	Code
Crossing 2. Cantilever FLS 5 Waraing 3. Standard FLS 6		_	8. Stop signs 9. Watchman				Warn	ing	1. Y 2. N		
Code(s) 07			e. matching	14, 1000	<u> </u>		1			Joknowa –	2
35. Location of Warning		(Code 36. CK	ssing Wa	aming Intercol	nnected	Code	37. Crossing lifer	aunated b	y Street	Code
1. Both Sides			wi	h Highwa	y Signals			Lights of Spe	cial Lights	9	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	aroan		1 1.	Yes 2. N	la 3. Unkrip	wri	2	1 Yes 2, N	o 3, Unk	known	1
38. Driver's 39. Driver's Code		r Drove Bet	nice or in Front	of Train	Code	41. Dr:v	er'				Cade
Age Gender			as Struck by Se		in ,	1.0)rove aroun	d or throthe gale 4	. Stopped	t on crossi	ng
22 ^{1. Male} 1		1.Yes 2.1	Ng 3. Unknow	r.	2			then proceeded 5	. Osher	(specily)	5
42. Oriver Pessed Standing	Code	43. View o	M Track Obscu	red by	 (primery ct) <u>id not stop</u> 1)				Code .
Highway Vehicle	1	1, Pen	narient Structu	ne .	3. Passing T	rain 6. V	egetation	7. Other (sp	iscily)		
1. Yes 2. No 3. Unknown	2	2. Star	iding railroad e	quipment	4. Topograp	hy 6. H	ighway Veh	icles 8. Not Obstru	cled		8
Casualtan lar	Xilled	Injured	44. Driver w				ode	45. Was Drivenin f	he Vehicl	le?	Code
Casualities (o:			1. Killed	l 2. Injure	d 3. Uninjur	ed -	;	t. Yes 2. No			1
46. Highway-Rat Crossing Users	0	0		Vehicle [:] ar damag	Property Dam (e)	- I	\$10.000	48. Tola: Number ((include driver)	-	ay-Rail Cro	ssing Users 1
49. Railroad Employees	0	0			eopia on Tra	in		51. Is a Rail Equip			Code
52. Passengers on Train	Ø	Ð	(Include	passenge	ers and crew)	2		Incident Report 1. Yes - 2. No	i Being Fi	160	[2
53a. Special Study Block	,			s	3b. Special S	udy Blo	ak .				
54. Narrative Description				ł		-					
BOX 41. FAILED TO YTELD											
						. –					
55. Typed Name and Tide		55. Signatu	ira						!	57. Date	

FORM FRA F 6180.57

"NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

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HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

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FEDERAL RAILROAD	ADM:NISTRAT/ON (FRA1

FEDERAL RAILROAD ADM/NISTRAT/ON (FRA1							OM8 Approval No.	2130-0500
Name Of					Alpha	belic Cod	le RR Accident/In	cident No.
1. Reporting Railroad BNSE	Rwy Co.	[BNS	SF]		1a. B.	\SF	15. NW02063	200
2. Other Railroad Involved in Train Accider.//incident	-	•			2a.		26.	
3. Railroad Responsible for Track Maintenance BNSF	Rwy Co. [(BNS	SF		3a B	NSF	3b. NW02062	20 0
4. U.S. JCT-AAR Grade Crossing ID No. 09644	5R 5.	. Date	of AccidenVincident	02/01/06	6. Time	of Accid	envincident 01:1	5 PM
7. Nearest Railroad Station	8. Divisio			9. County			10. State	Code
SEATTLE	NORT			KING				3 WA
11. City (if in a city) SEATTLE	12. Highwa	ray Na	ame or No. EMARC	NAL W	AY		. 🗸 Public	Private
Highway User Involved					prient Involve			
13. Type C. Truck-trater F. Bus J. Other Motor V A. Auto D. Pick-up hypek G. School Bus K. Padestrian	/en;ae	CC-9 B	 Equipment Train (units pulling Train (units pushing)) (meving)) (standing) loco(s) (mevil	A.1	Other (specify) Train pulling- RCL Train pushing- RCL	
B, Truck E, Van H, Motorcycte M, Other (speci 14. Vehicle Speed 15. Direction (geographical)	10/ T	-	3. Train (slanding)		icco(s) (stand	ing <u> </u> C.	Train standing- RCL	-
14. Vehicle Speed 15. Direction (geographical) (est. moh at impact) 1 1. North 2. South 3. East 4.		ode 1	18. Position of Car Unit			ı		
16. Position 1. Stalled on crossing 3. Moving over crossin	ng Ço		19. Circumstance 1. Ra		-	-		Code
2. Stopped on Crossing 4. Trapped 20s, Was the highway user and/or rail equipment involved		-	Z0t. Was there a hazar		nt struck by hig ials release by		96	2 Code
in the impact transporting nezaroous materials?	Ĩ	anel.						4
1. Highway User 2. Rad Equipment 3. Both 4. Nei		2	1. Highway Use	er 2. Rall	Equipment	3. Both	4. Neaher	ļ .
20c. State the name and quantity of the hazardous materials re	eleased, if a	пу						
21. Temperature 22. Visioility (single entry)	Ca	ode	23. Weather (single e	ntevi				Code
		2	1. Clear 2. Cloudy		For 6 Sleet	6 Sec.	Jr.	2
•		<u>-</u>			rug o. o lean	1		L .
Consist 1. Freight train 4. Work frain 7. Yard/Switch	*	· ·	25. Track Type Used b Equipment Involve			Cođe	25. Track Number o	ir Name
(single entry) 2. Passenger train 5. Single car 6. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspe		ode 7	1. Math., 2. Yard	3. Siging	4. Industry	2	2010	
		15086	ed (Recorded // availabl	a) Coce	31. Time Tab	le Direct	юп	Code
Class Locomotive Cars	R. Reco	•		·				
4 j Units 1 j 31	E. Estim		I				East 4. West	3
32. Type of 1. Gates 4. Wig wags 7. Cro Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Sto			gged by crew	Ť	led Crossing ion	3	 Wrostle Ban Yes 	Çode
• • •	ichman 12			Warr	~ 1 9		2. No	
Code(s) 07							3. Unknown	2
35. Location of Warning Code 1. Both Sides	1	-	aming Interconnected ay Signals	Çode		ig litumin ir Sçeçiş	atad oy Street I Lights	Code
2. Side of Vehicle Approach 1	1. Yes	s 2	No 3. Unknown	3	i. Yes	2. No	3. Unknown	2
3. Opposite Side of Vehicle Approach	<u> </u>		Code 41. Drive	аг.				Code
Ane Gender and Struck of was Siru					d or thru itte g	ate 4, Si	topped on crossing	Q 002
36 2. Fernale 1 1. Male 1. Yes 2. No 3.	. Unknown		2 2.5	topped and Id not stop	then process	ed 5. O	nher (spacity)] .3
42. Driver Passed Stending Code 43. View of Trac		by	(primary obstruction	j.				Code
Highway Vehicle 1. Permanen 1. Yes 2. No 3. Unknown 1 2. Standing 4		pmen	3. Passing Train S. V at 4. Topography – 6. ≓		7. Other tales 8. Not (i (spé a)bstructé		<u> </u>
	Driver was		Co	xe	45. Was Driv	er in tite	Validicie?	Code
Casualbes to: Killed Injured	1. Killed 2.	. Injur	red 3. Uninjured 🛛 ₃		1. Yes 2	2. No		1
45 Highway-Rail Crossing Users	Highway Ve (est. dollar o		Property Damage	5.000	48. Total Nul (Include d		dighway-Ralt Crossi	ng Jsers 1
· - · · · · · · · · · · · · · · · · · ·			People on Train		51. /s a Rail		nl Accident /	Code
52. Pessengers on Train	(inciude pas	ssang	ers and crew) 2		incident i 1. Yes	•	eling Fried	2
53a. Special Study Block		1	53b. Special Study Bloc	×				
54. Naccative Description								
55. Typed Name and Trile 56. Signature							57. Date	
FORM FRA F 6180.57 NOTE THAT ALL CASL	JALTIES MU	UST E	SE REPORTED ON FO	RM FRA F	618C.55A			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of 1. Reporting Railroad 2. Other Railroad Involved In Train Accident/ 3. Railroad Responsible for Track Maintenant 4. U.S. DOT-AAR Grade Crossing ID No. 7. Nearest Railroad Station - SEATTLE 11. Oily (if in a city) 13. Type C. Truck-Lailer 13. Type C. Truck-Lailer 13. Type C. Truck-Lailer F. Bos A. Auto D. Pick-up Lruck G. School Bus B. Truck B. Truck I. Vahicle Speed 15. Direction (est. mph et imped) 1 20a. Was the highway user and/or roll equiprint 20a. Was the highway user 1. Highway User 2. Rail Equipment 20c. State the name and quantity of the haza	Nincideni ActionB 101 101 101 101 101 101 101 10	(12. Hig ator Vah.cte lan (specily) hicel) t 4. West rossing d	o. [BN 5. Dat istor: RTHW hway A	SF) e of Acodent/In /EST lame or No. A 17. Equipment 1. Train (un) 2. Train (un) 3. Train (sta	TLAN Its puilin Its pushi Inding) Car Uni Itce 1, R	9. County KING TIC ST Rail Equ 4. Car(s g) 5. Car(s ng) 6. Light 7. Light (an Train	ta. p. 2a. 3a. b 6. Time	NSF of Acci d B A ng) B	1b. NW0106: 2b. 3b. NW0106: idenVincident 11:1 10. State	205 205 5 AM Code 53 WA Privale / Code
2. Other Railroad Involved In Train Accident/ 3. Railroad Responsible for Track Maintenan 4. U.S. DOT-AAR Grade Crossing ID No. 7. Nearest Relincad Station- <u>SEATTLE</u> 11. Oily (<i>if in a city</i>) <u>SEATTLE</u> 12. Type C. Truck-trailer F. Bos A. Auto D. Pick-up truck G. School Bus B. Truck E. Var. H. Motorcycle 14. Vehicle Speed 15. Direction (<i>est. mph et impact</i>) 1 15. Direction 2. Stopped on Crossing 4. Tri 20a. Was the highway user and/or roit equip- in the impact transporting hazardocs mail. Highway User 2. Rail Equipment	Nincideni ActionB 101 101 101 101 101 101 101 10	NSF Rive C 039H 8. Div NOI (12. Hig (12. Hig (12	o. [BN 5. Dat isor RTHW hway A Code Code 3 Code 3 Code	SF e of Acodent/In /EST lame or No. A 17. Equipment 1. Train <i>funi</i> 2. Train <i>funi</i> 3. Train <i>(sta</i> 18. Position of 19. Circumstan	TLAN Its puilin Its pushi Inding) Car Uni Itce 1, R	9. County KING TIC ST Rail Equ 4. Car(s g) 5. Car(s ng) 6. Light 7. Light (an Train	2a. 3a. B 6. Time (pment Involve (moving) (standing) loco(s) (movi	NSF + of Acci d B Ang) B Hing) C	2b. 3b. NW0106; iderVincident 11;1 10. State Abbr. 9 Public , Other (specify, Train: pulling- RCL , Train: pushing- RCL	205 . 5 AM Code 53 WA Privale / Code
 Reilroad Responsible for Track Maintenant U.S. DOT-AAR Grede Crossing ID No. Nearest Railroad Station- SEATTLE 11. City (<i>if in a city</i>) SEATTLE Highway User Invelo Type C. Truck-trailer F. Bos Auto D. Pick-up truck G. School Bus Truck E. Var. H. Motorcycle Vahicle Speed 15. Direction (<i>est. mph at impaci</i>) Stopped on Crossing 3. Mt Stopped on Crossing 4. Tri 20a. Was the highway user and/or roit equipmin the impact transporting hazardocs mail Highway User 2. Rail Equipment 	aceB 101 	039H 8. Div NOI (12. Hig ator Vah.cte (specily) micel) t 4. West rossing d 4. Nelther	5. Dat issor: RTHW hway A Code 3 Code 3 Code	e of Acodentine /EST lame or No. A 17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta 18. Position of 19. Circumstan	TLAN Its puilin Its pushi Inding) Car Uni Itce 1, R	9. County KING TIC ST Rail Equ 4. Car(s g) 5. Car(s ng) 6. Light 7. Light (an Train	3a. B 6. Time ipment Involve) (moving) (standing) loco(s) (movi	ng) C	3b. NW0106 iderVincident 11:1 10. State Abbr. 9 Public Public , Other (specify, Train pulling- RCL , Train pushing- RCL	5 AM Code 53 WA Privale / Code
 4. U.S. DOT-AAR Grade Crossing ID No. 7. Nearest Relinced Station SEATTLE 11. City (<i>if in a city</i>) SEATTLE 13. Type C. Truck-bailer F. Bos A. Auto D. Pick-up truck G. School Bus B. Truck E. Var. H. Motorcycle 14. Vahicle Speed 15. Direction (<i>est. mph at imped</i>) 1 15. Direction (<i>est. mph at imped</i>) 1 16. Positon 1. Statler on crossing 3. Motor 2. Stopped on Crossing 4. Tru 20a. Was the highway user and/or roll equipment 1. Mighway User 2. Rail Equipment 	101 olved Cother Me K. Pedestri M. Other Me (geograp outh 3. Eas oving over co apped ment involve aterials? 3. Boln ardous mater	039H 8. Div NOI (12. Hig ator Vah.cte (specily) micel) t 4. West rossing d 4. Nelther	5. Dat issor: RTHW hway A Code 3 Code 3 Code	e of Acodentine /EST lame or No. A 17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta 18. Position of 19. Circumstan	TLAN Its puilin Its pushi Inding) Car Uni Itce 1, R	9. County KING TIC ST Rail Equ 4. Car(s g) 5. Car(s ng) 6. Light 7. Light (an Train	6. Time ipment Involve) (moving)) (standing) loco(s) (movi	ng) C	idenVIncident 11; I 10. State Abbr. Public Public . Other (specify, . Train: pulling- RCL . Train: pushing- RCL	5 AM Code 53 WA Privale / Code
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1/1/2005 - 10/31/2010 (2010 is preliminary) Citizen Reports are no longer being captured (Report # begins with "C")		TEPORTED COLLISIONS INVOLVING TRAI *As if 1/1/2009 *As	REPORTED COLLISIONS IN UKISDICTION City Street City Street City Street City Street City Street City Street City Street

DER 23 UNITED STATES CODE - SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

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			Fyident Inium	5.43	2010	3384015	+				
		े	10:35 Possible Inlury	10:35	9/9/2010	3374051					
	2	102	Evident Injury	16:20	2010	2842484					
	N 	002	No Injury	11:30	9/15/2010	2786560				;	
-		102	Possible Injury	15:25	2010	2997803	╞	-			
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		ö	8:06 Evident Injury	8:06	2007	_	-				
	+		18:16 No Injury	18:15	2005		-†				
	= '	сİ,	16:10 No Injury	16-10 h	_	1933355					
	Ť	হা	9:49 No Injury	9.49	3/31/2006	2060431	+				
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		5		2:16		2191792	┥		+	ĺ	
				10:30		3325721	┥				
		3	19:41 No Injury	19:41	_	3282655					
	_(002	No Injury		4/1/2010	3383963					
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	S	Т		TIME		NUMBER	ΑB	POST	SECONDARY TRAFFICWAY 2	TRAFFICWAY 1	REFERENCE POINT NAME
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IS STATEWIDE	ROAD	ALL	OCCURRED ON	THAT	R TRACKS	CATED AT I	for LC	GNS and	REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE	REPORTED COLLISI	
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	19461	At Intersection and Dolated	Railway Vahinla	Passender Car
Daulo ht	1/Mat	At Interception and Related	Railway Vehicle	Passenger Car
Davioht		At Driveway within Major Mersection	Railway Vehicle	Other
Daviko ht		At Intersection and Related	Railway Vehicle	Passenger Car
Daviaht		At Intersection and Related		Pickup, Panel Truck or Vanelte under 10,000 lb
Dayligitt		At Intersection and Related	Northeal Activities	Passenger Car
Device		At Driveway within Major Intersection	Pailway venice	Dickin Date Truck of Vapelta under 10 000 lk
Dark-Street Lights On	Wei	At intersection and Kelated		Indesselliger Opt
Dawn	Wet	At Intersection and Related		Elevente Liner of Astigne allow
Daylight	Dry	Al Intersection and Related		Raiway venicle
Daylight	Dry	Al Intersection and Related		
Daylight	Dry	Al Intersection and Refated		Prickup, Panel Truck or Vanetie under 10,000 lb
Dark-Street Lights On	Wet	At Intersection and Related	Raiway Vehicle	Passenger Car
Daylight	Dry	AI Driveway within Major Intersection		Passenger Car
Dark-No Street Lights	Wet	AI Intersection and Related		Motorcycle
Dark-Street Lights On	Dry	Al Intersection and Related		Truck Traclor & Semi-Trailer
Daylight	Dry	AI Intersection and Related		Truck - Double Trailer Combinations
Dusk	Wel	Al Intersection and Related	Pickup,Panel Truck or Vanetie under 10,000 lb	Passenger Car
Daylight	Dry	Al Intersection and Related		Passenger Car
Dark-Street Lights On	Wet	At Intersection and Related	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car
Daylight	Dry	At Intersection and Related		Passenger Car
Dark-Street Lights On	Wet	At Intersection and Related		Pickup,Panel Truck or Vanette under 10,000 lb
Daylight	Dry	At Intersection and Related	Passenger Car	Metorcycle
Daylight	Wet	At Intersection and Related	Truck Tractor & Semi-Trailer	Truck (Flatbad,Van,etc)
Daylight	We(At Intersection and Related		Truck (Flatbad,Van,etc)
Daylight		At Driveway within Major Intersection		Passenger Car
Daylight		At Intersection and Related		Truck Tractor & Semi-Trailer
Davlight		At intersection and Related		Passenger Car
Dark-Street Lights On	Dry	At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Wet	At Intersection and Related		Truck Tractor & Semi-Trailer
Dark-Street Lights On	Dry	At Intersection and Related		Passenger Car
Daylight	Wet	At Intersection and Not Related	Pessenger Car	Pickup, Panel Truck or Vanette under 10,000 lb
Dark-Street Lights On		At Intersection and Related		Pickup,Panel Truck or Vanette under 10,000 lb
Davlight .	D _v	At Intersection and Related		Pickup, Panel Truck or Vanette under 10,000 lb
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Daufaht		At Intersection and Related		Truck (Flatbad.Van.etc)
Dark-Street Finble On		At Intersection and Related		Passenger Car
Daulinht		Af Interestion and Related	Railway Vehicle	Truck & Trailer
Dark-Street Links On	- C-7	At Intersection and Related		Passenger Car
Dark-Sineet Limble On		At Intersection and Related	Railway Vehicle	Passenger Car
Daviont	Wet	At Intersection and Related		Motorcycle
	SURFACE	JUNCTION RELATIONSHIP	Vehicle Type code called "Railway Vehicle" became effective.)	Vehicle Type code called "Railway Vehicle" became effective.)
	ROADWAY		VEHICLE 2 TYPE (As of 1/1/2010, a new	VEHICLE 1 TYPE (As of 1/1/2010, a new
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	with "C")	no longer being captured (Report # begins with "C")	*As if 1/1/2009 Citizen Reports are no longer being captured	
AGAS TRAT OCCURRED ON ALL RUADS STATEWIDE	URRED ON ALL R	(SIGNS BIDDE LOCATED AT NY TINAGAS TINAT OCCU 1/1/2005 - 10/31/2010 (2010 is matiminany)	1/1/2006 - 10/21/2011 (2011) e walimi 1/1/2006 - 10/21/2011 (2011) e walimi	
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WSDOT - COLLISION BRANCH 5/6/2011 4 of 12

		rue,				
		Fact	North		Disregard Stop and Go Light	Train struck moving vehicle
INCOME!						Vehicle opino straight hits nedestrian
North		West		None	Distantial Stop and Co Light	Train struck moving vehicle
North		le Backing		ione .		Train struct moving meticle
South						Publicie stady, nievelig train
		de Stopped			, .	Train source stopped or stand validle
		West			Improper Turn	Venicie struck moving train
		Nonh	South	None	Improper Turn 1	I rain struck moving vehicle
South				None	Improper Turn	Train struck stopped or stalled vehicle
North	South			None	Driver Distractions Outside Vehicle	Train struck moving vehicle
		East			Disregard Stop and Go Light	Train struck moving vehicle
		South			None	Vehicle going straight hits pedestrian
		West			Did Not Grant RW to Vehicle	Train struck moving vehicle
		East			Inattention	Train struck stopped or stalled vahicle
North	South		i	None	Disregard Stop and Go Light	Vehicle struck moving train
		Vehicle Stopped	i		Operating Defective Equipment	I rain struck stopped or stalled vehicle
		North	•		Other	All other non-collision
		North			Other .	Train struck moving vehicle
1		Nonh	South		Inattention	I faun struck moving vehicle
Vehicle Stopped	North		North	None	Follow Top Closely	Inform same direction - both going straight - one stopped - rear-end
		East	West		Did Not Grant RW to Vehicle	
Vehicle Stopped	North		North	None	Exceeding Reas. Safe Speed	riom same direction - both going straight - one stopped - sideswipe
		South			Other	
		Nonh			Did Not Grant RW to Vehicle	Vehicle struck moving Irain
Vchicle Stopped				None	Improper Passing	From same direction - both going straight - one stopped - sideswipe
Vehicle Stopped	South			None	Inattention	From same direction • all others
		North		•	Inattention	
		East.			Othor	I rain struck moving vehicle
		Southeast	Э. З		Other	
		Notthwest	Southeast		Inattention	Train struck stopped or stalled vehicle
		North			Inattention	I Fain Struck moving vehicle
		Vehicle Stopped	North		Other	srain struck stopped of stalled vehicle
		North	West		Inattention	
North	South			None	Follow Too Closely	From same direction - both going straight - both moving - rear-end
		East			Old Not Grant RW to Vehicle	Vehicle struck moving train
		East			Did Not Grant RW to Vehicle	Train struck moving vehicle
		West			Did Not Grant RW to Vehicle	Train struck moving vehicle
		Wesl	South		Inattention	Train struck stopped or stalled vehicle
					Other	All other non-collision
East	West			None	Inaltenison	Train struck moving vehicle
					Other	Lirain struck moving vehicle
West	East			None	Disregard Stop Sign - Flashing Red	Train struck moving vehicle
					Inattention	Vehicle overlurned
DIR TO	DIR FROM		DIR FROM		MV DRIVER CONT CIRC 1 (UNIT 1)	FIRST COLLISION TYPE / OBJECT STRUCK
VEH 2 COMP	COMP	VEH 1 COMP	COMP	MV DRIVER CONT CIRC 1		
	VEH 2		VEH1			

REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE 1/1/2005 - 10/31/2010 (2010 is preliminary) "As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")

	-						
			99	ç	State Route	Seattle	King
			66		State Route	Seattle	King
	-		66		State Route	Seattle	King
			99		State Route	Seattle	
	DENNY WY	;	WESTLAKE AV		City Street	Seattle	King
	AUBURN WAY	50	WALL ST		City Street	alleas	Dung
	ALASKAN WAY		WALL	2	City Street	Seallie	Ning
		5900	W MARGINAL WY SW		City Street	Seame	King
	SW ANDOVER ST		W MARGINAL WY SW		City Street	Seame	Ning
	SW ANDOVER ST	3800	W MARGINAL WY SW		City Street	3ILLE8	Burn
	BNSF RAILROAD TRACKS		W MARGINAL WY S		City Street	alleas	
40 F W		1100	VALLEY ST		ICity Street	Seattle	2007
	TERRY AV N					alueac	Entry Bund
 	RR CROSSING	1010	VALLEY ST		City Street	aluean	
	CHELAN AVE SW		SW SPOKANE ST				
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	RR TRACKS	400	S LANDER ST		City Street	Seattle	King
		470	IS INDER ST		Cilv Street	Seattle	King
		 	S HORTON ST	İ	City Street	Seattle	King
			S HORTON ST		City Street	Seattle	Kina a
		200			Oily Street	Spattle	
		300			City Street	Seattle	
 	DB TRACKS				City Street	Seattle	King
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M MI FROM	INTERSECTING TRAFFICWAY	BLOCK NUMBER	column "D" for County Rd name, county 5 digit road log # in this county column)	COUNTY ROAD NAME	JURISDICTION	CITY	COUNTY
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			# begins with "C")	otured (Report #	nger being cal	na la	orts are	"As if 1/1/2009 Cilizen Reports are no longer being captured (Report # begins with "C")		

REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE 1/1/2005 - 10/31/2010 (2010 is pretiminary) "As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")

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WSDOT - COLLISION BRANCH 5/6/2011 7 of 12

		·····		
Davlight	Drv	Al Intersection and Related		Motorcycle
Davlight		Al Intersection and Related		Truck Tractor & Semi-Trailer
Davlight		At Intersection and Related		Truck Tractor & Semi-Trailer
Dark-Sheet Lights Off .	DIV	Al Intersection and Related		Passenger Car
Davlight		At Intersection and Related	\rightarrow	Pickup, Panel Truck or Vanetie under 10,000 b
Daylight		At Intersection and Related	Pickup, Panel Truck or Vanette under 10,000 lb	Bus or Motor Stage
Daylight		Al Intersection and Not Related		Truck (Flatbad,Van,etc)
Davlight .	Wet	At Intersection and Related		Passenger Car
Daylight	Show/Slush	AI Driveway within Major Intersection		Pickup,Panel Truck or Vanette under 10,000 lb
Daylight	Dry	AI Driveway within Major Intersection		Truck & Trailer
	Dry	Al Intersection and Related	Railway Vehicle	Passenger Car
Dark-Street Lights On	Standing Water	Not at Intersection and Not Related		Passenger Car
	Dry	Al Intersection and Related	Other	Pickup,Panel Truck or Vanette under 10,000 lb
Daylight	Dry	AI Oriveway within Major Intersection		Pickup, Panel Truck or Vanetle under 10,000 lb
Daylight		At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Dry	Al Intersection and Related		
Daylight	Ury	At Intersection and Related		
Dawn	V	At Intersection and Related		Fickup, ranei Truck or Vanette under 10,000 lb
Dark-Street Lights On	Dry	At Intersection and Not Related	Passenger Car	Hassenger Car
Daylight	:Dry	At Intersection and Not Related	ruck or Vanetle under 10,000 lb	TRUCK Fractor
Daylight	. Wet	At Intersection and Not Related	<u> </u>	Truck Tractor & Semi-Trailer
Dark-Street Lights On	Wet	At Intersection and Related		Passenger Car
Daylight	Dry	At Intersection and Related		
Dark-Street Lights On	Dry	At Intersection and Related		Fassenger Car
Daylight	Dry	At Intersection and Related	Passenger Car	Prassenger Car
Daylight	Dry	At Intersection and Related		Not Stated
Daylight	Dry	At Intersection and Related	<u> </u>	Iruck Tractor & Semi-Trailer
Dark-Street Lights On	Wet	At Intersection and Related	Passenger Car	Pickup, Panel Truck or Vanette under 10,000 lb
Daylight	Dry	At Intersection and Related		Passenger Car
Daylight	Diy	At Intersection and Related		Pickup,Panel Truck or Vanette under 10,000 lb
Unknown	Dry	At Intersection and Not Related	L	Pickup,Panel Truck or Vanette under 10,000 lb
Dark-Street Lights On	Dry	At Intersection and Not Related		Passenger Car
Daylight	Dry	At Intersection and Related		Truck Tractor & Semi-Trailer
Dark-Street Lights On	Dy	At Intersection and Related	Passenger Car	Pickup, Panel Truck or Vanette under 10,000 lb
Dark-No Street Lights	Wet	At Intersection and Not Related		Passenger Car
Daylight	אַכ	At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Dry	At Intersection and Related	uck or Vanette under 10,000 lb	Truck (Flatbad, Van, etc)
Dark-Street Lights On	NO NO	At Intersection and Related	Railway Vehicle	Pickup,Panel Truck or Vanette under 10,000 tb
Davlight		At Intersection and Related		Pickup, Panel Truck or Vanette under 10,000 lb
Daylight	Dy	At Intersection and Related	,	Passenger Car
Daylight	Dy	At Intersection and Related	Passenger Car	Truck Tractor & Semi-Trailer
Daylight	Dy	At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Div	At Intersection and Related	Pickup, Panel Truck or Vanette under 10,000 lb	Truck Tractor & Semi-Trailer
Dark-Street Lights On	Dry	At Intersection and Related		Passenger Car
	SURFACE	JUNCTION RELATIONSHIP	Vehicle Type code called "Railway Vehicle" became effective.)	Vehicle Type code called "Railway Vehicle" became effective.)
			VFHICLE 2 TYPE IAS of 1/1/2010 a new	VEHICLE 1 TYPE (As of 1/1/2010, a new
	with "C" 3	1/1/2005 - 10/31/2019 (2010 is preliminary) "As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")	1/1/2005 - 10/ "As if 1/1/2009 Citizen Reports are r	
OADS STATEWIDE	URRED ON ALL R	or LOCATED AT RR TRACKS THAT OCCU	REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE	REPORTED CO

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WSDOT - COLLISION BRANCH 5/6/2011 8 of 12

		0000				
		South	North		Other Did Not Gigift Kwite vehicle	Vehicle overturned
		Vehicle Stopped	West			Train struck scopped of stalled vehicle
		South	West			
		East	[None	I rain struck moving vehicle
Vehicle Stopped	Eașt			None	Inattention	From same direction - buth guing straight - one stopped - rear-end
		Vehicle Backing				Railway Signal Pole
		East			Did Not Grant RW to Vehicle	Vehicle struck moving train
		West			Inattention	Train struck moving vehicle
			Easl		Did Not Grant RW to Vehicle	Train struck moving vehicle
West	East		North	Other	None	Iram slruck moving vehicle
		:	ea\$I		Exceeding Reas, Safe Speed	Railway Signal Pole
North	South		West	None	Disregard Stop and Go Light	Vehicle struck moving train
		South	North		Disregard Stop Sign - Flashing Red	Train struck moving vehicle
		Vehicle Stopped ;	rest		Other	[rain struck stopped or stalled vehicle
		East	,		Disregard Stop_and Go Light	Train struck meeting vehicle
		East	 		Other	Railway Crossing Gate
					None	All other non-collision
Vehicle Stopped	East	de Backing			Other	rrom same direction - all others
Vehicle Stopped	East	West	East	None	Inattention	From same direction . both going straight - one stopped - sideswipe
					Improper Parking Location	I rain struck stopped or stalled vehicle
		North	West		Inattention	Street Light Pole of Base
		Vehicle Stopped	West		Other	I rain struck stopped or stalled vehicle
		East	West	4	Under Influence of Alcohol	I rain struck meving vehicle
Vehicle Stopped	West		West		Inattention	From same direction - both going straight - one stopped - rear-end
West	East			Improper Passing	None	From same direction - both going straight - one stopped - sideswipe
Vehicle Stopped	East	Vehicle Backing :	East	None	Improper Backing	From same direction - all others
Vehicle Stopped	East			None	Improper Backing	From same direction - all others
		East	West		Other	Train struck moving vehicle
					Other	From same direction - all others
East	West			None	Follow Too Closely	From same direction - both going straight - both moving - rear-end
Vehicle Sloppod	West	İ		None	Driver Reading or Writing	From same direction - both going straight - one stopped - rear-end
					Иоле	Railway Crossing Gate
East	West	South		None	Did Not Grant RW to Vehicle	Entering al angle
		East			Other	All other non-collision
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Other	Railway Crossing Gate
Vehicle Stapped	West	le Backing		None	Improper Backing	From same direction - all others
South	North			Nane	Other	Train struck stopped or stalled vehicle
i		Vehicle Stooned			Inattention	Train struck stopped or stalled vehicle
					Inattention	Train struck moving vehicle
Vehicle Stopped	East	e Backing		None	Improper Backing	From same direction - all others
					Did Not Grant RW to Vehicle	Train struck moving vehicle
South	East	East		Other	Other	Entering at angle
1		East			Disregard Stop and Go Light	Train struck moving vehicle
VEH 2 COMP	VEH 2 COMP DIR FROM	VEH 1 COMP	VEH 1 COMP DIR FROM	MV DRIVER CONT CIRC 1 (UNIT 2)	MV DRIVER CONT CIRC 1 (UNIT 1)	FIRST COLLISION TYPE / OBJECT STRUCK
				ed (Report # begins with "C")	*As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")	*As if 1/1
				minary)	1/1/2005 - 10/31/2010 (2010 is preliminary) 1/1/2005 - 10/31/2010 (2010 is preliminary)	
				שאאני דעאד אחרו וספבח הא	REPORTED COLLISIONS INVOLVING TRAINS OR SIGNS and/or LOCATED AT BRITRACKS THAT DOCLIDDED ON ALL DOADS STATEMIDE	REPORTED COLLISIONS INVOLVING

WSDOT - COLLISION BRANCH 5/6/2011 9 of 12

			"As if 1/1/2009 Citizen R	*As if 1/1/2009 Citizen Reports are no longer being captured (R	(Report # beg	(Report # begins with "C")			
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				COLUMN "D" for County Rd name,			FROM MI FROM	₹	
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REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE 1/1/2005 • 10/31/2010 (2010 is preliminary)

WSDOT - COLLISION BRANCH 5/5/2011 10 of 12

			001		Noli	17:39	8/25/2008 17:39 No Injury	3286491	Ē	0.21			
		N	0 0	njuny (k	7 No li	7:37	10/3/2009 7:37 No Injury	3345105		0.20	-		
			00	njury (No h	12:46	4/15/2007 12:46 No Injury	2616776		0.20		-	
		-	101	ijury	TEvid.	12:27	9/21/2007 12:27 Evident Injury	2804580	0	0.20			
		ง	0 0	njury (i No li	7:54	9/29/2008 7:54 No Injury	2898850		0.20			
	H	2	002		2 No li	14:12	7/26/2008 14:12 No Injury	2899769	6	0.19			
		2	502	Injury) Poss	12:10	6/9/2005	1932807	-	1.14			
		-	0	njucy		12:10	6/9/2005 12:10 No Injury	C651729	-	1.14			-
		-	0		No I	9:57	5/15/2007 9:57 No Injury	2825512	9	0.49			
		1	00		5 No h	15:35	10/17/2005 15:35 No Injury	2060389	0	28.26	İ		
		1	101	1/18/2008 [12:08 Possible Injury] 1	Poss	12:08	1/18/2008	2609498	çı	28.26	:		
	_	-	0 0		No Ir	12:41	5/19/2006 12:41 No Injury	2127915	Ç1	28.26			
		-	0 0		4:11 No Injury	4:11	10/30/2008	3281703	ç,	28.26			
	÷	H S F		TIME INJURY TYPE [J [T	IZ.	TIME	DATE	POST AB NUMBER	۲ کو	POST	SECONDARY TRAFFICWAY 2	TRAFFICWAY 1	REFERENCE POINT NAME
	ž	Π	Z P	MOST SEVERE N A E D	NOS			"REPORT		MILE	CITY AND MISC ONLY	ONLY SECONDARY	
	D	< m	- 	_								CITY AND MISC	
	m	1 ד	#	*									
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				nary) (Report ≉ begins with "C")	regins	yort # b	prefiminary) aptured (Rep	1/1/2005 - 10/31/2010 (2010 Is prefiminary) Reports are no longer being captured (Rep	N31/2	orts are 10	 As if 1/1/2009 Citizen Reports are no longer being captured 		
STATEWIDE	AUS	Ro	AL.	JURRED ON ,	TOCC	S THAT	RR TRACKS	DCATED AT		WS and	REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE	REPORTED COLLISI	

WSDOT - COLLISION BRANCH 5/6/2011 11 of 12

Daylight	Wet	At Intersection and Related	5	Pickup, Panel Truck or Vanette under 10,000 Jb
Daylight	Dry	At Intersection and Related	Passanger Car	Passenger Car
Daylight	Dry	At Intersection and Related		Bus or Motor Stage
Daylight	Diy	At Intersection and Related		Passenger Car
Daylight		At Intersection and Related	Pickup, Panel Truck or Vanette under 10,000 lb	Truck (Flatbad, Van.etc)
Daylight	NG.	At Intersection and Related	Passenger Car	Passenger Car
Daylight	Dry	At Intersection and Related	Other	Truck (Flalbad,Van,etc)
Daylight		At Intersection and Related		Truck (Flalbad,Van.etc)
Daylight		At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Dry	At Intersection and Related		Truck Tractor & Semi-Trailer
Daylight	Dry	At Intersection and Related		padow
Daylight	Dry	At Intersection and Related		Truck Tractor & Semi-Trailer
Dark-Street Lights On	Diy	At Intersection and Related		Passenger Car
CONDITIONS	CONDITIONS	JUNCTION RELATIONSHIP	became effective.)	became offective.)
LIGHTING	SURFACE		Vehicle Type code called "Railway Vehicle"	Vehicle Type code called "Railway Vehicle"
	ROADWAY		VEHICLE 2 TYPE (As of 1/1/2010, a new	VEHICLE 1 TYPE (As of 1/1/2010, a new
	with "C")	1/1/2005 - 10/31/2010 (2010 is preliminary) Reports are no longer being captured (Report # begins with "C")	1/1/2005 - 10/31/2010 (2010 is prelimi As if 1/1/2009 Citizen Reports are no longer being captured	
DAOS STATEWIDE	JRRED ON ALL RO	for LOCATED AT RR TRACKS THAT OCCU	REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE	REPORTED CC

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		East [West		Disregard Stop and Go Light	[Railway Crossing Gate
Vehicle Stopped	East V	Vehicle Backing	East	Nona	Improper Backing	From same direction - both going straight - one stopped - rear-end
		Easl	West		None	All other non-collision
		West	East		Other	Train struck moving vehicle
West	A ISE3	West	East	Other	Other	From same direction - both going straight - both moving - rear end
Vehicle Stopped	East V	South	East	None	- Inattention	From same direction - one left lurn - one straight
North	South N	East	South	Nane	Did Not Grant RW to Vehicle	Train struck moving vehicle
		East	South			Train struck moving vehicle
		West	Easi		Did Not Grant RW to Vehicle	Train struck moving vehicle
		North	South		Inattention	Train struck moving vehicle
		South	North		None	All other non-collision
		East	North		Did Not Grant RW to Vehicle	Train struck moving vehicle
		South	North		Other	Vehicle struck stopped train
DR TO	DIR FROM		DIR FROM	(UNIT 2)	MV DRIVER CONT CIRC 1 (UNIT 1)	FIRST COLLISION TYPE / OBJECT STRUCK
VEH 2 COMP	COMP	VEH 1 COMP	VEH 1	MY DRIVER CONT CIRC 1		
		IS STATEWIDE	N ALL ROAD	FRACKS THAT OCCURRED OF minary) ed (Report # begins with "C")	REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROAUS STATEWIDE 1/1/2005 - 10/31/2010 (2010 is preliminary) "As if 1/1/2009 Cilizen Reports are no longer being captured (Report # begins with "C")	REPORTED COLLISIONS INVOLVING

State Report Information

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Washington State Transportation Commission

Statewide Rail Capacity and System Needs Study

Final Report

4987

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December 2006

 The BNSF's Aubum-Pasco line over Stampede Pass operates today at about 60 percent of practical capacity. However, the line cannot be used to relieve the Everett-Spokane line, because the ceiling of the Stampede Turnel is too low to accommodate double-stack intermodal container trains.

- The BNSF's Vancouver-Pasco line, which follows the Columbia River along the north side of the Gorge, is used by doublestack intermodal container trains moving east, grain trains moving west to the Columbia River and Puget Sound ports, and carload trains moving both east and west to serve Washington State industrial and agricultural shippers. The line is operating today at about 70 percent of practical capacity. With the Everett-Spokane line nearing capacity, the SNSF has been routing more intermodal trains south along the 1-5 rail corridor to Vancouver, Washington, and then east. This has added considerable volume to the Vancouver-Pasco line.
- The I-5 corridor rail line runs the length of the State from the Canadian border through Bellingham, Everett, Seattle, and Tacoma to Vancouver and Portland. It is the backbone of the Washington State rail system, controlling access to the east-west lines. Most of the line is owned by the BNSF, but the BNSF shares operating rights in some segments with the Union Pacific Railroad (UPRR), Amtrak's intercity-rail services, and the Sounder commuter-rail operations. The line operates at between 40 and 60 percent of practical capacity in most sections, but is subject to frequent stoppages when trains tie up the mainline to enter and exit the many ports, terminals, and industrial yards along the corridor. Some half dozen sections are chronic choke points, causing delays that ripple across the entire Washington State and Pacific Northwest rail system.

The pressure on the rail system will increase in the next decades. Between 2005 and 2025, the output of the Washington State economy (measured as gross state product) is expected to grow at an average of 3.5 percent per year. The total freight tormage moved over the Washington State rail system is expected to increase by about 60 percent over the period. To accommodate this growth, many more rail lines within Washington State will be operating at or above their practical capacity.

Growth in rail traffic and rail congestion issues are also affecting Washington communities by increasing delays for automobile and truck drivers at rail-highway crossings, creating noise and safety problems, and disrupting communities and environmentally sensitive areas with construction projects. Dealing with these

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problems in an uncoordinated fashion on a case-by-case basis is often frustrating for both the communities and the railroads.

As freight and passenger trains compete for time and space on the rail system, the capacity constraints may also frustrate the service and ridership plans for the State's passenger-rail program. The cost of resolving the rail choke points in the 1-5 corridor to meet passenger service and ridership goals is increasing, potentially reducing the cost-effectiveness of the passenger rail program. Without capacity improvements, rail will not maintain its share of the Washington State freight market, rail shipping prices will increase, and service reliability will deteriorate for many of the State's industrial and agricultural shippers.

The Rail Industry Is Expanding Capacity, But May Not Meet All the State's Needs

The Class I railroads are adjusting their operations to increase the volume of freight moved through the system over the existing rail lines. They are operating longer trains and maximizing the number of containers packed on intermodal cars; consolidating pick-up and delivery of railcars at central terminals; and eliminating mainline switching wherever possible (i.e., minimizing the number of times trains are 'parked' on the mainline while picking up cars from individual shippers). These changes favor a hook-and-haul operations strategy, where the railroads pick up a full train in Seattle or Tacoma and haul it directly to Chicago, or pick up a full grain train in the Midwest and haul it directly to a Columbia River port. Hook-and-haul operations allow the railroads to achieve economies of scale that keep costs down and services profitable. However, capacity will remain constrained in Washington even with these changes.

The move toward wholesale rail service helps meet the needs of Washington State's ports, which handle high volumes of imported intermodal containers and exported grain. But it is problematic for Washington State's manufactorers and agricultural shippers. They need low-cost, shorter-haul carload service and do not generate the high volumes attractive to the railroads. In general, international intermodal container traffic has been outbidding domestic carload traffic for space on the rail system, and the railroads have been pricing out lower-volume, lower-profit shippers to meet the demands of higher-volume, higher-profit freight.

The shift toward high-volume, hook-and-haul operations is also problematic for Washington State's short line railroads. They provide a link between smaller shippers and the Class I railroads. If they cannot generate enough volume to get service

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2.0 Introduction and Background

Study Mandate from 2005-2007 Transportation Budget Proviso The Purpose of this studu is to a) assess the mil freight and rail passenger infrastructure needs in this State; b) review the current powers, anthorities, and interests the State has in both passenger and freight rail; c) recommend public policies for state participation and ownership in rail in(rastructure and service delivery, including, but not limited to, planning and governance issues; and d) develop a rail asset management plan. The commission shall report their findings and conclusions of this study to the transportation committees of the legislature by December 1, 2006.

2.1 Purpose of the Study

The Washington Rail Capacity and System Needs Study was initiated by the Washington State Legislature to answer the question: "Should the State continue to participate in the freight and passenger rail system, and if so, how can it most effectively achieve public benefits?"

2.2 Issues

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The State has had a longstanding involvement in passenger rail service. In the last decade, it has provided emergency relief to failing short line railroads and purchased specialized railcars to ensure that agricultural shippers in the State have access to cars and service. The state rail policy has evolved through multiple major policy reviews (the most recent in 1995), legislation, and the Washington Transportation Plan (WTP).

The pressure to provide more structured guidance for state investments and actions has grown sharply in the last several years as the demand for rail service has begun to outstrip capacity and the price of rail service to Washington State shippers has increased. Today, the State faces some difficult issues.

The Railroads Are Focusing on High-Volume and Long-Haul Services, But the State's Industrial and Agricultural Shippers Also Need Low Volume and Short-Haul Services

Long-haul intermodal container trains and long-haul unit grain trains moving to and from Washington State's ports are the least complex and the most profitable for the Class I railroads to operate. As a result, the railroads have reoriented their operations to accommodate this business. But many Washington State shippers are low-volume carload shippers who generate only a few dozen carloads a week or a month, and they are being priced out of the rail market. When should the State help meet the needs of the ports and international trade business for premium long-haul rail service, and when should the State help meet the needs of

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agricultural and local shippers for low-cost, shorter-haul rail services?

Rail Is Being Asked to Absorb Some of the Traffic Growth from Congested Highways

The i-5 corridor and many of the State's urban highways are congested. The public sees expanded freight and passenger rail services as part of the solution to highway congestion. But most rail shipments are long-distance shipments. Investment in new rail capacity may not moderate growth in truck traffic – most of which is associated with short- and medium-distance trips – on the State's congested urban highways. When and where should the State invest in freight and passenger rail capacity to help relieve highway congestion? How can the State ensure that the best use is made of each of its transportation modes?

Short Line Railroads Are Being Asked to Support Agricultural Shippers and Communities

Short line railroads provide low-cost transportation to manufacturers across the State and to shippers in the agricultural communities of eastern and central Washington, enabling these shippers to compete in world markets. But with low traffic volumes and high operating costs, many short lines are at risk of failing financially. When should the State invest in short lines to support existing jobs and communities?

The Intercity Passenger Rail Program Is Being Asked to Increase Ridership

The Legislature established an intercity passenger-rail program. Ridership and revenues have been increasing, but on-fime performance has been decreasing as freight traffic increases. Considerable additional investment is needed to achieve the program's longer-term goals of more frequent service and higher ridership. Some of the investments may benefit freight rail, as well as passenger rail. When should the State invest to improve passenger rail service and reliability?

#### 2.3 Structure of the Report

The report is organized as follows:

 Chapter 3.0 - Washington State Rail System, Rail Users, Capacity, and Issues describes the rail system, identifies the

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- Manufacturers, agricultural producers, and lumber and wood products producers generate 14 percent (\$37 billion) of the State's \$262 billion economic output value (gross state product) and 15.5 percent (425,700 jobs) of the State's employment.
- The Washington State ports generate between 200,000 and 300,000 direct, indirect, and trade-related jobs in the State. A portion of these jobs depend directly or indirectly on rail service.
- Sixteen percent of all freight tonnage moved in Washington State moves by rail.

Rail service is critical because it enables these Washington State industries to ship heavy or bulky commodities over long distances at low costs. Table 1 lists the top 10 outbound Washington State rail commodities by tonnage for 2004 and the forecast tonnages for 2015 and 2025. These are commodities that are shipped out of Washington State by rail. "Miscellaneous mixed shipments" are primarily merchanoise and retail trade goods; many are moving in intermodal containers.

| SICC | Connoility                      | .2004     | Rail Donnag<br>2015 | ;e<br>_2025 |           | apound An<br>Growth Rat<br>2015-<br>2026 |                |
|------|---------------------------------|-----------|---------------------|-------------|-----------|------------------------------------------|----------------|
| 46   | Miscellaneous mixed shipments   | 6,516,304 | 11,309,371          | 19,060,968  | 5.1%      | 5.4%                                     | 5.2%           |
| :24  | Lumber or wood products         | 4,506;679 | 4,072,939           | 4,383;956   | · 30.9% · | 0.3.%                                    | 0:4%           |
| 11   | Coal .                          | 2,142,403 | 2,743,497           | 3,184,686   | 2.3%      | 1.5%                                     | 1.9%           |
| 40   | : Waste or:scrap materials      | 1,543,296 | 2;377,099           | 3,260,635   | :4.0%     | 5.2%                                     | .3.6%          |
| 26   | Pulp, paper, or allied products | 1,231,469 | 1,556,870           | 1,752,517   | 2.2%      | 1.2%                                     | 1.7%           |
| .20  | Food on kindred products        | 1,025,792 | <b>.,662,29</b> 3   | 2,389,104   | 4.0%      | .3.7%                                    | 3:9%           |
| 37   | Transportation equipment        | 826, 02   | 2,090,719           | 4,523,959   | 8.8% ·    | 8.0%                                     | 8.4%           |
| ]    | Famil, products                 | 700,653   | 997,648             | .1,385,204  | .3.3% -   | .3.3%                                    | 3.3%           |
| 33   | Primary metal products          | 606,415   | 677,274             | 597,161     | 1.0%      | -1.3%                                    | - <b>0</b> .1% |
| 28   | Chemicals or allied products    | .353.040  | 381,960             | 367,654     | 0.7%      | -0/4 %                                   | C.2%           |

| Table 1. | Top 10 Outbound | Commodifies by | y Tonnage, 2004, | 2015, and 2025 |
|----------|-----------------|----------------|------------------|----------------|
|----------|-----------------|----------------|------------------|----------------|

Source: Global Insight, Inc., 2006.

Figure 2 compares the 2004 tonnages to the forecast tonnages for 2015 and 2025. This figure includes commodities that are shipped into and out of Washington State; the previous figure showed only outbound commodities.

four trains that were supported financially by Washington State at that time, and about 637,000 or, the entire *Coscades* service.<sup>4</sup> The State's passenger rail plans envision serving up to 3.0<sup>5</sup> million riders with 17 round-trip trains (13 between Seattle and Portland and 4 north of Seattle) in 2023.

Sound Transit provides Sounder commuter rail services in the Puget Sound region, with weekday peak-period service between Seattle and Tacoma and between Seattle and Everett. Both services operate over BNSF tracks. The *Cascades* service is operated by Amtrak; the Sounder commuter trains are operated by BNSF and maintained by Amtrak.

In the Puget Sound region, Sounder ridership is projected to grow from 1.2 million passenger trips in 2006 to 2.6 million passenger trips in 2011, a five-year increase of 117 percent.

Forecasts for both the Amirak Cascades and the Sounder services are predicated on substantial investments to increase capacity and improve operations along the I-5 rail corridor. Full build out of the draft Long-Range Plan for the Cascades program calls for additional investments of \$6.5 billion (in 2006 dollars) by 2023.

#### 3.4 Capacity of the Washington State Rail System and Implications for Rail Users

The Washington State rail system is nearing capacity; service quality is strained, and rates are going up.

Figure 3 compares the average number of trains operated on each line to the practical capacity of the line.

The Everett-Spokane line, which passes through the Cascade Turnel at Stevens Pass, is the BNSF's major transcontinental route for double-stack intermodal container trains. It is heavily used, operating today at about 123 percent of practical capacity.

Rail Capacity is eniculated in a two-step process.

First, a "theoretical capacity" is determined, assuming perfect conditions and operations.

Second, "practical capacity" is determined by considering factors, such as possible disruptions, signal needs, human decisions, weather, possible equipment failures, supply and demand incluatances, and sensonal demand.

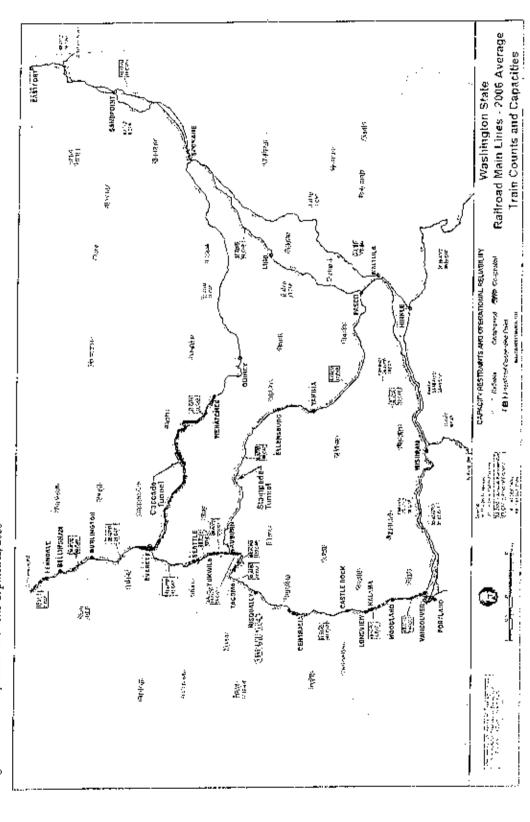
Practical capacity is about 60 percent of the theoretical capacity and provides reliable service; it is similar to a highnony level of service of "C." At higher percentages, rail congestion increases and service reliability deteriorates quickly.

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<sup>&</sup>lt;sup>4</sup> As of July 1, 2006, there are four round trips daily on the Seattle to Portland segment. Prior to this, there were only three round trips daily.

<sup>&</sup>lt;sup>5</sup> A range of ridership projections were produced that varied based on fare structure and other variables. 3 million is a higher end projection.

Figure 3. Washington State Rail System: Mainline Capacifies, 2006



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The on-time performance of the Ambrak Cascades service has dropped, and delays for both BNSF and UPRR freight trains have increased, although recent changes in freight operating practices have improved performance somewhat. The problem is particularly acute in the Portland/Vancouver area, where the railroads' north-south and east-west routes intersect. Rail simulation studies of grain trains bound for the ports, intermodal trains running through, industrial carload trains serving local industries, and intercity passenger trains shuttling up and down the 1-5 corridor show that the delay hours per train moving through the Portland/ Vancouver area are greater than the delay hours for trains in the Chicago area, one of the nation's most congested rail hubs.<sup>6</sup>

The Class I railroads are adjusting their operations to increase the volume of freight moved through the system over the existing rail lines, but the operational changes may not be sufficient to satisfy the future needs of Washington shippers. The short-term operating strategies being pursued by the railroads include the following:

- Operating longer 8,000-foot trains and maximizing the number of containers packed on intermodal flat cars;
- Marketing and operating single origin and destination unit trains for carload traffic;
- Consolidating pick-up and delivery of railcars at central terminals operated by third parties (examples include new rail-served industrial parks, logistics hubs, and transload centers);
- Eliminating mainline switching whenever possible (i.e., picking up and setting out individual cars or sets of cars for specific shippers and receivers while the train is "parked" on the mainline; this blocks the mainline and reduces line and system capacity); and
- Transferring responsibility for branch-line switching from the Class I railroads to local short lines, wherever possible.

These strategies will help meet the needs of the ports and intermodal shippers, but will likely complicate the problem of

<sup>&</sup>lt;sup>6</sup> "Preight, Intercity Passenger and Commuter Rail," PowerPoint presentation to the Portland-Vancouver I-5 Transportation and Trade Partnership on May 21, 2002; and "Final Strategic Plan: June 2002," prepared by Willard F. Keeney and HDR, Inc. for the Portland-Vancouver I-5 Transportation and Trade Partnership.

industrial carload shippers who cannot take advantage of longer and better packed intermodal trains. The Class I railroads are asking shippers, wherever possible, to reorganize and upgrade their tracks and track layouts to improve switching efficiency and be more compatible with the railroads' hook-and-haul operations. The more track space within the shipper's property and the longer the entrance and exit tracks, the faster and more efficiently the railroad can pick up or set out cars. This saves time and labor costs for the railroads and keeps high-volume mainlines open more hours of the day for through train movements. But for lowvolume shippers, the costs of these site improvements are usually prohibitive. The same problems apply to consolidating rail pickup and delivery of railcars at central terminals operated by third parties; unless the consolidation centers are well located, designed, and financed, the financial risks to shippers and operators may be very high.

Consolidation and outsourcing of terminal operations to third parties and transfer of branch-line switching from Class I to short line railroads can result in the replacement of union rail jobs with lower-paying nonunion jobs. Unless offset by future growth in Class I business that generates new union jobs, the loss of union jobs can mean a lower income and standard of living for some Washington State residents with jobs in the rail industry.

The new operating strategies also impact the State's agricultural shippers. Low-cost rail service keeps product costs competitive, but the increasing cost of rail service and the Class I railroads' focus on higher-profit, hook-and-haul intermodal traffic has made it more costly and more difficult for some agricultural shippers to get service at acceptable prices. The Class I railroads also have been asking Washington State grain and other bulk agricultural shippers to consolidate shipping points so that the railroads can operate more unit trains. Notable examples of this trend are the Ritzville grain-loading facility and the new Railex produce service at Wallula.<sup>7</sup>

While these new rail operating strategies have the potential to partially address future capacity needs, the analysis conducted for this study suggests that they may not be sufficient in the longer term. Table 2 lists the lines where mainline practical capacity will be exceeded within 20 years even with the additional capacity gained by operating longer trains and implementing better scheduling. The existing choke points will persist and worsen, some more quickly than others.

<sup>7</sup> http://www.wsdot.wa.gov/Projects/Rail/Freight/PortWallaWalla/.

Statewide Rail Capacity and System Needs Study

Nationally, rail capacity is not keeping pace with demand. The rail industry today is stable, productive, and competitive with enough business and profit to operate, but it is not yet attracting capital fast enough to replenish its infrastructure quickly or keep pace with demand and public expectations. This trend has been documented in several recent reports.<sup>8</sup>

# Table 2.Rail Lines in Washington State Exceeding<br/>Practical Capacity, 2015 and 2025<br/>Based on Peak Day Train Volumes and<br/>Assuming Operation of 8,000-Foot Trains

| 2015                                         | .2025                                        |
|----------------------------------------------|----------------------------------------------|
| Everett-Burlington                           | Everett-Burlington                           |
| Burlington-Femdale                           | Burlington-Ferndale                          |
| Ferndale-New Westminster                     | Ferndale-New Westminster                     |
| Everett-Spokane, Washington<br>(BNSF)        | Everett-Spokane, Washington<br>(BNSF)        |
| Vancouver-Wishram                            | Vancouver-Wisltram                           |
| Wishram-Roosevelt                            | Wishram-Roosevelt                            |
| Roosevelt-Pasco                              | Roosevelt-Pasco                              |
|                                              | Pasco-Spokane, Washington<br>(BNSF)          |
| Pasco (Wallula)-Spokane,<br>Washington (UP)  | Pasco (Wallula)-Spokane,<br>Washington (JP)  |
| Spokane, Washington-Sandpoint,<br>Idaho (UP) | Spokane, Washington-Sandpoint,<br>Idaho (UP) |
| Auburn-Yakima                                | Auburn-Yakima                                |
| Yakima-Pasco                                 | Yakima-Pasco                                 |

Railroading is one of the most capital intensive industries in the U.S., and investment in fixed assets can be a risky proposition.

<sup>&</sup>lt;sup>8</sup> See for example: AASHTO, Freight-Rail Bottom Line Report, Washington, D.C., 2003; and United States Government Accountability Office, Freight Railroads: Industry Health Has Improved, But Concerns About Competition and Capacity Should Be Addressed, Washington, D.C., October 2006.

During the 1990s, when railroads found themselves with excess capacity and profits were down, Wall Street downgraded bond ratings and railroad stock prices fell. In the last several years, this trend has reversed and Class I railroads are reinvesting heavily to maintain and add capacity to their systems. However, much of this investment is replacing existing infrastructure and maintaining existing capacity, because rail traffic places enormous wear and tear on rails, bridges, tunnels, and locomotives. To reduce longer-term financial risk, both the BNSF and the UPRR have investment strategies that emphasize increasing capacity through operations first and infrastructure expansion last.

To manage demand while new capacity is being added, the railroads are using pricing to turn aside lower-profit carload freight in favor of intermodal and coal traffic, which can be handled more cost-effectively and profitably in unit or destination-specific trains. In some markets and corridors, international intermodal traffic is squeezing out industrial and low-density agricultural carload traffic. Shippers, who are used to being price setters, are now price takers. This is a painful change for all shippers, especially captive shippers, who are being forced to rethink their supply chains and markets.

The national capacity crunch is focusing more rail traffic and railroad investment on the Pacific Southwest at the expense of the Pacific Northwest and Washington State. Continuing high levels of growth and the competition between the BNSF and the UPRR for the lucrative Southern California rail market have made Southern California the key focal point of investment for both railroads. This has shifted investment away from the Pacific Northwest and Washington State.

Capacity shortfalls will complicate the improvement of intercity passenger rail service. As a condition of the deregulation of the railroad industry in 1980, Federal law requires that freight railroads share the use of their lines with intercity passenger rail providers and give passenger trains priority over freight trains. But the differing needs of the passenger and freight railroad create tension between the needs of the passenger rail operators and the needs of freight rail operators as each tries to maximize the performance of their respective operations.

In general, frequent passenger rail service, especially frequent high-speed rail service, requires relatively wide time-space slots on the mainline to ensure that the passenger trains do not

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overtake and collide with slower-moving carload freight trains." The freight railroads, who own the track, are focused on obtaining the maximum benefit from each available train slot and the revenue they receive for providing train slots to the passenger railroads is usually modest.

When the Amtrak *Cascades* program was initiated, the freight railroads were willing to sell slots to the State, especially in return for physical improvements to the rail lines that would benefit both the passenger and freight railroads. With capacity tightening and increasing shipper pressure to improve throughput and reliability, the freight railroads are less willing or able to accommodate expansion of the intercity rail program. As a result, passenger services are often asked to pay a premium when they purchase slots or contribute to mainline capacity improvements.

Amtrak Cascades ridership and revenues have been increasing, but on-time performance has been decreasing as freight traffic increases and the freight railroads give priority to freight trains. Considerable additional investment is needed to achieve the program's longer-term goals of more frequent service and higher ridership. However, if congestion continues to build and the cost of improvements increases, on-time performance may deteriorate further, undermining ridership growth and reducing the costeffectiveness of the program. Unless a coordinated solution is examined, the future cost of the Amtrak Cascades program may exceed the public benefits anticipated in the original plans, and the State may need to examine alternative strategies for the passenger rail program.

Intermodal trains are also significant consumers of rail capacity, because they are long, move at speeds similar to passenger trains, and require priority of movement. The railroads market these trains as premium services, and they generate substantial revenue for the railroads.