

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: <http://www.coaltrainfacts.org/gtc-traffic-study-burlington-marysville-mt-vernon-and-stanwood-wa>. 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



Federal Railroad Administration Office of Safety Analysis

You are Visitor# 7390271

[Home](#) [Crossing](#) [Forms/Publications](#) [Downloads](#) [Data](#) [Documents](#) [Policies](#) [Support](#)

8.01 - Query by Location

Total Records: 199

Report Type: ☒ Inventory ☐ Accident ☐ Contact SheetInventory: ☒ Current ☐ History

Crossing#	State	Rr	Type	Position	Status	Milepost	County	City	Division	SubDivision	Branch	Street
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<input type="checkbox"/> 085411R	WA	BNSF	Public	At Grade	Open	000157	KING	SEATTLE	NORTHWEST	SCENIC	WENACHE-SEATTLE	VINE ST
<input type="checkbox"/> 085413E	WA	BNSF	Public	At Grade	Open	000168	KING	SEATTLE	NORTHWEST	SCENIC	WENACHE-SEATTLE	CLAY ST
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<input type="checkbox"/> 085416A	WA	BNSF	Public	At Grade	Open	000326	KING	SEATTLE	NORTHWEST	SCENIC	WENACHE-SEATTLE	W GALER ST
<input type="checkbox"/> 085583Y	WA	BNSF	Public	At Grade	Open	000084	KING	SEATTLE	NORTHWEST	SEATTLE	SEATTLE-VANC WA	HOLGATE ST
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<input type="checkbox"/> 096462G	WA	BNSF	Public	At Grade	Open	000222	KING	SEATTLE	NORTHWEST	SEATTLE	FSHR MLS MID-TK	16TH AVE. SW
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<input type="checkbox"/> 096491S	WA	BNSF	Public	At Grade	Open	000000	KING	SEATTLE	NORTHWEST	STACY ST YARD	TODD MID TRKS	FLORIDA ST
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096504R	WA	BNSF	Public	At Grade	Open	000179	KING	SEATTLE	NORTHWEST	SEATTLE	SEA-PAC SPUR	2ND AT SPKNE (W)
099007Y	WA	BNSF	Public	At Grade	Open	000180	KING	SEATTLE	NORTHWEST	COLORADO AVE L	STCY ST. YD	SPOKANE ST E.3D
099009M	WA	BNSF	Public	At Grade	Open	000180	KING	SEATTLE	NORTHWEST	COLORADO AVE L	STCY ST. YD	SPOKANE ST W.8D
101002T	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	7TH AVE LEAD	5TH AVE. SO.
101003A	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	7TH AVE LEAD	FOREST ST
101005N	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	INDSTR. TRF. SPR	7TH AVE. SO.
101006V	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	7TH AVE LEAD	STACY ST
101007C	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	KING ST STATIO	7TH AVE L&SPRS	HOLGATE ST.
101010K	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	8TH AVE SO LEAD	8TH AVE SO. ALLEY
101011S	WA	BNSF	Public	At Grade	Open	000300	KING	SEATTLE	NORTHWEST	SEATTLE	8TH AVE LEAD	LANDER ST
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101051P	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY LEAD	COLUMBIA ST
101052W	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY LEAD	MARTON ST.
101053D	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY MAIN	MADISON ST
101055S	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY MAIN	SPRING ST
101056Y	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY MAIN	SENECA ST
101058M	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WY MAIN	UNIVERSITY ST
101059U	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WAY MN	UNION ST.
101060N	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			OLD NP ALASKAN	ALASKAN WAY VIADC
101061V	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WAY MN	PIKE ST.
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101065X	WA	SNCT	Public	At Grade	Open	NONE00	KING	SEATTLE			ALASKAN WAY MN	VIRGINIA ST
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101206E	WA	BNSF	Public	At Grade	Open	000053	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	SEAVIEW AVE N.W.
101207L	WA	BDTL	Public	At Grade	Open	000075	KING	SEATTLE				NW 57TH/SEAVIEW
101208T	WA	BDTL	Public	At Grade	Open	000080	KING	SEATTLE				MARKET ST/300BLK
101211B	WA	BDTL	Public	At Grade	Open	000730	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	32ND ST NW.
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101221G	WA	BDTL	Public	At Grade	Open	000730	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	24TH AVE N.W.
101246C	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	14TH AVE SPUR	W 45 ST
101247J	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	14TH AVE SPUR	BALLARD WAY
101251Y	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	14TH AVE SPUR	14 AV NW&NW 49 ST
101252F	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	14TH AVE SPUR	N.W. 50TH ST.
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101260X	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	OLYMPIC STN SPR	LEARY WAY
101262L	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	11TH AVE N.W.

101263T	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	N.W. 45TH AT 9TH
101264A	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	PIONEER SUPPLY	N.W. 45TH
101265G	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	8TH AVE N.W.
101267V	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	7TH AVE N.W.
101268C	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	N.W. 42ND ST.
101269J	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	N W 41ST ST.
101270D	WA	BDTL	Public	At Grade	Open	000734	KING	SEATTLE	NORTHWEST	SCENIC	BALLARD	6TH AVE NW
101272S	WA	BDTL	Public	At Grade	Open	000733	KING	SEATTLE	PACIFIC	SCENIC	BALLARD	NW. 40TH ST.
101380N	WA	BNSF	Public	At Grade	Open	000222	KING	SEATTLE	NORTHWEST	WEST SEATTLE Y	W. MARGINAL	W MARGINAL WAY
399748N	WA	UP	Public	At Grade	Open	092000	KING	SEATTLE	COAST	5	WATERFRONT LINE	IDAHO ST
399749V	WA	UP	Public	At Grade	Open	095000	KING	SEATTLE	COAST	5	WATERFRONT LINE	E MARGINAL WAY
399750P	WA	UP	Public	At Grade	Open	072000	KING	SEATTLE	COAST	5	SPUR	E MARGINAL WAY
399751W	WA	UP	Public	At Grade	Open	004200	KING	SEATTLE	COAST	5	WATERFRONT LINE	E MARGINAL WAY
399752D	WA	UP	Public	At Grade	Open	002442	KING	SEATTLE	COAST	5	WATERFRONT LINE	
399753K	WA	UP	Public	At Grade	Open	074500	KING	SEATTLE	COAST	5	WATERFRONT LINE	SPOKANE ST (EB)
399754S	WA	UP	Public	At Grade	Open	084500	KING	SEATTLE	COAST	5	WATERFRONT LINE	SPOKANE ST
399755Y	WA	UP	Public	At Grade	Open	060000	KING	SEATTLE	COAST	5	WATERFRONT LINE	HINDS ST
399756F	WA	UP	Public	At Grade	Open	082500	KING	SEATTLE	COAST	5	WATERFRONT LINE	HORTON ST
399757M	WA	UP	Public	At Grade	Open	027500	KING	SEATTLE	COAST	5	WATERFRONT LINE	HANFORD ST
399758U	WA	UP	Public	At Grade	Open	017800	KING	SEATTLE	COAST	5	WATERFRONT LINE	E MARGINAL WAY
399760V	WA	UP	Public	At Grade	Open	070000	KING	SEATTLE	COAST	5	WATERFRONT LINE	E MARGINAL WAY
399761C	WA	UP	Public	At Grade	Open	078000	KING	SEATTLE	COAST	5	WATERFRONT LINE	ATLANTIC ST
399762J	WA	UP	Public	At Grade	Open	055500	KING	SEATTLE	COAST	5	WATERFRONT LINE	SR-519 MP 0.48
399763R	WA	UP	Public	At Grade	Open	005400	KING	SEATTLE	COAST	5	WATERFRONT LINE	DEARBORN ST
399764X	WA	UP	Public	At Grade	Open	021700	KING	SEATTLE	COAST	5	WATERFRONT LINE	KING ST
399765E	WA	UP	Public	At Grade	Open	006000	KING	SEATTLE	COAST	5	WATERFRONT LINE	JACKSON ST
399766L	WA	UP	Public	At Grade	Open	035900	KING	SEATTLE	COAST	5	WATERFRONT LINE	MAIN ST
399767T	WA	UP	Public	At Grade	Open	066300	KING	SEATTLE	COAST	5	WATERFRONT LINE	WASHINGTON ST
399771H	WA	UP	Public	At Grade	Open	066700	KING	SEATTLE	COAST	5	SEARS ROEBUCK	OREGON ST
399772P	WA	UP	Public	At Grade	Open	041700	KING	SEATTLE	COAST	5	COLORADO LINE	SPOKANE ST (EB)
399773W	WA	UP	Public	At Grade	Open	036700	KING	SEATTLE	COAST	5	COLORADO LINE	SPOKANE ST (WB)
399775K	WA	BNSF	Public	At Grade	Open	000117	KING	SEATTLE	COAST	5	COLORADO AVE LD	HORTON ST
399776S	WA	UP	Public	At Grade	Open	010000	KING	SEATTLE	COAST	5	SPURS	COLORADO AVE
399778F	WA	BNSF	Public	At Grade	Open	000107	KING	SEATTLE	COAST	5	COLORADO AVE LD	HANFORD ST
399780G	WA	UP	Public	At Grade	Open	030000	KING	SEATTLE	COAST	5	SPUR	COLORADO AVE
399783C	WA	UP	Public	At Grade	Open	075000	KING	SEATTLE	COAST	5	SPUR	UTAH AVE
399784J	WA	UP	Public	At Grade	Open	025000	KING	SEATTLE	COAST	5	SPURS	UTAH AVE
399786X	WA	UP	Public	At Grade	Open	036000	KING	SEATTLE	COAST	5	SPUR	UTAH AVE
399787E	WA	UP	Public	At Grade	Open	051000	KING	SEATTLE	COAST	5	FREIGHTY HOUSE	MASSACHUSETTS ST
809500M	WA	UP	Public	At Grade	Open	018101	KING	SEATTLE	N. WEST	ORE.	SEA. ML	INDUSTRIAL WAY SO
809501U	WA	UP	Public	At Grade	Open	018128	KING	SEATTLE	N. WEST	ORE.	SEA. ML	SPOKANE ST. SO.
809503H	WA	UP	Public	At Grade	Open	018180	KING	SEATTLE	N. WEST	ORE.	SEA. ML	LANDER ST. SO.
809504P	WA	UP	Public	At Grade	Open	018230	KING	SEATTLE	N. WEST	ORE.	SEA. M.L.	HOLGATE STREET SO
809513N	WA	UP	Public	At Grade	Open	000024	KING	SEATTLE	N. WEST	ORE	8TH AVE LEAD	LUCILE ST.
809514V	WA	UP	Public	At Grade	Open	000020	KING	SEATTLE	N. WEST	ORE	8TH AVE LD TRX.	FINDLEY ST.
809515C	WA	UP	Public	At Grade	Open	000029	KING	SEATTLE	N. WEST	ORE	8TH AVE. LEAD	CORSON STREET
809516J	WA	UP	Public	At Grade	Open	000032	KING	SEATTLE	N. WEST	ORE	8TH AVE LEAD	CARSTENS PL. SO.
809517R	WA	UP	Public	At Grade	Open	000036	KING	SEATTLE	N. WEST	ORE	8TH AVE LEAD	HOMER STREET
809518X	WA	UP	Public	At Grade	Open	000042	KING	SEATTLE	N. WEST	ORE	8TH AVE LEAD	DORIS STREET SO.
809521F	WA	UP	Public	At Grade	Open	000015	KING	SEATTLE	N. WEST	ORE	7TH AVE LEAD	6TH AVE SO. & BENNETT
809522M	WA	UP	Public	At Grade	Open	000019	KING	SEATTLE	N. WEST	ORE	7TH AVE. LEAD	DENVER AVE. SO.
809525H	WA	UP	Public	At Grade	Open	000026	KING	SEATTLE	N. WEST	ORE	7TH AVE. LEAD	DENVER AVE
809526P	WA	UP	Public	At Grade	Open	000029	KING	SEATTLE	N. WEST	ORE	7TH AVE. LEAD	LUCILLE ST. & 7TH
809527W	WA	UP	Public	At Grade	Open	000030	KING	SEATTLE	N. WEST	ORE	7TH AVE LEAD	DENVER AVE-7TH AVE.

809528D	WA	UP	Public	At Grade	Open	000034	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	S.FINDLAY&7TH
809529K	WA	UP	Public	At Grade	Open	000040	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	7TH & HOMER ST.
809530E	WA	UP	Public	At Grade	Open	000046	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	7TH&ORCAS STREET
809531L	WA	UP	Public	At Grade	Open	000052	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	7TH FIDALGO
809532T	WA	UP	Public	At Grade	Open	000059	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	ALLEY
809533A	WA	UP	Public	At Grade	Open	000054	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	7TH ST.&FIDALGOST
809534G	WA	UP	Public	At Grade	Open	000062	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	6TH AVE SO.
809535N	WA	UP	Public	At Grade	Open	000062	KING	SEATTLE	N.WEST	ORE	7TH AVE LEAD	6TH AVE SO.
809541S	WA	UP	Public	At Grade	Open	000023	KING	SEATTLE	N.WEST	ORE	UTAH LEAD	UTAH ST. & ALASKA
809548P	WA	UP	Public	At Grade	Open	000001	KING	SEATTLE	N.WEST	ORE	E. MARG WAY	COLORADO ST.
809552E	WA	UP	Public	At Grade	Open	000004	KING	SEATTLE	N.WEST	ORE	E.MARGINAL WAY	DIAGONAL AVE
809554T	WA	UP	Public	At Grade	Open	000011	KING	SEATTLE	N.WEST	ORE	E MARG WAY LD	DIAGONAL AVE.
809556G	WA	UP	Public	At Grade	Open	000014	KING	SEATTLE	N.WEST	ORE	E. MARGINAL WAY	SR099 MP 28.26
809557N	WA	UP	Public	At Grade	Open	000007	KING	SEATTLE	N.WEST	ORE	MARGINAL WAY LD	DIAGONAL AVE
809564Y	WA	UP	Public	At Grade	Open	000054	KING	SEATTLE	N.WEST	ORE	E. MARGINAL WAY	DAWSON ST.
809566M	WA	UP	Public	At Grade	Open	000005	KING	SEATTLE	N.WEST	ORE	OHIO AVE LEAD	SR099 MP 27.81
809568B	WA	UP	Public	At Grade	Open	000069	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	BRANDON ST.
809569H	WA	UP	Public	At Grade	Open	000070	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	BRANDON ST.
809570C	WA	UP	Public	At Grade	Open	000073	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	OHIO ST. SO.
809577A	WA	UP	Public	At Grade	Open	000103	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	FIDALGO ST. SO.
809582W	WA	UP	Public	At Grade	Open	000133	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	1ST AVE SO.&FRONT
809583D	WA	UP	Public	At Grade	Open	000136	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	1ST AVE. SO.
809584K	WA	UP	Public	At Grade	Open	000137	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	1ST AVE. SO.
809637G	WA	UP	Public	At Grade	Open	017893	KING	SEATTLE	PORTLAND	SEATTLE SUB		1ST AVE SOUTH
809638N	WA	UP	Public	At Grade	Open	000152	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	OCCIDENTAL & RVR
809640P	WA	UP	Public	At Grade	Open	000158	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	SO. RIVER ST
809641W	WA	UP	Public	At Grade	Open	000157	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	RIVER ST
809643K	WA	UP	Public	At Grade	Open	000191	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	SO. BRIGHTON ST.
809645Y	WA	UP	Public	At Grade	Open	000198	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	WILLOW ST.
809648U	WA	UP	Public	At Grade	Open	000211	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	8TH AVE S
809649B	WA	UP	Public	At Grade	Open	000213	KING	SEATTLE	N.WEST	ORE	E. MARGINAL W.	SO. MYRTLE ST.
809651C	WA	UP	Public	At Grade	Open	000220	KING	SEATTLE	COLUMBIA RIVER		E.MARG.WAY S.	E. MARG.WAY&ELLIS
809658A	WA	UP	Public	At Grade	Open	000255	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	WEBSTER ST.
809659G	WA	UP	Public	At Grade	Open	000259	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	SO. 14TH AVE
809660B	WA	UP	Public	At Grade	Open	000269	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	16TH AVE SO.
809690T	WA	UP	Public	At Grade	Open	000009	KING	SEATTLE	N.WEST	ORE	OHIO AVE	
809692G	WA	UP	Public	At Grade	Open	000015	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	8TH AVE,SO.&GARDN
809698X	WA	UP	Public	At Grade	Open	000045	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	7TH&MYRTLE
809700W	WA	UP	Public	At Grade	Open	000038	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	FOX AVE. & MYRTLE
809703S	WA	UP	Public	At Grade	Open	000016	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	FOX AVE&WILLOW ST
809709H	WA	UP	Public	At Grade	Open	000026	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	FOX AVE. SO.
809710C	WA	UP	Public	At Grade	Open	000022	KING	SEATTLE	N.WEST	ORE	E. MARGINAL LD	FOX AVE S&BRIGHTN
809711J	WA	UP	Public	At Grade	Open	000009	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	DUWAMISH AVE SO
809712R	WA	UP	Public	At Grade	Open	000011	KING	SEATTLE	N.WEST	ORE	HAR ISL LEAD	E MARGINAL WAY SO
809715L	WA	UP	Public	At Grade	Open	000023	KING	SEATTLE	N.WEST	ORE	HAR ISL LEAD	DUWAMISH AV. SO
809720H	WA	UP	Public	At Grade	Open	000065	KING	SEATTLE	COL. RIVER	SEATTLE	HARBOR ISL LEAD	W. SPOKANE ST
809721P	WA	UP	Public	At Grade	Open	000074	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	11TH AVE
809726Y	WA	UP	Public	At Grade	Open	000094	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	11TH AVE(HANFORD)
809729U	WA	UP	Public	At Grade	Open	000132	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	11TH AVE. NO.
809733J	WA	UP	Public	At Grade	Open	000158	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	FLORIDA ST
809734R	WA	UP	Public	At Grade	Open	000175	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	W MASSACHUSETTS
809791E	WA	UP	Public	At Grade	Open	000100	KING	SEATTLE	N.WEST	ORE	HARBOR ISL LEAD	11TH AVE. SO.
809796N	WA	UP	Public	At Grade	Open	000054	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	E.MARG.&DUWAMISH
809798C	WA	UP	Public	At Grade	Open	000020	KING	SEATTLE	N.WEST	ORE	E.MARGINAL LEAD	IDAHO ST.

<input type="checkbox"/>	809804D	WA	UP	Public	At Grade	Open	000075	KING	SEATTLE	N WEST	ORE	HARBOR ISL LEAD	11TH AVE SO
Generate Report		Show Paging		Reset									

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 9/2/2011**

Crossing No.:	085414L	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/07/10
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	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 STREET
Railroad I.D. No.:	0050	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.6145757
ENS Sign Installed:		Longitude:	-122.3538231
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	24 hr
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:	Unknown
	Specify Signs:		Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:	(800)632-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	55	Total Switching:	0
Typical Speed Range Over Crossing: From	1	Day Thru:	28
	to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks:	Main: 2	Specify:	TROLLEY
	Other: 1		
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085414L**

Continued

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:	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	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signs:	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 Signals?	Yes	Traffic Light Interconnection/Preemption:	Simultaneous Preemption

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
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No		
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		

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

Crossing No.: **085413E** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **12/07/10**
Railroad: **BNSF BNSF Rwy Co. [BNSF]** End-Date of Record:
Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SCENIC	County:	KING
Branch or Line Name:	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 Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.6134663
ENS Sign Installed:		Longitude:	-122.3519477
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	24 hr
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Unknown Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

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

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 55	Day Thru:	28
Total Switching: 0	Maximum Time Table Speed:	30
Typical Speed Range Over Crossing: From 1 to 30 mph	Specify:	TROLLEY
Type and Number of Tracks: Main: 2 , Other: 1		
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: ATK	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085413E**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **2**
Advanced Warning: **No**
Pavement Markings: **Stop Lines**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **0** Specify:
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **1**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Bells: **1**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **DC/AFO**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Industrial**
Number of Traffic Lanes
Crossing Railroad: **4**
Is Highway Paved? **Yes**
Crossing Surface: **Asphalt**
Nearby Intersecting
Highway? **Less than 75 feet**
Does Track Run Down a
Street? **No**
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: **Non-Federal-aid**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **001440**
Estimated Percent Trucks: **01**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Urban Local**
AADT Year: **1993**
Avg. No of School Buses per Day: **0**

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

Crossing No.:	085411R	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/07/10
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SCENIC	County:	KING
Branch or Line Name:	WENACHE-SEATTLE	City:	In SEATTLE
Railroad Milepost:	0001.57	Street or Road Name:	VINE ST
Railroad I.D. No.:	0050	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.5129353
ENS Sign Installed:		Longitude:	-122.3510103
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	24 hr
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:	Unknown
Specify Signs:		Specify Signals:	

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:	(800)832-5452	Railroad Contact:	(913)551-4540	State Contact:	(360)564-1262
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	55	Total Switching:	0
Typical Speed Range Over Crossing: From	1	Day Thru:	28
	to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks:	Main: 2	Specify:	TROLLEY
	Other: 1		
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085411R**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **2**
Advanced Warning: **No**
Pavement Markings: **Stop Lines**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **0** Specify:
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **1**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Bells: **1**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **DC/AFO**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Industrial**
Number of Traffic Lanes
Crossing Railroad: **2**
Is Highway Paved? **Yes**
Crossing Surface: **Asphalt**
Nearby Intersecting
Highway? **Less than 75 feet**
Does Track Run Down a
Street? **No**
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: **Non-Federal-aid**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **000866**
Estimated Percent Trucks: **27**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Urban Local**
AADT Year: **1993**
Avg. No of School Buses per Day: **0**

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

Crossing No.: **085410J** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **12/07/10**
Railroad: **BNSF BNSF Rwy Co. [BNSF]** End-Date of Record:
Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SCENIC	County:	KING
Branch or Line Name:	WENACHE-SEATTLE	City:	In SEATTLE
Railroad Milepost:	0001.51	Street or Road Name:	WALL ST
Railroad I.D. No.:	0050	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.6116900
ENS Sign Installed:		Longitude:	-122.3486709
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	24 hr
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

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

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 55	Day Thru:	28
Total Switching: 0	Maximum Time Table Speed:	30
Typical Speed Range Over Crossing: From 1 to 30 mph	Specify:	
Type and Number of Tracks: Main: 2 Other: 0		
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: ATK	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **005410J**

Continued

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:	4	4 Quad or Full Barrier:	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 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 Signals?	Yes	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 Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
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		

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

Crossing No.:	101039H	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	08/17/06
Railroad:	BNSF BNSF Rwy Co. (BNSF)			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

Part I 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 Owner:		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 Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	32	Total Switching:	32
Typical Speed Range Over Crossing: From	1	to	10 mph
Type and Number of Tracks:	Main: 0	Other:	5
		Specify:	YARD & IND
Does Another RR Operate a Separate Track at Crossing?		Yes:	UP
Does Another RR Operate Over Your Track at Crossing?		Yes:	UP

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 101039H

Continued

Effective Begin-Date of Record: 08/17/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 1
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 0
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: None
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 4
Is Highway Paved? Yes
Crossing Surface: Timber
Nearby Intersecting
Highway? Less than 75 feet
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Non-Federal-aid
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 000010
Estimated Percent Trucks: 0
Posted Highway Speed: 0

Functional Classification of
Road at Crossing: Urban Local
AADT Year: 1988
Avg. No of School Buses per Day: 0

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

Crossing No.:	399761C	Update Reason:	New Crossing	Effective Begin-Date of Record:	01/01/70
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency State		Type and Position:	Public At Grade		

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:	0780.00	Street or Road Name:	ATLANTIC ST
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.:	SHT 70F13
Crossing Owner:		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 Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

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

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	4	Total Switching:	4
Typical Speed Range Over Crossing: From	5	Day Thru:	0
	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

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 399761C

Continued

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

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:	0 Specify:
			0

Train Activated Devices:

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:	
Highway Traffic Signals:	0	Wigwags:	0 Bolls: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	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 Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

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

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

Crossing No.: 085583Y	Update Reason: Changed Crossing	Effective Begin-Date of Record: 07/01/08
Railroad: BNSF BNSF Rwy Co. [BNSF]		End-Date of Record:
Initiating Agency Railroad	Type and Position: Public At Grade	

Part I Location and Classification of Crossing

Division: NORTHWEST	State: WA
Subdivision: SEATTLE	County: KING
Branch or Line Name: SEATTLE-VANC WA	City: In SEATTLE
Railroad Milepost: 0000.84	Street or Road Name: HOLGATE ST
Railroad I.D. No.: 0051	Highway Type & No.:
Nearest RR Timetable Str: SEATTLE	HSR Corridor ID:
Parent Railroad:	County Map Ref. No.: 17-2
Crossing Owner:	Latitude: 47.5861009
ENS Sign installed:	Longitude: -122.3320137
Passenger Service: AMTRAK	Lat/Long Source: Actual
Avg Passenger Train Count: 1	Quiet Zone: No
Adjacent Crossing with Separate Number:	

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

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

Number of Daily Train Movements:	Less Than One Movement Per Day: No	
Total Trains: 67	Total Switching: 0	Day Thru: 34
Typical Speed Range Over Crossing: From 1 to 50 mph	Maximum Time Table Speed: 50	
Type and Number of Tracks: Main: 2 Other: 4	Specify: YARD TRKS	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: ATK	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085583Y**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **3**
Advanced Warning: **No**
Pavement Markings: **No Markings**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **2** Specify:
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **0**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Bells: **2**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **Constant Warning Time**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Commercial**
Number of Traffic Lanes
Crossing Railroad: **4**
Is Highway Paved? **Yes**
Crossing Surface: **Concrete**
Nearby Intersecting
Highway? **Less than 75 feet**
Does Track Run Down a
Street? **No**
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: **Other FA Highway - Not NHS** Functional Classification of
Road at Crossing: **Urban Collector**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **005900** AADT Year: **1993**
Estimated Percent Trucks: **09** Avg. No of School Buses per Day: **0**
Posted Highway Speed: **0**

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

Crossing No.:	101007C	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/14/09
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency:	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	KING ST STATIO	County:	KING
Branch or Line Name:	7TH AVE LD&SPRS	City:	In SEATTLE
Railroad Milepost:	0003.00	Street or Road Name:	HOLGATE ST.
Railroad 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:	47.5856010
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 Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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 Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	8	Total Switching:	8
Typical Speed Range Over Crossing: From	1	Day Thru:	0
	to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks:	Main: 0	Other:	2
		Specify:	YARD
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 101007C

Continued

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

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:
			0

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 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:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Premotion:	

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 Available? Yes			

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Other Principal
Is Crossing on State Highway System:	No		
Annual Average Daily 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 INVENTORY INFORMATION
AS OF 9/2/2011

Crossing No.:	809504P	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/27/88
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	N. WEST	State:	WA
Subdivision:	ORE.	County:	KING
Branch or Line Name:	SEA. M.L.	City:	In SEATTLE
Railroad Milepost:	0182.30	Street or Road Name:	HOLGATE STREET SO
Rail/Road I.D. No.:		Highway Type & No.:	FAM9011
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2&BDF13
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 Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signs:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:	(800)848-8715	Railroad Contact:		State Contact:	(360)664-1262
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Day Thru:	0
Total Switching:	2	Maximum Time Table Speed:	15
Typical Speed Range Over Crossing: From	10 to 15 mph		
Type and Number of Tracks:	Main: 2 Other: 1	Specify:	SPURS
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	No		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 809504P

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 4 Specify: 6 TRACKS
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 4
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 2
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFG
Traffic Light
Interconnection/Preemption: Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development: Commercial
Number of Traffic Lanes
Crossing Railroad: 4
Is Highway Paved? Yes
Crossing Surface: Rubber
Nearby Intersecting
Highway? N/A
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Other FA Highway - Not NHS
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 009100
Estimated Percent Trucks: 10
Posted Highway Speed: 0
Functional Classification of
Road at Crossing: Urban Collector
AADT Year: 1988
Avg. No of School Buses per Day: 0

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

Crossing No.:	085584F	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	07/01/08
Railroad:	BNSF BNSF Rwy Co. (BNSF)			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	SEATTLE-VANC WA	City:	In SEATTLE
Railroad Milepost:	0001.28	Street or Road Name:	LANDER ST
Railroad I.D. No.:	0051	Highway Type & No.:	
Nearest RR Timetable Str:	SPOKANE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17 2 11
Crossing Owner:		Latitude:	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 Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

	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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	67	Total Switching:	0
Typical Speed Range Over Crossing: From	1	Day Thru:	34
	to 50 mph	Maximum Time Table Speed:	50
Type and Number of Tracks:	Main: 2	Specify:	YARD TRKS
	Other: 2		
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085564F**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **0**
Advanced Warning: **No**
Pavement Markings: **No Markings**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **2** Specify: **4-TRKS**
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **2**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channellization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Belis: **2**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **DC/AFO**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Commercial**
Number of Traffic Lanes
Crossing Railroad: **5**
Is Highway Paved? **Yes**
Crossing Surface: **Concrete**
Nearby Intersecting
Highway? **N/A**
Does Track Run Down a
Street? **No**
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **013280**
Estimated Percent Trucks: **15**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Urban Other Principal**
AADT Year: **1993**
Avg. No of School Buses per Day: **0**

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

Crossing No.: 096481L Update Reason: Changed Crossing Effective Begin-Date of Record: 02/27/09
Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	SEAFAB-TXCO SPR	City:	In SEATTLE
Railroad Milepost:	0002.22	Street or Road Name:	S.W. 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:	47.5798190
ENS Sign Installed:		Longitude:	-122.3548370
Passenger Service:		Lat/Long Source:	Fed. Derived
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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 Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	3	Day Thru:	0
Typical Speed Range Over Crossing: From	1	Maximum Time Table Speed:	50
	to 50 mph		
Type and Number of Tracks:	Main: 0 Other: 4	Specify:	IND. SPURS
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 096481L

Continued

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

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:	0 Specify:
			0

Train Activated Devices:

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:	
Highway Traffic Signals:	0	Wigwags:	0 Bells:
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

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	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

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

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 8/2/2011

Crossing No.:	101011S	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	08/17/06
Railroad:	BNSF BNSF Rwy Co. (BNSF)			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	8TH AVE LEAD	City:	In SEATTLE
Railroad Milepost:	0003.00	Street 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	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	4	Total Switching:	4
Typical Speed Range Over Crossing: From	1	Day Trains:	0
	to 79 mph	Maximum Time Table Speed:	79
Type and Number of Tracks:	Main: 0	Specify:	IND LEAD
	Other 3		
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	No		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 101011S

Continued

Effective Begin-Date of Record: 08/17/06

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:	0 Specify:
			0

Train Activated Devices:

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:	
Highway Traffic Signals:	0	Wigwags:	0 Bells:
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

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	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	Yes		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Other Principa:
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	012100	AADT Year:	1988
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

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

Crossing No.:	809503H	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/27/88
Railroad:	UP Union Pacific RR Co. (UP)			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	N. WEST.	State:	WA
Subdivision:	ORE.	County:	KING
Branch or Line Name:	ML SEA.	City:	Near SEATTLE
Railroad Milepost:	0181.80	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:	-122.3262020
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR 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

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Day Thru:	0
Typical Speed Range Over Crossing: From	5 to 10 mph	Maximum Time Table Speed:	15
Type and Number of Tracks:	Main: 2 Other 1	Specify:	SPUR
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	No		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 809503H

Continued

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:	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 Train Signals?	No	Traffic Light Interconnection/Preemption:	Simultaneous Preemption

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	If Other:	
Crossing Surface:	Rubber	Is It Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Other Principal
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	011800	AADT Year:	1988
Estimated Percent Trucks:	10	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

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

Crossing No.:	095988D	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	02/27/09
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

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 Stn:	SPOKANE	HSR Corridor 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	Quail Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	27	Total Switching:	27
Typical Speed Range Over Crossing: From	1	Day Thru:	0
	to 50 mph	Maximum Time Table Speed:	50
Type and Number of Tracks:	Main: 0	Specify:	IND SPUR
	Other 3		
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			Yes: UP

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **095988D**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **0**
Advanced Warning: **No**
Pavement Markings: **No Markings**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **0** Specify:
0

Train Activated Devices:

Gates: **0**
Mast Mounted FL: **2**
Cantilevered FL (Over): **0**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **No**

4 Quad or Full Barrier
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wgways: **0** Belis: **1**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **DC/AFO**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Industrial**
Number of Traffic Lanes
Crossing Railroad: **2**
Is Highway Paved? **Yes**
Crossing Surface: **Rubber**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**

Nearby Intersecting
Highway? **N/A**
Does Track Run Down a
Street? **No**

If Other:

Is it Signalized?

Is Crossing Illuminated?

Is Commercial Power Available? **Yes**

Part V: Highway Information

Highway System: **Non-Federal-aid**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **010000**
Estimated Percent Trucks: **07**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Urban Local**
AADT Year: **1990**
Avg. No of School Buses per Day: **0**

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

Crossing No.:	085587B	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	07/01/08
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	NORTHWEST	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	SEATTLE-VANC WA	City:	In SEATTLE
Railroad Milepost:	0001.86	Street or Road Name:	EB SPOKANE ST
Railroad L.D. No.:	0051	Highway Type & No.:	
Nearest RR Timetable Str:	SPOKANE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.5714049
ENS Sign Installed:		Longitude:	-122.3317176
Passenger Service:	AMTRAK	Lat/Long Source:	Actual
Avg Passenger Train Count:	1	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	67	Total Switching:	0
Typical Speed Range Over Crossing: From	1	Day Thru:	34
	to 50 mph	Maximum Time Table Speed:	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

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **065597B**

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: **2**
Advanced Warning: **No**
Pavement Markings: **No Markings**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **0** Specify:
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **1**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Bells: **1**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **DC/AFO**
Traffic Light
Interconnection/Preemption

Part IV: Physical Characteristics

Type of Development: **Commercial**
Number of Traffic Lanes: **2**
Crossing Railroad:
Is Highway Paved? **Yes**
Crossing Surface: **Concrete**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**

Nearby Intersecting
Highway? **Less than 75 feet**
Does Track Run Down a
Street? **No**

If Other:
Is it Signalized?
Is Crossing Illuminated?

Is Commercial Power Available? **Yes**

Part V: Highway Information

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State
Highway System: **No**
Annual Average Daily
Traffic (AADT): **017350**
Estimated Percent Trucks: **12**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Urban Minor Arterial**
AADT Year: **1993**
Avg. No of School Buses per Day: **0**

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 9/2/2011**

Crossing No.:	085586U	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	07/01/08
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	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 Str:	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	Quiet Zone:	No
Adjacent Crossing with Separate Number			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	67	Total Switching:	0
Typical Speed Range Over Crossing: From	1	Day Thru:	34
Type and Number of Tracks:	Main: 2 Other 0	Maximum Time Table Speed:	50
		Specify:	
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **085588U**

Continued

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

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:	No Markings	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	1	4 Quad or Full Barrier:	
Mast Mounted FL:	1	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 Signals?	Yes	Traffic Light Interconnection/Preemption:	

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?	N/A	Is it Signalized?	
Does Track Run Down a Street?	No	Is Crossing Illuminated?	
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
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		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 9/2/2011**

Crossing No.:	096442V	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	02/27/09
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

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.B.D.
Railroad I.D. No.:	0051	Highway Type & No.:	CITY ST
Nearest RR Timetable Str:	SPOKANE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2
Crossing Owner:		Latitude:	47.5658990
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 Information:

Category:		Public Access:	
	Specify Signs:		Specify Signals:
	ST/RR A	ST/RR B	ST/RR C
			ST/RR D
Railroad Use:			
State Use:			
Narrative:			

Emergency Contact:	(800)832-6452	Railroad Contact:	(913)551-4540	State Contact:	(360)664-1262
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	6	Total Switching:	6
Typical Speed Range Over Crossing: From	1	Day Thru:	0
	to 50 mph	Maximum Time Table Speed:	50
Type and Number of Tracks:	Main: 0	Specify:	LEAD
	Other: 3		
Does Another RR Operate a Separate Track at Crossing?		No	
Does Another RR Operate Over Your Track at Crossing?		No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 096442V

Continued

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

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:	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 over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Balls: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

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	If Other:	
Crossing Surface:	Rubber	Is It Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
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		

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

Crossing No.: 099009M	Update Reason: Changed Crossing	Effective Begin-Date of Record: 04/29/08
Railroad: BNSF BNSF Rwy Co. [BNSF]		End-Date of Record:
Initiating Agency Railroad	Type and Position: Public At Grade	

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 ST W.BD
Railroad I.D. No.:	0430	Highway Type & No.:	
Nearest RR Timetable Str:	SEATTLE	HSR Corridor 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:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 50	Total Switching: 50	Day Thru: 0
Typical Speed Range Over Crossing: From 1 to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks: Main: 0 Other: 3	Specify:	IND SPUR
Does Another RR Operate a Separate Track at Crossing?	Yes:	UP
Does Another RR Operate Over Your Track at Crossing?	Yes:	UP

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 099009M

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 2
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 1
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFO
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Rubber
Nearby Intersecting
Highway? N/A
Does Track Run Down a
Street? No

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No

If Other:

Is it Signalized?

Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System: Non-Federal-aid
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 010000
Estimated Percent Trucks: 07
Posted Highway Speed: 0

Functional Classification of
Road at Crossing: Urban Local
AADT Year: 1990
Avg. No of School Buses per Day: 0

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

Crossing No.:	099007Y	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	04/29/08
Railroad:	BNSF BNSF Rwy Co. [BNSF]			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

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 ST E.BD
Railroad I.D. No.:	0430	Highway Type & No.:	
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor 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:

Category:

Specify Signs:

Public Access:

Specify Signals:

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
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	50	Day Thru:	0
Typical Speed Range Over Crossing: From	1 to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks:	Main: 0 Other: 3	Specify:	IND SPUR
Does Another RR Operate a Separate Track at Crossing?	Yes: UP		
Does Another RR Operate Over Your Track at Crossing?	Yes: UP		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 099007Y

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 2
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channellization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 1
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFO
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Rubber

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No

Nearby Intersecting
Highway? N/A
Does Track Run Down a
Street? No

If Other:

Is it Signalized?
Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System: Non-Federal-aid
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 010000
Estimated Percent Trucks: 07
Posted Highway Speed: 0

Functional Classification of
Road at Crossing: Urban Local
AADT Year: 1990
Avg. No of School Buses per Day: 0

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

Crossing No.:	399753K	Update Reason:	New Crossing	Effective Begin-Date of Record:	01/01/70
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency State		Type and Position:	Public At Grade		

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:	0745.00	Street or Road Name:	SPOKANE ST (EB)
Railroad I.D. No.:	TRK W2	Highway Type & No.:	CITY ST
Nearest RR Timetable Str:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	SHT 70F17
Crossing Owner:		Latitude:	47.5718890
ENS Sign Installed:		Longitude:	-122.3263020
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quail Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR 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

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Day Thru:	0
Typical Speed Range Over Crossing: From	5 to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks:	Main: 0 Other: 1	Specify:	LEAD
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	Yes: UP BN		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 399753K

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 1
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 1
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: None
Traffic Light
Interconnection/Preemption: Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Asphalt
Nearby Intersecting
Highway? Less than 75 feet
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Other FA Highway - Not NHS Functional Classification of
Road at Crossing: Urban Minor Arterial
Is Crossing on State
Highway System: No
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

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

Crossing No.:	3997545	Update Reason:	New Crossing	Effective Begin-Date of Record:	01/01/70
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency State		Type and Position:	Public At Grade		

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.D. No.:	TRK W2	Highway Type & No.:	CITY ST
Nearest RR Timetable Stn:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	SHT 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:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR 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)864-1282

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Day Thru:	0
Total Switching:	2	Maximum Time Table Speed:	10
Typical Speed Range Over Crossing: From	5 to 10 mph	Specify:	LEAD
Type and Number of Tracks:	Main: 0 Other: 1		
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	Yes: UP BN		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 389754S

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 1
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 1
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFO
Traffic Light
Interconnection/Preemption: Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Asphalt
Nearby Intersecting
Highway? Less than 75 feet
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

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

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

Crossing No.:	399773W	Update Reason:	New Crossing	Effective Begin-Date of Record:	01/01/70
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency:	State	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	COAST	State:	WA
Subdivision:	5	County:	KING
Branch or Line Name:	COLORADO LINE	City:	In SEATTLE
Railroad Milepost:	0567.00	Street or Road Name:	SPOKANE ST (WB)
Railroad 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 7DF13
Crossing Owner:		Latitude:	47.5716020
ENS Sign Installed:		Longitude:	-122.3360980
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Outlet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR 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

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	12	Total Switching:	12
Typical Speed Range Over Crossing: From	5	Day Thru:	0
	to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks:	Main: 0	Other:	1
		Specify:	LEAD
Does Another RR Operate a Separate Track at Crossing?		Yes:	BN
Does Another RR Operate Over Your Track at Crossing?		No:	No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 399773W

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 2
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 1 Specify: 4 TRK
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 2
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Balis: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFD
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Asphalt
Nearby Intersecting
Highway? N/A
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Other FA Highway - Not NHS Functional Classification of
Road at Crossing: Urban Minor Arterial
Is Crossing on State
Highway System: No
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

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

Crossing No.:	399772P	Update Reason:	New Crossing	Effective Begin-Date of Record:	01/01/70
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency State		Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	COAST	State:	WA
Subdivision:	5	County:	KING
Branch or Line Name:	COLORADO LINE	City:	In SEATTLE
Railroad Milepost:	0417.00	Street or Road Name:	SPOKANE ST (EB)
Railroad 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 70F13
Crossing Owner:		Latitude:	47.5716020
ENS Sign Installed:		Longitude:	-122.3360980
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR A

ST/RR B

ST/RR C

ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)848-6715

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:	12	Total Switching:	12
Typical Speed Range Over Crossing: From	5	Day Thru:	0
	to 10 mph	Maximum Time Table Speed:	10
Type and Number of Tracks:	Main: 0	Specify:	LEAD
	Other: 1		
Does Another RR Operate a Separate Track at Crossing?		Yes:	BN
Does Another RR Operate Over Your Track at Crossing?		No:	No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 399772P

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 2
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 1 Specify: 4 TRK
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 2
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFO
Traffic Light
Interconnection/Premotion:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 2
Is Highway Paved? Yes
Crossing Surface: Asphalt
Nearby Intersecting
Highway? N/A
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Other FA Highway - Not NHS Functional Classification of
Road at Crossing: Urban Minor Arterial
Is Crossing on State
Highway System: No
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

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

Crossing No.:	B09501U	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	12/27/88
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency Railroad		Type and Position:	Public At Grade		

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.
Railroad I.D. No.:	.	Highway Type & No.:	EAM9097
Nearest RR Timetable Str:	SEATTLE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	17-2&8OF13
Crossing Owner:		Latitude:	47.5713190
ENS Sign Installed:		Longitude:	-122.3277100
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:

Specify Signs:

Public Access:

Specify Signals:

ST/RR 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

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Total Switching:	2
Typical Speed Range Over Crossing: From	10 to 15 mph	Day Thru:	0
Type and Number of Tracks:	Main: 2 Other: 0	Maximum Time Table Speed:	15
		Specify:	
Does Another RR Operate a Separate Track at Crossing?	No		
Does Another RR Operate Over Your Track at Crossing?	No		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 809501U

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 2 Specify: 2TRACK
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 4
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? No

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 2
Special Warning Devices Not
Train Activated:
Type of Train Detection: DC/AFQ
Traffic Light
Interconnection/Preemption: Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development: Commercial
Number of Traffic Lanes
Crossing Railroad: 4
Is Highway Paved? Yes
Crossing Surface: Rubber

Smallest Crossing Angle: 60 to 90 Degrees
Are Truck Pullout Lanes Present? No

Nearby Intersecting
Highway? Less than 75 feet
Does Track Run Down a
Street? No

If Other:
Is it Signalized?
Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System: Other FA Highway - Not NHS
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 003800
Estimated Percent Trucks: 10
Posted Highway Speed: 0

Functional Classification of
Road at Crossing: Urban Minor Arterial
AADT Year: 1988
Avg. No of School Buses per Day: 0

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

Crossing No.:	B09720H	Update Reason:	Changed Crossing	Effective Begin-Date of Record:	01/14/92
Railroad:	UP Union Pacific RR Co. [UP]			End-Date of Record:	
Initiating Agency	Railroad	Type and Position:	Public At Grade		

Part I Location and Classification of Crossing

Division:	COL. RIVER	State:	WA
Subdivision:	SEATTLE	County:	KING
Branch or Line Name:	HARBOR ISL. LEAD	City:	In 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&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 Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:	(800)848-8715	Railroad Contact:		State Contact:	(360)664-1262
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 6	Total Switching: 3	Day Thru: 2
Typical Speed Range Over Crossing: From 2 to 5 mph	Maximum Time Table Speed:	15
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: BN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 809720H

Continued

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

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning: No
Pavement Markings: No Markings

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 0
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 2
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? Yes

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection: DG/AFO
Traffic Light Simultaneous Preemption
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Industrial
Number of Traffic Lanes
Crossing Railroad: 1
Is Highway Paved? Yes
Crossing Surface: Rubber
Nearby Intersecting
Highway? Less than 75 feet
Does Track Run Down a
Street? No
Is Commercial Power Available? Yes

Smallest Crossing Angle: 30 to 59 Degrees
Are Truck Pullout Lanes Present? No
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: Other FA Highway - Not NHS
Is Crossing on State
Highway System: No
Annual Average Daily
Traffic (AADT): 000010
Estimated Percent Trucks: 01
Posted Highway Speed: 0

Functional Classification of
Road at Crossing: Urban Other Principal
AADT Year: 1988
Avg. No of School Buses per Day: 0

Daily Traffic at Crossings

**AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report**

Seattle Department of Transportation

STUDY 302544	S HOLGATE BR, E/O S HOLGATE ST; W FLOW;(AGG) TUBE; 12Apr2011 10:30 4/12/11 10:30 a.m THRU 4/19/11 10:30 a.m						
COUNTER: 020	CHAN: A		FLOW: W	LANE CODE: STANDARD			
INTERVAL	17-Apr-2011 SUN	18-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	28	16	13	17	12	23	21
2:00	39	13	8	12	10	11	13
3:00	19	4	7	6	7	6	15
4:00	14	17	19	16	13	19	13
5:00	19	45	39	42	46	42	16
6:00	30	31	35	78	98	80	40
7:00	37	167	165	166	182	161	64
8:00	64	255	242	265	287	258	79
9:00	97	259	285	278	307	264	121
10:00	110	209	224	239	246	273	301
11:00	200	215	183	201	204	233	224
12:00	171	232	238	232	212	247	239
13:00	197	239	227	228	211	271	235
14:00	226	251	215	214	240	283	238
15:00	169	267	243	239	237	236	193
16:00	183	254	254	204	217	265	226
17:00	166	234	213	245	242	244	190
18:00	98	234	219	211	222	201	173
19:00	91	158	159	133	136	129	122
20:00	68	109	101	107	105	130	108
21:00	47	68	71	77	61	93	74
22:00	32	45	54	43	60	67	50
23:00	23	36	31	34	37	50	82
24:00	17	21	21	31	24	33	47
Daily Total	2,139	3,425	3,328	3,326	3,431	3,595	2,794
AM Peak Vol	200	289	313	302	330	287	245
AM Peak Hr	10:00 - 11:00	07:45 - 08:45	07:45 - 08:45	07:30 - 08:30	07:30 - 08:30	08:20 - 09:30	10:45 - 11:45
AM Peak Fac	0.794	0.794	0.921	0.858	0.868	0.920	0.896
AM 15min Hb	10:45	08:00	08:00	08:00	08:00	09:00	11:45
PM Peak Vol	226	272	254	253	252	274	244
PM Peak Hr	13:00 - 14:00	13:45 - 14:45	13:00 - 14:00	13:45 - 14:45	13:45 - 14:45	12:45 - 13:45	12:30 - 13:30
PM Peak Fac	0.863	0.861	0.847	0.866	0.930	0.846	0.897
PM 15min Hb	13:15	14:30	13:45	14:45	14:15	13:00	12:45
Max8 Vol	1,422	2,004	1,968	1,959	2,021	2,099	1,722
Max8 %/DT	0.663	0.585	0.591	0.585	0.589	0.584	0.616

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 6 weekdays

AWDT PM Peak Hour Volume = 261 based on 6 weekdays

**AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report**

Seattle Department of Transportation

STUDY 302543		S HOLGATE BR, E/O S HOLGATE ST; E FLOW; CHA TUBE; 12Apr2011 10:30 4/12/11 10:30 am THRU 4/19/11 10:30 am					
COUNTER: 020			CHAN: A	FLOW: E	LANE CODE: STANDARD		
TUBE							
INTERVAL	17-Apr-2011 SUN	18-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	47	11	31	32	24	24	52
2:00	58	19	15	18	20	20	36
3:00	54	9	15	15	19	17	36
4:00	29	7	18	9	17	19	20
5:00	14	13	13	13	12	12	12
6:00	12	15	18	19	24	18	12
7:00	21	44	38	45	47	48	25
8:00	27	149	120	113	98	116	37
9:00	38	139	138	140	158	127	55
10:00	59	145	128	149	165	162	151
11:00	96	172	143	193	168	130	172
12:00	123	193	225	196	197	207	163
13:00	143	250	230	234	212	233	183
14:00	167	226	273	217	213	246	217
15:00	171	243	247	264	273	275	222
16:00	209	305	317	265	317	326	233
17:00	201	342	342	381	341	373	239
18:00	143	384	378	373	387	359	199
19:00	130	232	253	209	247	208	202
20:00	97	102	142	151	162	145	115
21:00	69	110	104	115	91	111	93
22:00	53	84	117	72	80	87	84
23:00	52	72	66	57	71	68	123
24:00	25	55	60	35	44	57	103
Daily Total:	2,033	3,284	3,305	3,275	3,371	3,377	2,728
AM Peak Vol	123	172	213	196	200	207	176
AM Peak Hr	11:00 - 12:00	09:30 - 10:30	11:00 - 12:00	11:00 - 12:00	10:45 - 11:45	11:00 - 12:00	10:45 - 11:45
AM Peak Fac	0.750	0.754	0.795	0.961	0.746	0.992	0.815
AM 15min Hi	11:15	10:15	11:45	12:00	11:15	11:30	11:45
PM Peak Vol	209	385	375	405	397	386	243
PM Peak Hr	15:00 - 16:00	16:30 - 17:30	16:45 - 17:45	16:45 - 17:45	16:30 - 17:30	16:45 - 17:45	15:45 - 16:45
PM Peak Fac	0.871	0.917	0.859	0.955	0.848	0.919	0.849
PM 15min Hi	15:15	16:45	17:45	17:45	17:30	17:00	16:00
Max5 Vol	1,230	2,112	2,132	2,103	2,181	2,160	1,595
Max5 %DT	0.605	0.643	0.645	0.642	0.647	0.640	0.585

Average Daily Traffic (ADT) = 3,063 based on 7 days

Average Weekday Traffic (AWDT) = 3,322 based on 5 weekdays

AWDT Max 5 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

**AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report**

Seattle Department of Transportation

STUDY 303801		S LANDER ST, W/O 6TH AVE S; W FLOW; CHA TUBE; 11Aug2011 10:30 8/15/11 10:30 am T-HRU 8/18/11 10:30 am					
COUNTER: 005		CHAN: A	FLOW: W	LANE CODE: STANDARD			
TUBE							
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-2011 SAT
1:00	97	36	40	288	301	53	74
2:00	61	22	41	190	220	39	63
3:00	37	29	37	135	132	33	53
4:00	39	72	51	125	115	54	50
5:00	29	138	119	227	151	96	62
6:00	73	377	365	424	388	362	102
7:00	128	647	666	683	723	673	168
8:00	118	743	731	779	769	781	237
9:00	150	746	739	764	816	842	240
10:00	233	679	745	694	726	805	308
11:00	461	634	662	720	678	757	445
12:00	797	756	763	781	803	804	703
13:00	871	744	730	735	705	766	877
14:00	471	649	683	660	752	682	551
15:00	359	640	658	632	592	631	444
16:00	268	663	702	643	703	767	497
17:00	326	627	690	672	665	796	497
18:00	174	461	633	607	579	798	582
19:00	136	508	561	517	345	593	535
20:00	104	233	234	246	246	287	196
21:00	101	150	179	176	178	216	143
22:00	88	101	176	158	168	179	131
23:00	82	101	188	160	100	203	199
24:00	40	75	317	267	72	133	115
Daily Total	5,235	9,978	10,803	11,270	10,854	11,250	7,291
AM Peak Vol	797	756	765	849	818	889	703
AM Peak Hr	11:00 - 12:00	12:00 - 12:00	08:15 - 09:15	07:15 - 08:15	07:45 - 08:45	07:30 - 08:30	11:00 - 12:00
AM Peak Fac	0.807	0.909	0.861	0.852	0.951	0.875	0.806
AM 15min Hi	11:45	12:00	09:15	08:15	08:00	08:30	11:45
PM Peak Vol	971	744	733	735	752	846	817
PM Peak Hr	12:00 - 13:00	12:00 - 13:00	14:45 - 15:45	13:00 - 13:00	13:00 - 14:00	16:20 - 17:30	12:00 - 13:00
PM Peak Fac	0.930	0.873	0.970	0.875	0.931	0.936	0.884
PM 15min Hi	12:15	12:30	15:15	12:15	13:30	16:45	12:15
Max8 Vol	5,729	5,729	5,869	5,902	6,009	6,315	4,634
Max8 %WDT	0.712	0.574	0.543	0.524	0.554	0.561	0.636

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 = 815 based on 5 weekdays

AWDT PM Peak Hour Volume = 762 based on 5 weekdays



AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report

Seattle Department of Transportation

STUDY 303800	S LANDER ST. W/O 6TH AVE S; E FLOW; CHB TUBE; 11Aug2011 10:45 8/11/11 10:45 am THRU 8/18/11 10:45 am						
COUNTER: 046		CHAN: B	FLOW: E	LANE CODE: STANDARD			
TUBE							
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-2011 SAT
1:00	58	26	14	25	44	38	63
2:00	102	27	24	26	38	56	90
3:00	37	15	18	17	25	41	40
4:00	29	14	21	21	18	28	36
5:00	12	34	57	42	36	40	16
6:00	26	76	76	80	85	84	21
7:00	27	150	161	166	175	177	59
8:00	27	260	274	269	266	278	56
9:00	49	269	323	300	323	286	102
10:00	460	304	284	306	346	293	153
11:00	73	331	333	340	344	348	95
12:00	126	459	439	446	421	464	194
13:00	161	465	451	474	495	482	247
14:00	156	449	464	473	500	465	306
15:00	179	473	438	461	457	480	246
16:00	591	501	627	541	550	592	514
17:00	535	515	536	502	623	486	239
18:00	126	451	601	435	493	411	216
19:00	121	294	397	309	329	294	201
20:00	61	157	190	176	156	154	116
21:00	42	122	168	139	127	132	78
22:00	46	196	172	220	94	173	205
23:00	37	343	312	230	56	235	630
24:00	21	47	61	43	45	54	286
Daily Total	2,644	5,978	6,441	6,040	6,048	6,100	4,217
AM Peak Vol	126	459	439	446	421	464	215
AM Peak Hr	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	10:45 - 11:45
AM Peak Fac	0.808	0.844	0.638	0.851	0.907	0.823	0.827
AM 15min HI	11:30	12:00	12:00	12:00	12:00	12:00	11:00
PM Peak Vol	136	544	634	541	623	592	682
PM Peak Hr	18:30 - 19:30	16:30 - 17:30	16:45 - 17:45	15:00 - 16:00	16:00 - 17:00	15:00 - 16:00	22:15 - 23:15
PM Peak Fac	0.780	0.925	0.852	0.896	0.933	0.937	0.782
PM 15min HI	16:00	16:45	17:15	15:15	16:45	16:00	22:45
Max8 Vol	1,961	3,481	3,719	3,648	3,748	3,768	2,619
Max8 %WDT	0.742	0.582	0.577	0.604	0.630	0.608	0.621

Average Daily Traffic (ADT) = 5,363 based on 7 days

Average Weekday Traffic (AWDT) = 6,121 based on 6 weekdays

AWDT Max8 Volume = 3,661 (59.8% of AWDT)

AWDT AM Peak Hour Volume = 446 based on 6 weekdays

AWDT PM Peak Hour Volume = 687 based on 6 weekdays



AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report

Seattle Department of Transportation

STUDY 215717	BROAD ST, SW/O ELLIOTT AVE; NE FLOW; CH1: 14JAN2009 11:00+ 1/14/09 11:00 am THRU 1/21/09 10:30 am					
COUNTER: 204	CHAN: 1	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	16-Jan-2009 FRI	17-Jan-2009 SAT
1:00	104	34	26	27	23	37	98
2:00	78	11	38	16	12	31	59
3:00	51	13	7	4	8	13	36
4:00	11	4	10	6	11	14	25
5:00	20	2	4	6	5	35	36
6:00	22	39	39	44	63	75	13
7:00	35	107	117	110	117	92	33
8:00	64	178	314	309	306	313	83
9:00	56	219	323	348	396	341	102
10:00	108	192	196	277	264	232	111
11:00	145	238	245	263	249	266	173
12:00	237	242	272	298	312	308	214
13:00	310	372	258	354	330	310	257
14:00	375	369	271	312	334	351	386
15:00	428	378	290	315	337	368	397
16:00	458	413	293	351	321	412	439
17:00	458	446	451	489	478	518	450
18:00	315	485	532	633	848	878	360
19:00	245	254	325	615	415	394	287
20:00	168	213	160	189	392	247	206
21:00	187	155	145	173	174	164	192
22:00	159	171	116	133	119	152	92
23:00	104	80	102	97	108	148	226
24:00	64	33	35	48	51	85	142
Daily Total	4,187	4,589	4,558	5,197	5,443	5,600	4,567
AM Peak Vol	237	276	375	380	435	392	214
AM Peak Hr	11:00 - 12:00	09:30 - 10:30	07:30 - 08:30	07:45 - 08:45	07:45 - 08:45	07:45 - 08:45	11:00 - 12:00
AM Peak Fac	0.898	0.704	0.884	0.812	0.843	0.852	0.836
AM 15min Hi	11:15	09:45	08:00	08:00	08:45	08:00	11:15
PM Peak Vol	503	525	532	641	848	681	455
PM Peak Hr	15:30 - 16:30	16:30 - 17:30	17:00 - 18:00	17:15 - 18:15	17:00 - 18:00	16:45 - 17:45	14:45 - 15:45
PM Peak Fac	0.791	0.777	0.751	0.712	0.869	0.839	0.932
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
Max8 %DT	0.675	0.650	0.591	0.606	0.615	0.604	0.620

Average Daily Traffic (ADT) = 4,865 based on 6 days

Average Weekday Traffic (AWDT) = 5,200 based on 4 weekdays

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

Total
AWDT
9,143



AUTOMATIC TRAFFIC COUNT - 1 Hour Detail Report

Seattle Department of Transportation

STUDY 215718	BROAD ST, SW/O ELLIOTT AVE; SW FLOW; CH2; 14JAN2009 11:00 1/14/09 11:00 am THRU 1/21/09 11:00 am					
COUNTER: 183	CHAN: 2	FLOW: SW	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	16-Jan-2009 FRI	17-Jan-2009 SAT
1:00	35	12	5	10	10	20	32
2:00	19	7	7	16	5	15	12
3:00	16	8	5	6	3	7	13
4:00	8	0	3	3	4	5	4
5:00	4	5	1	7	13	12	14
6:00	23	24	33	50	54	43	28
7:00	41	91	134	127	108	110	55
8:00	54	169	287	290	271	232	97
9:00	65	191	294	320	322	329	86
10:00	115	184	202	212	198	196	93
11:00	164	204	221	200	200	202	160
12:00	227	235	237	246	245	234	212
13:00	259	271	188	200	186	214	247
14:00	239	289	190	239	207	293	277
15:00	317	298	194	267	229	284	239
16:00	311	294	247	312	313	357	329
17:00	295	350	444	478	457	515	301
18:00	227	278	424	485	526	461	243
19:00	145	136	214	182	206	197	215
20:00	193	134	107	87	115	151	301
21:00	93	80	72	81	87	114	99
22:00	55	52	69	66	73	100	102
23:00	41	39	37	65	63	87	116
24:00	31	15	13	22	18	43	55
Daily Total	2,874	3,316	3,683	3,963	3,908	4,218	3,201
AM Peak Vol	227	238	329	351	334	333	212
AM Peak Hr	11:00 - 12:00	10:10 - 11:30	07:30 - 08:30	07:30 - 08:30	07:45 - 08:45	07:45 - 08:45	11:00 - 12:00
AM Peak Fac	0.946	0.815	0.875	0.895	0.928	0.895	0.869
AM 15min Hi	11:30	11:15	08:00	08:00	08:30	08:15	12:00
PM Peak Vol	317	350	520	553	563	544	330
PM Peak Hr	14:00 - 15:00	16:15 - 17:15	16:45 - 17:45	16:45 - 17:45	16:45 - 17:45	16:30 - 17:30	15:15 - 16:15
PM Peak Fac	0.932	0.866	0.769	0.875	0.932	0.840	0.771
PM 15min Hi	14:15	17:00	17:30	17:00	17:45	17:30	15:30
Max8 Vol	2,046	2,179	2,155	2,432	2,388	2,569	2,067
Max8 %IDT	0.712	0.657	0.585	0.614	0.611	0.609	0.646

Average Daily Traffic (ADT) = 3,684 based on 6 days

Average Weekday Traffic (AWDT) = 3,943 based on 4 weekdays

AWDT Max8 Volume = 2,385 (60.5% of AWDT)

AWDT AM Peak Hour Volume = 337 based on 4 weekdays

AWDT PM Peak Hour Volume = 545 based on 4 weekdays

Transportation Element Information



- T48** 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.
- T49** Support efficient and safe movement of goods by rail 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 rail track crossings within city streets.
- T50** 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



discussion

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 deteriorating 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.
- TG23** Promote energy-efficient transportation.



policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.
- T53** Implement an environmental management 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.



Freight Mobility Strategic Action Plan

June 2005



Seattle Department of Transportation

**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.

SDOT presents the committee's recommendations 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

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0111202	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0111202	
4. U.S. DOT-AAR Grade Crossing ID No. 085583Y		5. Date of Accident/Incident 01/30/11		6. Time of Accident/Incident: 02:10 PM			
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abb.: 53 Code: WA	
11. City (if in a city) SEATTLE		12. Highway Name & No. HOLGATE ST <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle I. Other (specify) J. Other Motor Vehicle K. Pedestrian Code: K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling-RCL B. Train pushing-RCL C. Train standing-RCL Code: 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code: 3		18. Position of Car Unit In Train I			
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code: 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code: 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code: 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code: 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 42 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code: 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code: 2			
24. Type of Equipment Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Main/inspect. car (single entry) Code: 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code: I		26. Track Number or Name MAIN 3 DBL	
27. FRA Track Class 4		28. Number of Locomotive Units 4		29. Number of Cars 125		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 30 mph Code: E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code: 4				32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wagon ways 5. Hwy. traffic signals 6. Avoidable Warning: 7. Crossbucks 8. Stop signs 9. Other (specify) 10. None Code(s): 01 03			
33. Signaled Crossing Warning 20 sec warn min (1);				34. Whistle Ban 1. Yes 2. No 3. Unknown Code: 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code: 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code: 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code: 1			
38. Driver's Age 57		39. Driver's Gender 1. Male 2. Female Code: 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code: 1		41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code: 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code: 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) Code: 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code: 1	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code: 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description QUESTION 15: PEDESTRIAN DIRECTION UNKNOWN							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. (BNSF)				1a. BNSF		1b. NW1110201	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. (BNSF)				3a. BNSF		3b. NW1110201	
4. U.S. DOT-AAR Grade Crossing ID No. 101034Y				5. Date of Accident/Incident 11/12/10		6. Time of Accident/Incident: 09:30 AM	
7. Nearest Railroad Station SEATTLE			8. Division NORTHWEST		9. County KING		10. State Abbr. 53 Code WA
11. City (if in a city) SEATTLE			12. Highway Name or No. HANFORD ST <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private				
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code C A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2		Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2		Code 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 46 °F		22. Visibility (single entry) Code 2 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect car 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name 1031	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 35	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 3 mph E	31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (T);		34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
Code(s) 01 02		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 5			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8		Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$5,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 4		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description: DRIVER AGE UNKNOWN STRUCK SEMI TRAILER FOULING TRACK, NO INJURY.							
55. Typed Name and Title			56. Signature			57. Date	

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad BNSF Rwy Co. (BNSF)				1a. BNSF	1b. NW1010200
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. (BNSF)				3a. BNSF	3b. NW1010200
4. U.S. DOT-AAR Grade Crossing ID No. 096445R		15. Date of Accident/Incident 10/06/10		6. Time of Accident/Incident 12:40 PM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING	
11. City (if in a city) SEATTLE		12. Highway Name or No. EAST MARGINAL WAY		10. State Acbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. EAST MARGINAL WAY		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved	
13. Type A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle I. Other Motor Vehicle J. Pedestrian K. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) Code 1	
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 63 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
24. Type of Equipment Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main/inspect car Code 7		25. Track Type Used by Rail Equipment involved 1. Main 2. Yard 3. Sidling 4. Industry Code 2		26. Track Number or Name 1700	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 16	
30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph R		31. Time Table Direction 1. North 2. South 3. East 4. West Code 4			
32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wye ways 5. Audible 6. Watchman 7. Crossbucks 8. Stop signs 9. Other (specify) Code(s) 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Driver's Age 28		39. Driver's Gender 1. Male 2. Female Code 1		40. Driver Drove Behind or In Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Old not stop 4. Stopped on crossing 5. Other (specify) Code 3					
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) Code 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2	
46. Highway-Rail Crossing Users 0		0	2	47. Highway Vehicle Property Damage (est. dollar damage) 52,000	
48. Railroad Employees 0		0	0	49. Total Number of People on Train (include passengers and crew) 3	
50. Passengers on Train 0		0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. (BNSF)				1a. BNSF		1b. NW0910204	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. (BNSF)				3a. BNSF		3b. NW0910204	
4. U.S. DOT-AAR Grade Crossing ID No. 101033S				5. Date of Accident/Incident 09/30/10		6. Time of Accident/Incident 04:45 AM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. HANFORD ST <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian L. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) Code 2			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car/Unit in Train I			
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 2		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4	
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 54 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main/Inspect. car Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name 1602	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 10		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph Code E	
32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig ways 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) Code(s) 10				33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 58		39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
48. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 3		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP		1b. 0910PD003	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP		3b. 0910PD003	
4. U.S. DOT-AAR Grade Crossing ID No. 809692G				5. Date of Accident/Incident 09/09/10		6. Time of Accident/Incident 10:09 AM	
7. Nearest Railroad Station SEATTLE			8. Division PORTLAND SU		9. County KING		10. State Code Abbr. 53 / WA
11. City (If in a City) SEATTLE			12. Highway Name or No. 8TH AVE SOUTH & GARD <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private				
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto D. Pick-up Truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C. C				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL A			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect car Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 4		26. Track Number or Name INDUSTRY	
27. FRA Track Class 1	28. Number of Locomotive Units 2	29. Number of Cars 3	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 3		
32. Type of Crossing 1. Gates 4. Wye ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07				33. Signaled Crossing Warning		34. Whistle Blown 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 2		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age 37	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 1					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title			56. Signature			57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad BNSF Rwy Co. [BNSF]		1a. BNSF	1b. NW1109200
2. Other Railroad Involved In Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]		3a. BNSF	3b. NW1109200
4. U.S. DOT-AAR Grade Crossing ID No. 101380N		5. Date of Accident/Incident 11/10/09	6. Time of Accident/Incident 10:30 AM
7. Nearest Railroad Station SEATTLE	8. Division NORTHWEST	9. County KING	10. State Abb. 53 Code WA
11. City (if in a city) SEATTLE	12. Highway Name or No. WMARGINAL WAY <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL Code 1	
14. Vehicle Speed (est. mph at impact) 0	15. Direction (geographical) Code 1. North 2. South 3. East 4. West Code 2	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 48 °F	22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark Code 2	23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 7		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry Code 2	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 10	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 5 mph Code E
32. Type of Crossing 1. Gates 4. Wig Wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signal's 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchmen 12. None Code(s) 03 07		33. Signaled Crossing Warning 20 sec warn min (1); 34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown Code 1	
38. Driver's Age 61	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8	
Casualties to:		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	45. Was Driver in the Vehicle? 1. Yes 2. No Code 1
46. Highway-Rail Crossing Users 0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$5,000	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew) 1	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2
52. Passengers on Train 0	0		
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description 41: CNT FOULING XING			
55. Typed Name and Title		56. Signature	57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphanumeric Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0609200	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0609200	
4. U.S. DOT-AAR Grade Crossing ID No. 101039H				5. Date of Accident/Incident 06/05/09		6. Time of Accident/Incident 11:45 AM	
7. Nearest Railroad Station SEATTLE			8. Division NORTHWEST		9. County KING		10. State Abbr. 53 Code WA
11. City (if in a city) SEATTLE			12. Highway Name or No. ATLANTIC STREET <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private				
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1		20b. Was there a hazardous material's release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist: 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main/inspect. car 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name 2694	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 19	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 5 mph E		31. Time Table Direction Code 1. North 2. South 3. East 4. West 2		
32. Type of Crossing 1. Gates 4. Wg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2	
Code(s) 07							
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 1		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2		
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description AGE OF DRIVER UNKNOWN							
55. Typed Name and Title			56. Signature			57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0502

Name Of		Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy. Co. [BNSF]		1a. BNSF		1b. NW0409200	
2. Other Railroad Involved In Train Accident/Incident		2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy. Co. [BNSF]		3a. BNSF		3b. NW0409200	
4. U.S. DOT-AAR Grade Crossing ID No. 096445R		5. Date of Accident/Incident 04/01/09		6. Time of Accident/Incident 08:46 PM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING	
10. State Abb.: 53 WA		11. City (if in a city) SEATTLE		12. Highway Name or No. E. MARGINAL WAY	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian 3. Truck E. Van H. Motorcycle M. Other (specify) Code D			17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL Code A		
14. Vehicle Speed (est. mph at impact) 4			15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3			18. Position of Car Unit In Train 1		
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2			20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 45 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Out of cars 9. Main/inspect. car Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name LEAD	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 4	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph	31. Time Table Direction 1. North 2. South 3. East 4. West Code 3	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07			33. Signaled Crossing Warning 34. Whistle Blown 1. Yes 2. No 3. Unknown Code 2		
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			38. Driver's Age 30		
39. Driver's Gender 1. Male 2. Female Code 1			40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3			42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8			44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			46. Highway-Rail Crossing Users 0 0		
47. Highway Vehicle Property Damage (est. dollar damage) \$5,000			48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0 0			50. Total Number of People on Train (include passengers and crew) 2		
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			52. Passengers on Train 0 0		
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. (UP)				1a. UP		1b. 1008PD007	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. (UP)				3a. UP		3b. 1008PD007	
4. U.S. DOT-AAR Grade Crossing ID No. 809712R				5. Date of Accident/Incident 10/16/08		6. Time of Accident/Incident 01:15 PM	
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND SC		9. County KING		10. State Abbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. EAST MARGINAL WAY SO <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing- RCL Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1		20b. Was there a hazardous materials release by Code 4			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 57 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect car Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name YARD			
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 6		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph Code E	
32. Type of Crossing 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 08 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2			
36. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		38. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age 54		39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Constructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$200		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP	1b. 0908PD011
2. Other Railroad Involved in Train Accident/Incident:				2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP	3b. 0908PD011
4. U.S. DOT-AAR Grade Crossing ID No. 809556G		5. Date of Accident/Incident: 09/17/08		6. Time of Accident/Incident 03:40 PM	
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND SU		9. County KING	
11. City (if in a city) SEATTLE		12. Highway Name or No. EAST MARGINAL WAY		10. State Code Abbr. 53 WA	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pickup truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1	
14. Vehicle Speed (est. mph at Impact) 3		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		Code	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		Code	
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2	
24. Type of Equipment Consist: 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main inspect. car 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 4		26. Track Number or Name INDUSTRIAL LEAD	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 15	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 4 mph R	31. Time Table Direction Code 1. North 2. South 3. East 4. West 1	
32. Type of Crossing 1. Gates 4. W/g ways 7. Crossbucks 10. Flagger by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 03 05 06 07			33. Signaled Crossing Warning 20 sec warn min (1); 34. Whistle Ban 1. Yes 2. No 3. Unknown 2		
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 2			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 1		
37. Crossing Luminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 2			Code		
38. Driver's Age 29	39. Driver's Gender 1. Male 2. Female 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2	41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2		
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? 1. Yes 2. No 1
46. Highway-Rail Crossing Users 0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$1,800		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident/ Incident Report Being Filed 1. Yes 2. No 2	
52. Passengers on Train 0	0				
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad		BNSF Rwy Co. [BNSF]		1a. BNSF	
2. Other Railroad Involved in Train Accident/Incident				2b.	
3. Railroad Responsible for Track Maintenance		BNSF Rwy Co. [BNSF]		3a. BNSF	
4. U.S. DOT-AAR Grade Crossing ID No.		096470Y		5. Date of Accident/Incident 05/22/08	
6. Time of Accident/Incident		04:46 AM			
7. Nearest Railroad Station		8. Division		9. County	
SEATTLE		NORTHWEST		KING	
10. State		Code		Abbr.	
53		WA			
11. City (if in a city)		12. Highway Name or No.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
SEATTLE		HANFORD ST			
Highway User Involved			Rail Equipment Involved		
13. Type			17. Equipment		
C. Truck-trailer F. Bus J. Other Motor Vehicle			4. Car(s) (moving)		
A. Auto D. Pick-up truck G. School Bus K. Pedestrian			5. Car(s) (standing)		
3. Truck E. Van H. Motorcycle M. Other (specify)			6. Light loco(s) (moving)		
Code E			7. Light loco(s) (standing)		
14. Vehicle Speed			18. Position of Car Unit in Train		
(est. mph at impact) 1			I		
15. Direction (geographical)			19. Circumstance		
1. North 2. South 3. East 4. West			1. Rail equipment struck highway user		
Code 4			2. Rail equipment struck by highway user		
16. Position			Code		
1. Stalled on crossing 3. Moving over crossing			1		
2. Stopped on crossing 4. Trapped					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?			20b. Was there a hazardous materials release by		
1. Highway User 2. Rail Equipment 3. Both 4. Neither			1. Highway User 2. Rail Equipment 3. Both 4. Neither		
Code 4			Code 4		
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature		22. Visibility (single entry)		23. Weather (single entry)	
(specify if minus) 40 °F		1. Dawn 2. Day 3. Dusk 4. Dark		1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
Code 4		Code 4		Code 2	
24. Type of Equipment			25. Track Type Used by Rail		
Consist 1. Freight train 4. Work train 7. Yard/Switching			Equipment Involved		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)			1. Main 2. Yard 3. Siding 4. Industry		
3. Commuter train 6. Cut of cars 9. Main/Inspect. car			Code 2		
Code 7			1602		
27. FRA Track Class		28. Number of Locomotive Units		29. Number of Cars	
1		3		5	
30. Consist Speed (Recorded if available)		31. Time Table Direction		Code	
R. Recorded E. Estimated		1. North 2. South 3. East 4. West		2	
4 mph		Code E			
32. Type of Crossing			33. Signaled Crossing		
1. Gates 4. Wye ways 7. Crossbucks 10. Flagged by crew			Warning		
2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)			34. Whistle Blot		
Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			1. Yes 2. No 3. Unknown		
Code(s) 01 02 03 06 07			20 sec warn min (I);		
35. Location of Warning			36. Crossing Warning Interconnected		
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			with Highway Signals		
Code I			1. Yes 2. No 3. Unknown		
37. Crossing Illuminated by Street Lights or Special Lights			Code 2		
1. Yes 2. No 3. Unknown					
38. Driver's Age		39. Driver's Gender		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train	
39		1. Male 2. Female		1. Yes 2. No 3. Unknown	
Code 2		Code 2		41. Driver	
				1. Drove around or thru the gate 4. Stopped on crossing	
				2. Stopped and then proceeded 5. Other (specify)	
				3. Did not stop	
42. Driver Passed Standing Highway Vehicle		43. View of Track Obscured by (primary obstruction)		Code	
1. Yes 2. No 3. Unknown		1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)		8	
Code 1		2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured			
Casualties to:		44. Driver was		45. Was Driver in the Vehicle?	
Killed Injured		1. Killed 2. Injured 3. Uninjured		1. Yes 2. No	
0 0		Code 3		Code 1	
46. Highway-Rail Crossing Users		47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Highway-Rail Crossing Users (include driver)	
0 0		\$5,000		1	
49. Railroad Employees		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed	
0 0		2		1. Yes 2. No	
52. Passengers on Train				Code 2	
0 0					
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
VEHICLE OPERATOR WAS APPARENTLY OBLIVIOUS TO WARNING DEVICES.					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetical Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP		1b. 0308PD015	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP		3b. 0308PD015	
4. U.S. DOT-AAR Grade Crossing ID No. 809692G				5. Date of Accident/Incident 03/18/08		6. Time of Accident/Incident 10:20 AM	
7. Nearest Railroad Station SEATTLE			8. Division PORTLAND		9. County KING		10. State Abbr. WA
11. City (if in a city) SEATTLE			12. Highway Name or No. 8TH AVE. SO.				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing- RCL Code 6			
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 48 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Out of cars 9. Main/inspect. car Code B				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 4		26. Track Number or Name INDUSTRY	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 0	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 1 mph Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 4		
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 12				33. Signaled Crossing Warning		34. Whistle Blown 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 30	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$800		48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		
52. Passengers on Train							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

**DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)**

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW1007200	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW1007200	
4. U.S. DOT-AAR Grade Crossing ID No. 099007Y				5. Date of Accident/Incident 10/10/07		6. Time of Accident/Incident 04:45 PM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. SPOKANE ST E. BD <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1			
14. Vehicle Speed (est. mph at impact) 1		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position: 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1				20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4							
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 59 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist A. Spec. MoW Equip 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main/Inspect car 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name 1099	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 18		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 7 mph E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Blown Code 1. Yes 2. No 3. Unknown 2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 1		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 36		39. Driver's Gender Code 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$70,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title							
56. Signature						57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0502

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0807204	
2. Other Railroad Involved in Train Accident/Incident:				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0807204	
4. U.S. DOT-AAR Grade Crossing ID No. 096445R				5. Date of Accident/Incident: 08/27/07		6. Time of Accident/Incident 12:15 PM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abbr. 53 WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. E. MARGINAL WAY		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment: 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL A			
14. Vehicle Speed		15. Direction (geographical) Code (est. mph at impact) 1 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist A. Spec. MoW Equip 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 6. Light loco(s) Code 3. Commuter train 8. Cut of cars 9. Main/inspect. car 1 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name 1700	
27. FRA Track Class 1		28. Number of Locomotive Units 2		29. Number of Cars 1		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 5 mph E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4		32. Type of Crossing Warning Code(s) 07 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Blown Code 1. Yes 2. No 3. Unknown 2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age		39. Driver's Gender Code 1. Male 1 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 1					
Casualties to:		Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$10,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description AGE OF DRIVER UNKNOWN.							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. (BNSF)				1a. BNSF		1b. NW0607201	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. (BNSF)				3a. BNSF		3b. NW0607201	
4. U.S. DOT-FAR Grade Crossing ID No. 096202N				5. Date of Accident/Incident 06/25/07		6. Time of Accident/Incident 11:00 AM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abb.: 53 WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. CHILAN AVE. SW.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Sliding 4. Industry Code 2		26. Track Number or Name 2021	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 15		30. Consist Speed (Recorded if available) R. Recorded 4 mph E. Estimated Code E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s): 03 07				33. Signaled Crossing Warning 20 sec warn min (I);		34. Whistle Blown 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Driver's Age 41		39. Driver's Gender 1. Male 2. Female Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$100,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature					57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

**DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)**

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0507201	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0507201	
4. U.S. DOT-AAR Grade Crossing ID No. 101128A				5. Date of Accident/Incident 05/15/07		6. Time of Accident/Incident: 10:15 AM	
7. Nearest Railroad Station SEATTLE		8. Division NORTHWEST		9. County KING		10. State Abbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. ROYAL BROUGHAM				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL J			
14. Vehicle Speed (est. mph at impact) 1		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit In Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2		Code		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 62 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Steel 6. Snow 1		Code	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commodity train 6. Cut of cars 9. Main/inspect. car 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name 1031	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 36		30. Consist Speed (Recorded if available) Code R. Recorded 6 mph E E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 2 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3			
38. Driver's Age 1. Male 1 2. Female		39. Driver's Gender		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Highway-Rail Crossing Users		0		0		46. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
47. Highway Vehicle Property Damage (est. dollar damage)		0		0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		0		0		49. Is a Rail Equipment Accident Incident Report Being Filed Code 1. Yes 2. No 2	
50. Passengers on Train		0		0		50. Total Number of People on Train (include passengers and crew) 3	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description AGE OF DRIVER UNKNOWN							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Union Pacific RR Co. IUP		1a. UP	1b. 0207PD033
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. IUP		3a. UP	3b. 0207PD033
4. U.S. DOT-AAR Grade Crossing ID No. 809548P		5. Date of Accident/Incident 02/22/07	
6. Time of Accident/Incident 04:30 PM			
7. Nearest Railroad Station SEATTLE	8. Division PORTLAND	9. County KING	10. State Abb. 53 Code WA
11. City (if in a city) SEATTLE	12. Highway Name or No. COLORADO STREET		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C		17. Equipment 4. Car(s) (moving) 6. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL A	
14. Vehicle Speed (est. mph at impact) 13		18. Position of Car Unit in Train 1	
15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		19. Circumstance 1. Rail equipment struck highway user Code 2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 2	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cul of cars 9. Main/inspect. car 7		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2 YARD	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 12	30. Consist Speed (Recorded if available) Code R. Recorded 5 mph E E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. W. wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2			
Code(s) 07			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 43	39. Driver's Gender Code 1. Male I 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$5,000	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad		BNSF Rwy Co. [BNSF]		1a. BNSF	
2. Other Railroad Involved in Train Accident/Incident		2a.		2b.	
3. Railroad Responsible for Track Maintenance		BNSF Rwy Co. [BNSF]		3b. BNSF	
4. U.S. DOT-FAR Grade Crossing ID No.		101007C		5. Date of Accident/Incident 01/27/07	
6. Time of Accident/Incident		02:10 AM			
7. Nearest Railroad Station		8. Division		9. County	
SEATTLE		NORTHWEST		KING	
10. State		Code		Abb.: 53 WA	
11. City (if in a city)		SEATTLE		12. Highway Name or No.	
				HOLGATE ST.	
Highway User Involved		Rail Equipment Involved			
13. Type		Code		17. Equipment	
C. Truck-trailer F. Bus J. Other Motor Vehicle		A		4. Car(s) (moving)	
A. Auto D. Pick-up truck G. School Bus K. Pedestrian				5. Car(s) (standing)	
B. Truck E. Van H. Motorcycle M. Other (specify)				6. Light loco(s) (moving)	
				7. Light loco(s) (standing)	
14. Vehicle Speed		15. Direction (geographical)		18. Position of Car Unit in Train	
(est. mph at impact) 35		1. North 2. South 3. East 4. West		1	
16. Position		Code		19. Circumstance	
1. Stalled on crossing 3. Moving over crossing		3		1. Rail equipment struck highway user	
2. Stopped on Crossing 4. Trapped				2. Rail equipment struck by highway user	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?		Code		20b. Was there a hazardous materials release by	
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 materials released, if any					
21. Temperature		22. Visibility (single entry)		23. Weather (single entry)	
(specify if minus) 42 °F		1. Dawn 2. Day 3. Dusk 4. Dark		1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
24. Type of Equipment		Code		25. Track Type Used by Rail	
Consist 1. Freight train 4. Work train 7. Yard/Switching		8		Equipment Involved	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)				1. Main 2. Yard 3. Siding 4. Industry	
3. Commuter train 6. Cut of cars 9. Main/inspect. car				4	
26. Track Number or Name		1491			
27. FRA Track Class		28. Number of Locomotive Units		29. Number of Cars	
1		1		0	
30. Consist Speed (Recorded if available)		Code		31. Time Table Direction	
R. Recorded E. Estimated		2 mph		1. North 2. South 3. East 4. West	
32. Type of Crossing		Code		33. Signaled Crossing Warning	
1. Gates 4. Wye ways 7. Crossbucks 10. Flagged by crew				34. Whistle Bar	
2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)				1. Yes 2. No 3. Unknown	
Warning 3. Standard FLS 6. Audible 9. Watchman 12. None					
Code(s)		07 10			
35. Location of Warning		Code		36. Crossing Warning Interconnected with Highway Signals	
1. Both Sides		1		1. Yes 2. No 3. Unknown	
2. Side of Vehicle Approach				3	
3. Opposite Side of Vehicle Approach					
37. Crossing Illuminated by Street Lights or Special Lights		Code		38. Driver's Age	
1. Yes 2. No 3. Unknown		3		39. Driver's Gender	
		40. Driver Drove Behind or In Front of Train and Struck or was Struck by Second Train		1. Male 2. Female	
		1. Yes 2. No 3. Unknown		1	
41. Driver		Code		42. Driver Passed Standing Highway Vehicle	
1. Drove around or thru the gate 4. Stopped on crossing				1. Yes 2. No 3. Unknown	
2. Stopped and then proceeded 5. Other (specify)		2			
3. Did not stop					
43. View of Track Obscured by (primary obstruction)		Code		44. Driver was	
1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)				1. Killed 2. Injured 3. Uninjured	
2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured				3	
45. Was Driver in the Vehicle?		Code		46. Highway-Rail Crossing Users	
1. Yes 2. No		1		47. Highway Vehicle Property Damage (est. dollar damage)	
				\$5,000	
48. Total Number of Highway-Rail Crossing Users (include driver)		Code		49. Railroad Employees	
1		2		0	
50. Total Number of People on Train (include passengers and crew)		Code		51. Is a Rail Equipment Accident / Incident Report Being Filed	
3				1. Yes 2. No	
52. Passengers on Train		0			
53a. Special Study Block		53b. Special Study Block			
54. Narrative Description					
AGE OF DRIVER UNKNOWN					
55. Typed Name and Title		56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

GMB Approval No. 2130-0300

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP		1b. 0906PD031	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP		3b. 0906PD031	
4. U.S. DOT-AAR Grade Crossing ID No. 809513N				5. Date of Accident/Incident 09/27/06		6. Time of Accident/Incident 09:45 AM	
7. Nearest Railroad Station ARGO		8. Division PORTLAND		9. County KING		10. State Abb. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. LUCILLE & 8TH		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) E				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) E			
14. Vehicle Speed (est. mph at impact) 5				18. Position of Car Unit in Train I			
15. Direction (geographical) 1. North 2. South 3. East 4. West 4				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3				20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 71 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name YARD	
27. FRA Track Class 1		28. Number of Locomotive Units 1		29. Number of Cars 12		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 2 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West 2				32. Type of Crossing 1. Gates 4. Wye wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07			
33. Signaled Crossing Warning				34. Whistle Blown 1. Yes 2. No 3. Unknown 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1	
38. Driver's Age 59		39. Driver's Gender 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. No Obstruction 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? 1. Yes 2. No 1		46. Highway-Rail Crossing Users 1		47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2			
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP		1b. 0706PD013	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP		3b. 0706PD013	
4. U.S. DOT-AAR Grade Crossing ID No. 809568B				5. Date of Accident/Incident 07/19/06		6. Time of Accident/Incident 04:45 PM	
7. Nearest Railroad Station SEATTLE			8. Division PORTLAND		9. County KING		10. State Abbr. 53 Code WA
11. City (if in a city) SEATTLE			12. Highway Name or No. BRANDON STREET <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private				
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL A			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		16. Position of Car Unit In Train 1			
18. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/Inspect car 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 4		26. Track Number or Name INDUSTRY	
27. FRA Track Class 1	28. Number of Locomotive Units 1	29. Number of Cars 17	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph E	31. Time Table Direction 1. North 2. South 3. East 4. West 1			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07				33. Signaled Crossing Warning		34. Whistle Blown 1. Yes 2. No 3. Unknown 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 58	39. Driver's Gender 1. Male 2. Female 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2	
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
57. Date							

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	R.R. Accident/Incident No.
1. Reporting Railroad Union Pacific RR Co. [UP]		1a. UP	1b. 0606PD042
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]		3a. UP	3b. 0606PD042
4. U.S. DOT-AAR Grade Crossing ID No. 809648U		5. Date of Accident/Incident 06/30/06	6. Time of Accident/Incident 01:30 PM
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND	9. County KING
10. State Abbr. 53 WA		Code	
11. City (If in a city) SEATTLE		12. Highway Name or No. 8TH AVE SOUTH	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) B. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL Code A	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 79 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 4	
26. Track Number or Name INDUSTRY			
27. FRA Track Class 1		28. Number of Locomotive Units 1	
29. Number of Cars 12		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 10 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 1			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 45		39. Driver's Gender 1. Male 2. Female Code 1	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$5,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
57. Date			

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Amtrak (ATK)				1a. ATK		1b. 101190	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. (BNSF)				3a. BNSF		3b. XXX	
4. U.S. DOT-AAR Grade Crossing ID No. 085587B				5. Date of Accident/Incident 06/25/06		6. Time of Accident/Incident 04:05 PM	
7. Nearest Railroad Station SEATTLE		8. Division PAC		9. County KING		10. State Abbr. 53 Code WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. CITY ST: SPOKANE ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment; Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main/inspect car 2		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN NO.#2			
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 13		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 19 mph R	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1		32. Type of Crossing 1. Gates 4. W'g ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning Allgd. warn > 60 sec (2);		34. Whistle Blown Code 1. Yes 2. No 3. Unknown 2	
Code(s) 01 02 05 06		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3	
38. Driver's Age 40		39. Driver's Gender Code 1. Male 2. Female 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 3					
Casualties to:		Killed injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured		45. Was Driver in the Vehicle? Code 1. Yes 2. No	
46. Highway-Rail Crossing Users 0		1		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 225		51. Is a Rail Equipment Accident/ Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description TRAIN NO.#506 STRUCK A PEDESTRIAN AT MP1.86, SPOKANE ST CROSSING.							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. (UP)		1a. UP		1b. 0606PD016	
2. Other Railroad Involved in Train Accident/Incident		2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. (UP)		3a. UP		3b. 0606PD016	
4. U.S. DOT-AAR Grade Crossing ID No. 809513N		5. Date of Accident/Incident 06/11/06		6. Time of Accident/Incident 02:40 AM	
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND		9. County KING	
10. State Abb. 53		Code WA			
11. City (if in a city) SEATTLE		12. Highway Name or No. LUCILLE ST. & 8TH		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A			17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing-RCL Code A		
14. Vehicle Speed (est. mph at impact) 35			15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3			18. Position of Car Unit in Train 3		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect car Code 7			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 2		26. Track Number or Name YARD
27. FRA Track Class 1		28. Number of Locomotive Units 2		29. Number of Cars 32	
30. Consist Speed (Recorded if available) R. Recorded E. Estimated 4 mph Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 2			
32. Type of Crossing 1. Gates 4. Wg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible B. Watchman 12. None Code(s) 07			33. Signaled Crossing Warning Code 2		
34. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			35. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		
36. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1					
38. Driver's Age 30		39. Driver's Gender 1. Male 2. Female Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3					
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8			
Casualties to:		Killed		Injured	
44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$25,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0					
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. [UP]				1a. UP		1b. 0606PD010	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. [UP]				3a. UP		3b. 0606PD010	
4. U.S. DOT-AAR Grade Crossing ID No. 809648U		5. Date of Accident/Incident 06/05/06		6. Time of Accident/Incident: 04:30 PM			
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND		9. County KING		10. State Abbr. 53 WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. 8TH AVENUE SOUTH		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment: 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing- RCL Code A B			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 5			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 52 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Maintenance car Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Sliding 4. Industry Code 2		26. Track Number or Name YARD			
27. FRA Track Class 1		28. Number of Locomotive Units I		29. Number of Cars 4		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 4 mph Code E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code I		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 35		39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Stalling railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Union Pacific RR Co. (UP)				1a. UP		1b. 0306PD051	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Union Pacific RR Co. (UP)				3a. UP		3b. 0306PD051	
4. U.S. DOT-AAR Grade Crossing ID No. 809513N				5. Date of Accident/Incident 03/31/06		6. Time of Accident/Incident 10:00 AM	
7. Nearest Railroad Station SEATTLE		8. Division PORTLAND		9. County KING		10. State Code Abbr. 53 WA	
11. City (if in a city) SEATTLE		12. Highway Name or No. LUCILLE STREET & 8TH		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C				17. Equipment 1. Train (unit's pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (unit's pushing) 5. Car(s) (standing) A. Train pulling-RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing-RCL C. Train standing-RCL A			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1				Code	
20a. Was the highway user and/or rail equipment involved in the impact (transporting hazardous materials)? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2		Code	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name YARD	
27. FRA Track Class I		28. Number of Locomotive Units 1		29. Number of Cars 24		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 7 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West 2		32. Type of Crossing 1. Gates 4. Wye ways 7. Crossbucks 10. Flagger by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07		33. Signaled Crossing Warning		34. Whistle Blown 1. Yes 2. No 3. Unknown 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1		Code	
38. Driver's Age 22		39. Driver's Gender 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8		Code			
Casualties (a): Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$10,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2			
52. Passengers on Train 0 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description BOX 41. FAILED TO YIELD							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0206200	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0206200	
4. U.S. DOT-AAR Grade Crossing ID No. 096445R				5. Date of Accident/Incident 02/01/06		6. Time of Accident/Incident 01:15 PM	
7. Nearest Railroad Station SEATTLE			8. Division NORTHWEST		9. County KING		10. State Abbr. WA
11. City (if in a city) SEATTLE			12. Highway Name or No. E MARGINAL WAY			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)			
14. Vehicle Speed (est. mph at impact) 1				18. Position of Car Unit in Train 1			
15. Direction (geographical) 1. North 2. South 3. East 4. West				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped				20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State the name and quantity of the hazardous materials released, if any				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
21. Temperature (specify if minus) 48 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car		A. Spec. MoW Equip Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		25. Track Number or Name 2010	
27. FRA Track Class 4	28. Number of Locomotive Units 1	29. Number of Cars 31	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph	31. Time Table Direction 1. North 2. South 3. East 4. West		Code 3	
32. Type of Crossing 1. Gates 4. Wing wags 2. Cantilever FLS 5. Hwy. traffic signals 3. Standard FLS 6. Audible		7. Crossbucks 10. Flagged by crew 8. Stop signs 11. Other (specify) 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code(s) 07						2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		Code 3	
38. Driver's Age 36		39. Driver's Gender 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
Code 1						3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured		Code 8	
Casualties to:		Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured		Code 3	
						1	
45. Highway-Rail Crossing Users				47. Highway Vehicle Property Damage (est. dollar damage) \$5,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees				50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
52. Passengers on Train						2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad BNSF Rwy Co. [BNSF]				1a. BNSF		1b. NW0106205	
2. Other Railroad Involved In Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance BNSF Rwy Co. [BNSF]				3a. BNSF		3b. NW0106205	
4. U.S. DOT-AAR Grade Crossing ID No. 101039H				5. Date of Accident/Incident 01/13/06		6. Time of Accident/Incident 11:15 AM	
7. Nearest Railroad Station SEATTLE			8. Division NORTHWEST		9. County KING		10. State Code Abbr. 53 WA
11. City (if in a city) SEATTLE			12. Highway Name or No. ATLANTIC ST			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-Trailer F. Bus G. Other Motor Vehicle A. Auto D. Pick-up Truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 4. Car(s) (moving) 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) Code A			
14. Vehicle Speed (est. mph at impact) 1		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) Code 2 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 3 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 7				25. Track Type Used by Rail Equipment Involved Code 2 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name 1001	
27. FRA Track Class 2		28. Number of Locomotive Units 1		29. Number of Cars 12		30. Consist Speed (Recorded if available) Code E R. Recorded 5 mph E. Estimated	
32. Type of Crossing 1. Gates 4. Wye ways 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signs 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age 47		39. Driver's Gender 1. Male 2. Female Code I		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code 8					
Casualties to:		Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) 55,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

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")

COUNTY	CITY	JURISDICTION	COUNTY ROAD NAME	PRIMARY TRAFFICWAY (Refer to column "D" for County Rd name, county 5 digit road log # in this column)	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	COMP DIR FROM REF POINT
King	Seattle	City Street	14 AV S			E MARGINAL WY S		
King	Seattle	City Street	2 AVE S		4200	R AND R CROSSING		
King	Seattle	City Street	7 AVE			WESTLAKE AVE		
King	Seattle	City Street	B AVE			S GARDEN		
King	Seattle	City Street	AIRPORT WY S		5800	R R CROSSING		
King	Seattle	City Street	AIRPORT WY S		5300	S LUCILLE ST		
King	Seattle	City Street	AIRPORT WY S			S LUCILLE ST		
King	Seattle	City Street	ALASKA WY		900	MARION ST		
King	Seattle	City Street	ALASKAN WY		1200	SENECA ST		
King	Seattle	City Street	ALASKAN WY S		1500	RR CROSSING		
King	Seattle	City Street	BROAD ST			RR TRACK		
King	Seattle	City Street	CHELAN AVE SW			RR CROSSING		
King	Seattle	City Street	COLORADO AVE S			DENVER AV S		
King	Seattle	City Street	DELRIIDGE WY SW			RR XING		
King	Seattle	City Street	DUWAMISH AV S		3600	BNSF TRACKS		
King	Seattle	City Street	E MARGINAL WAY S		4735	RAILROAD CROSSING		
King	Seattle	City Street	E MARGINAL WAY S			RAILROAD CROSSING		
King	Seattle	City Street	E MARGINAL WAY S			RR CROSSING		
King	Seattle	City Street	E MARGINAL WAY S			RR CROSSING S OF S SPOKANE ST		
King	Seattle	City Street	E MARGINAL WAY S		3600			
King	Seattle	City Street	E MARGINAL WY		3600	RR XING		
King	Seattle	City Street	E MARGINAL WY S			8 AVE S		
King	Seattle	City Street	E MARGINAL WY S			RR XING		
King	Seattle	City Street	E MARGINAL WY S			RR XING		
King	Seattle	City Street	E MARGINAL WY S			S SPOKANE ST		
King	Seattle	City Street	E MARGINAL WY S			R AND R CROSSING		
King	Seattle	City Street	E3 BUSWAY			RR CROSSING		
King	Seattle	City Street	FOX AV S			RR CROSSING		
King	Seattle	City Street	M L KING JR WAY S		9400	S MERTON ST		
King	Seattle	City Street	MARION ST			RR XING		
King	Seattle	City Street	MARTIN LUTHER KING JR WAY S		3400	S DAWSON ST		
King	Seattle	City Street	MARTIN LUTHER KING WY S			S GRAHAM ST		
King	Seattle	City Street	MERCER ST			TERRY AV N		
King	Seattle	City Street	MERCER ST			MERTON WY S		
King	Seattle	City Street	MLK JR WY S			S DAWSON ST		
King	Seattle	City Street	MLK JR WY S			S DAWSON ST		
King	Seattle	City Street	MLK JR WY S			S KENYON ST		
King	Seattle	City Street	MLK JR WY S		7800	S KENYON ST		
King	Seattle	City Street	MLK JR WY S			S NORFOLK ST		
King	Seattle	City Street	MLK JR WY S			S OTHELLO ST		
King	Seattle	City Street	MLK JR WY S			S OTHELLO ST		
King	Seattle	City Street	MLK JR WY S		7100	S OTHELLO ST		
King	Seattle	City Street	MLK JR WY S AND RR XING			S MYRTLE ST		

WSDOT - COLLISION BRANCH

5/6/2011

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UNDER 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

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 of 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")

REFERENCE POINT NAME	CITY AND MISC ONLY SECONDARY TRAFFICWAY 1	CITY AND MISC ONLY SECONDARY TRAFFICWAY 2	MILE POST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FATAL	# INJURED	# PROPERTY DAMAGE	# OTHER
				2895587	5/23/2008	9:46	Evident Injury	1	0	1	
				3383963	4/1/2010	5:00	No Injury	0	0	2	
				3282855	11/10/2008	19:41	No Injury	0	0	1	
				3325721	7/9/2010	10:30	No Injury	0	0	2	
				2191792	5/7/2006	2:16	Unknown	0	0	1	
				2625426	9/27/2006	9:23	No Injury	0	0	1	
				2060431	3/31/2006	9:49	No Injury	0	0	2	
				1933355	6/10/2005	16:10	No Injury	0	0	1	
				1089323	11/17/2005	18:18	No Injury	0	0	1	
				2898433	10/22/2007	8:06	Evident Injury	2	0	3	
				2024129	8/21/2005	1:49	No Injury	0	0	1	
				3288506	11/10/2009	11:03	No Injury	0	0	1	
				2625250	2/22/2007	16:32	No Injury	0	0	1	
				2060740	12/5/2005	11:04	No Injury	0	0	1	
				2060603	11/21/2005	12:42	Serious Injury	1	0	1	
				2793167	4/4/2007	13:41	No Injury	0	0	1	
				1076847	2/1/2006	13:33	No Injury	0	0	1	
				2039748	2/1/2006	13:34	No Injury	0	0	2	
				2826130	7/30/2007	17:12	No Injury	0	0	2	
				3280024	4/1/2009	21:17	No Injury	0	0	1	
				1076944	9/12/2005	17:41	Evident Injury	1	0	1	
				1326672	6/11/2005	22:15	No Injury	0	0	3	
				2072146	6/5/2006	16:40	Unknown	0	0	1	
				3281829	11/12/2008	16:05	Possible Injury	2	0	2	
				2827475	8/27/2007	12:15	No Injury	0	0	1	
				1795464	1/25/2005	6:45	No Injury	0	0	1	
				2611589	11/10/2006	6:25	Evident Injury	1	0	1	
				3282196	4/29/2009	11:27	Possible Injury	1	0	1	
				3335928	1/24/2010	18:02	No Injury	0	0	2	
				1783645	7/9/2005	14:35	Possible Injury	1	0	1	
				2786268	4/15/2009	17:08	Possible Injury	1	0	1	
				2997626	9/25/2010	16:39	Serious Injury	1	0	1	
				2791282	12/19/2007	7:28	No Injury	0	0	1	
				3346353	5/22/2010	21:39	No Injury	0	0	2	
				2551611	8/1/2010	10:40	No Injury	0	0	2	
				3367902	8/3/2010	11:48	No Injury	0	0	2	
				3295118	9/15/2009	13:39	No Injury	0	0	1	
				2643218	9/28/2009	15:23	Possible Injury	2	0	1	
				2997803	3/10/2010	15:25	Possible Injury	1	0	2	
				2796560	9/15/2010	11:30	No Injury	0	0	2	
				2642484	4/12/2010	16:20	Evident Injury	1	0	2	
				3374051	9/9/2010	10:35	Possible Injury	2	0	2	
				3364015	4/23/2010	15:43	Evident Injury	1	0	1	
				3210959	6/29/2009	17:10	Possible Injury	1	0	1	

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)

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FIRST COLLISION TYPE / OBJECT STRUCK	MY DRIVER CONT CIRC 1 (UNIT 1)	MY DRIVER CONT CIRC 1 (UNIT 2)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
Vehicle overturned	Inattention		North	West		
Train struck moving vehicle	Disregard Stop Sign - Flashing Red	None	North	South	East	West
Train struck moving vehicle	Other		North	South		
Train struck moving vehicle	Inattention	None	South	North	West	East
All other non-collision	Other					
Train struck stopped or stalled vehicle	Inattention		South	West		
Train struck moving vehicle	Did Not Grant RW to Vehicle		North	West		
Train struck moving vehicle	Did Not Grant RW to Vehicle		South	East		
Vehicle struck moving train	Did Not Grant RW to Vehicle		North	East		
From same direction - both going straight - both moving - rear-end	Follow Too Closely	None	South	North	South	North
All other non-collision	Inattention		West	North		
Train struck stopped or stalled vehicle	Other			Vehicle Stopped		
Train struck moving vehicle	Inattention		North	North		
Train struck stopped or stalled vehicle	Inattention		South	North		
Train struck moving vehicle	Other		West	East		
Vehicle struck moving train	Inattention		South	North		
From same direction - all others	Inattention	None	South	North	South	Vehicle Stopped
From same direction - both going straight - one stopped - sideswipe	Improper Passing	None	South	North	South	Vehicle Stopped
Vehicle struck moving train	Did Not Grant RW to Vehicle	None	South	North		
Train struck moving vehicle	Other		North	South		
From same direction - both going straight - one stopped - sideswipe	Exceeding Reas. Safe Speed	None	North	South		Vehicle Stopped
Train struck moving vehicle	Did Not Grant RW to Vehicle		West	East		
From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None	North	South	North	Vehicle Stopped
Train struck moving vehicle	Inattention		South	North		
Train struck moving vehicle	Other		South	North		
All other non-collision	Other		South	North		
Train struck stopped or stalled vehicle	Operating Defective Equipment		North	Vehicle Stopped		
Vehicle struck moving train	Disregard Stop and Go Light	None	South	South	South	North
Train struck stopped or stalled vehicle	Inattention		South	East		
Train struck moving vehicle	Did Not Grant RW to Vehicle		South	West		
Vehicle going straight hits pedestrian	None		North	South		
Train struck moving vehicle	Disregard Stop and Go Light		West	East		
Train struck moving vehicle	Driver Distractions Outside Vehicle	None	West	East	South	North
Train struck stopped or stalled vehicle	Improper Turn	None	North	East	North	South
Train struck moving vehicle	Improper Turn	None	South	North		
Vehicle struck moving train	Improper Turn		South	West		
Train struck stopped or stalled vehicle	Improper Turn		West	Vehicle Stopped		
Vehicle struck moving train	Improper Turn		West	Vehicle Stopped		
Curb, Raised Traffic Island or Raised Median Curb	Improper Backing	None	North	East	North	South
Train struck moving vehicle	Disregard Stop and Go Light	None	West	Vehicle Backing	South	North
Train struck moving vehicle	Disregard Stop and Go Light	None	South	West	South	North
Vehicle going straight hits pedestrian	None	None	South	West	South	North
Train struck moving vehicle	None		South	North		
Train struck moving vehicle	Disregard Stop and Go Light		North	East		

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COUNTY	CITY	JURISDICTION	COUNTY ROAD NAME	PRIMARY TRAFFICWAY (Refer to column "D" for County Rd name, county 5 digit road log # in this column)	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	COMP DIR FROM REF POINT
King	Seattle	City Street		MILK WY S		S WALDEN ST		
King	Seattle	City Street		S ATLANTIC ST	1200	ALASKAN WY S		
King	Seattle	City Street		S ATLANTIC ST		ALASKAN WY S		
King	Seattle	City Street		S ATLANTIC ST		ALASKAN WY S		
King	Seattle	City Street		S ATLANTIC ST		BNSF RR CROSSING		
King	Seattle	City Street		S ATLANTIC ST	40			
King	Seattle	City Street		S HANFORD ST	44	RR CROSSING		
King	Seattle	City Street		S HANFORD ST		UPRR		
King	Seattle	City Street		S HOLGATE		RR CROSSING		
King	Seattle	City Street		S HOLGATE	200	RR CROSSING		
King	Seattle	City Street		S HOLGATE ST	164	3 AV S		
King	Seattle	City Street		S HOLGATE ST	300	BNSF RR		
King	Seattle	City Street		S HOLGATE ST	500	RR CROSSING		
King	Seattle	City Street		S HOLGATE ST	200	RR TRACKS		
King	Seattle	City Street		S HOLGATE ST		RR XING		
King	Seattle	City Street		S HOMER ST		RR CROSSING		
King	Seattle	City Street		S HORTON ST		2 AVE S		
King	Seattle	City Street		S HORTON ST		2 AVE S		
King	Seattle	City Street		S LANDER ST	400	RR CROSSING		
King	Seattle	City Street		S LANDER ST	400	RR TRACKS		
King	Seattle	City Street		S LUCILLE ST	709	AIRPORT WY S		
King	Seattle	City Street		S MYRTLE ST		LE MARGINAL WY S		
King	Seattle	City Street		S OTHELLO ST		MILK JR WY S		
King	Seattle	City Street		S RIVER ST	300			
King	Seattle	City Street		S SPOKANE ST		2 AVE S		
King	Seattle	City Street		S SPOKANE ST		COLORADO ST		
King	Seattle	City Street		S SPOKANE ST	400	RAIL ROAD CROSSING		
King	Seattle	City Street		S SPOKANE ST		RR CROSSING		
King	Seattle	City Street		S SPOKANE ST	3600	RR XING		
King	Seattle	City Street		SW SPOKANE ST		CHELAN AVE SW		
King	Seattle	City Street		VALLEY ST	1010	RR CROSSING		
King	Seattle	City Street		VALLEY ST		TERRY AV N		
King	Seattle	City Street		VALLEY ST	1100		40 F	W
King	Seattle	City Street		W MARGINAL WY S		BNSF RAILROAD TRACKS		
King	Seattle	City Street		W MARGINAL WY SW	3800	SW ANDOVER ST		
King	Seattle	City Street		W MARGINAL WY SW		SW ANDOVER ST		
King	Seattle	City Street		W MARGINAL WY SW	5900			
King	Seattle	City Street		WALL		ALASKAN WAY		
King	Seattle	City Street		WALL ST		AUBURN WAY		
King	Seattle	City Street		WESTLAKE AV	50	DENNY WY		
King	Seattle	State Route			99			
King	Seattle	State Route			99			
King	Seattle	State Route			99			
King	Seattle	State Route			99			

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REFERENCE POINT NAME	CITY AND MISC ONLY SECONDARY TRAFFICWAY 1	CITY AND MISC ONLY SECONDARY TRAFFICWAY 2	MILE POST	A/B	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FATALS	# PEDESTRIANS	# OTHER	# TOTAL
					3206896	9/27/2009	1:50	No Injury	0	0	1	1
					2898361	12/11/2007	11:58	Possible Injury	1	0	2	3
					2792913	7/10/2007	15:54	No Injury	0	0	1	1
					2826336	11/21/2007	7:30	No Injury	0	0	2	2
					3200384	6/5/2009	11:50	No Injury	0	0	1	1
					1932819	8/13/2005	11:59	No Injury	0	0	1	1
					3346105	9/30/2010	4:35	No Injury	0	0	2	2
					2894645	8/8/2008	11:37	No Injury	0	0	2	2
					3274470	6/24/2009	8:00	No Injury	0	0	1	1
					2786954	1/30/2008	17:35	No Injury	0	0	1	1
					2826124	6/21/2007	22:07	Evident Injury	1	0	2	3
					3326897	7/30/2010	14:01	No Injury	0	0	1	1
					2825983	7/14/2007	21:58	No Injury	0	0	2	2
					2808784	6/17/2006	0:01	No Injury	0	0	2	2
					2805773	8/13/2007	8:26	No Injury	0	0	2	2
					3326132	10/13/2009	10:40	No Injury	0	0	1	1
					3211133	1/14/2010	21:54	No Injury	0	0	2	2
					1482553	2/11/2005	15:23	No Injury	0	0	3	3
					3384311	5/13/2010	17:00	No Injury	0	0	2	2
					1785130	2/23/2005	9:33	Evident Injury	2	0	3	5
					2191798	6/11/2006	2:49	No Injury	0	0	1	1
					1197866	9/27/2005	13:23	No Injury	0	0	1	1
					3296251	12/31/2008	23:46	No Injury	0	0	1	1
					2792778	12/28/2007	13:14	No Injury	0	0	3	3
					2816614	8/20/2009	11:45	No Injury	0	0	2	2
					1198141	2/12/2005	5:55	No Injury	0	0	2	2
					3279431	7/22/2006	5:35	No Injury	0	0	1	1
					2827162	8/28/2007	16:36	Unknown	0	0	1	1
					2620299	10/10/2007	16:40	No Injury	0	0	3	3
					2827089	6/26/2007	11:33	Possible Injury	1	0	1	2
					2908153	4/17/2008	14:14	No Injury	0	0	1	1
					2899686	10/11/2008	11:38	Possible Injury	1	0	2	3
					2907299	4/17/2009	1:56	No Injury	0	0	1	1
					3374306	10/6/2010	12:25	Evident Injury	2	0	2	4
					2619831	7/14/2006	16:47	No Injury	0	0	1	1
					3285978	2/26/2009	11:49	No Injury	0	0	1	1
					2060962	12/13/2005	11:50	Possible Injury	1	0	1	2
					C690379	8/7/2007	11:30	No Injury	0	0	1	1
					3206722	7/31/2009	13:43	Evident Injury	3	0	2	5
					2818357	1/29/2008	12:02	No Injury	0	0	1	1
					2619034	11/9/2006	17:12	No Injury	0	0	1	1
					3279745	9/17/2008	15:54	No Injury	0	0	1	1
					2819001	7/19/2006	16:52	No Injury	0	0	1	1
					2826	10/22/2008	15:54	Possible Injury	1	0	1	2

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VEHICLE 1 TYPE (As of 1/1/2010, a new Vehicle Type code called "Railway Vehicle" became effective.)	VEHICLE 2 TYPE (As of 1/1/2010, a new Vehicle Type code called "Railway Vehicle" became effective.)	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITIONS	LIGHTING CONDITIONS
Passenger Car		At Intersection and Related	Dry	Dark-Street Lights On
Truck Tractor & Semi-Trailer	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Truck Tractor & Semi-Trailer	Passenger Car	At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb	Railway Vehicle	At Intersection and Related	Dry	Dark-Street Lights On
Truck (Flatbed, Van, etc)	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Not Related	Wet	Dark-No Street Lights
Pickup, Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Dry	Dark-Street Lights On
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Dark-Street Lights On
Passenger Car		At Intersection and Related	Dry	Dark-Street Lights On
Pickup, Panel Truck or Vanette under 10,000 lb	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Not Related	Dry	Unknown
Pickup, Panel Truck or Vanette under 10,000 lb	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Wet	Dark-Street Lights On
Truck Tractor & Semi-Trailer	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Not Stated	Passenger Car	At Intersection and Related	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Related	Dry	Daylight
Truck & Trailer		At Intersection and Related	Dry	Dark-Street Lights On
Passenger Car		At Intersection and Related	Dry	Daylight
Truck Tractor & Semi-Trailer	Passenger Car	At Intersection and Not Related	Wet	Dark-Street Lights On
Truck Tractor	Passenger Car	At Intersection and Not Related	Dry	Daylight
Passenger Car	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Not Related	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Not Related	Dry	Dark-Street Lights On
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Dry	Dawn
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb	Other	At Intersection and Related	Dry	Daylight
Passenger Car		Not at Intersection and Not Related	Standing Water	Dark-Street Lights On
Passenger Car	Railway Vehicle	At Intersection and Related	Dry	Daylight
Truck & Trailer		At Intersection and Related	Snow/Slush	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb		At Driveaway within Major Intersection	Dry	Daylight
Passenger Car		At Driveaway within Major Intersection	Dry	Daylight
Truck (Flatbed, Van, etc)		At Intersection and Not Related	Wet	Daylight
Bus or Motor Stage	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Related	Dry	Dark-Street Lights On
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Motorcycle		At Intersection and Related	Dry	Daylight

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FIRST COLLISION TYPE / OBJECT STRUCK	MY DRIVER CONT CIRC 1 (UNIT 1)	MY DRIVER CONT CIRC 1 (UNIT 2)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
Train struck moving vehicle	Disregard Stop and Go Light	Other	North	East	East	South
Entering at angle	Other	Other	North	East	East	South
Train struck moving vehicle	Did Not Grant RW to Vehicle	None	East	South	East	Vehicle Stopped
From same direction - all others	Improper Backing	None	East	Vehicle Backing	East	Vehicle Stopped
Train struck stopped or stalled vehicle	Inattention	None	East	West	East	Vehicle Stopped
Train struck stopped or stalled vehicle	Inattention	None	East	Vehicle Stopped	North	South
From same direction - all others	Improper Backing	None	West	Vehicle Backing	West	Vehicle Stopped
Railway Crossing Gate	Other	None	East	West	West	Vehicle Stopped
All other non-collision	Other	None	West	East	West	East
Entering at angle	Did Not Grant RW to Vehicle	None	North	South	West	East
Railway Crossing Gate	None	None	East	West	West	Vehicle Stopped
From same direction - both going straight - one stopped - rear-end	Driver Reading or Writing	None	West	East	West	Vehicle Stopped
From same direction - both going straight - both moving - rear-end	Follow Too Closely	None	West	East	West	East
From same direction - all others	Other	Other	West	East	West	Vehicle Stopped
Train struck moving vehicle	Other	None	West	East	West	Vehicle Stopped
From same direction - all others	Improper Backing	None	East	Vehicle Backing	East	Vehicle Stopped
From same direction - all others	Improper Backing	None	East	Vehicle Backing	East	Vehicle Stopped
From same direction - both going straight - one stopped - sideswipe	None	Improper Passing	East	Vehicle Stopped	East	West
From same direction - both going straight - one stopped - rear-end	Inattention	None	West	East	West	Vehicle Stopped
Train struck moving vehicle	Under Influence of Alcohol	None	West	East	West	Vehicle Stopped
Train struck stopped or stalled vehicle	Other	None	West	Vehicle Stopped	North	South
Street Light Pole or Base	Inattention	None	West	Vehicle Stopped	North	South
Train struck stopped or stalled vehicle	Improper Parking Location	None	East	West	East	Vehicle Stopped
From same direction - both going straight - one stopped - sideswipe	Inattention	None	East	Vehicle Backing	East	Vehicle Stopped
From same direction - all others	Other	None	East	Vehicle Backing	East	Vehicle Stopped
All other non-collision	None	None	West	East	West	Vehicle Stopped
Railway Crossing Gate	Other	None	West	East	West	Vehicle Stopped
Train struck moving vehicle	Disregard Stop and Go Light	None	West	East	West	Vehicle Stopped
Train struck stopped or stalled vehicle	Other	None	Northwest	Vehicle Stopped	South	North
Train struck moving vehicle	Disregard Stop Sign - Flashing Red	None	North	South	South	North
Vehicle struck moving train	Disregard Stop and Go Light	None	West	East	South	North
Railway Signal Pole	Exceeding Reas. Safe Speed	Other	North	South	East	West
Train struck moving vehicle	None	None	East	North	East	West
Train struck moving vehicle	Did Not Grant RW to Vehicle	None	East	West	West	Vehicle Stopped
Train struck moving vehicle	Inattention	None	East	West	West	Vehicle Stopped
Vehicle struck moving train	Did Not Grant RW to Vehicle	None	West	East	West	Vehicle Stopped
Railway Signal Pole	Did Not Grant RW to Vehicle	None	South	Vehicle Backing	East	Vehicle Stopped
From same direction - both going straight - one stopped - rear-end	Inattention	None	East	West	East	Vehicle Stopped
Train struck moving vehicle	None	None	South	East	West	Vehicle Stopped
Train struck moving vehicle	Other	None	West	South	West	Vehicle Stopped
Train struck stopped or stalled vehicle	Other	None	West	Vehicle Stopped	West	Vehicle Stopped
Train struck moving vehicle	Did Not Grant RW to Vehicle	None	West	South	West	Vehicle Stopped
Vehicle overturned	Other	None	North	South	West	Vehicle Stopped

WSDOT - COLLISION BRANCH

5/6/2011

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UNDER 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

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")

COUNTY	CITY	JURISDICTION	COUNTY ROAD NAME	PRIMARY TRAFFICWAY (Refer to column "D" for County Rd name, county's digit road log # in this column)	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT
King	Seattle	State Route		99					
King	Seattle	State Route		99					
King	Seattle	State Route		99					
King	Seattle	State Route		99					
King	Seattle	State Route		519					
King	Seattle	State Route		519					
King	Seattle	State Route		519					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					
King	Seattle	State Route		519TBORGEBG					

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REFERENCE POINT NAME	CITY AND MISC ONLY SECONDARY TRAFFICWAY 1	CITY AND MISC ONLY SECONDARY TRAFFICWAY 2	MILE POST	A/B	*REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURED	# FATAL	# PEDESTRIAN	# OTHER
			28.26		3281703	10/30/2008	4:11	No Injury	0	0	1	1
			28.26		2127915	5/19/2006	12:41	No Injury	0	0	1	1
			28.26		2609498	1/18/2008	12:08	Possible Injury	1	0	1	1
			28.26		2060399	10/17/2005	15:35	No Injury	0	0	1	1
			0.49		2825512	5/15/2007	9:57	No Injury	0	0	1	1
			1.14		C651729	6/8/2005	12:10	No Injury	0	0	1	1
			1.14		1932807	6/9/2005	12:10	Possible Injury	5	0	2	2
			0.19		2899768	7/26/2008	14:12	No Injury	0	0	2	2
			0.20		2898850	9/29/2008	7:54	No Injury	0	0	2	2
			0.20		2804580	9/21/2007	12:27	Evident Injury	1	0	1	1
			0.20		2616776	4/15/2007	12:46	No Injury	0	0	1	1
			0.20		3345106	10/3/2009	7:37	No Injury	0	0	2	2
			0.21		3286491	8/25/2008	17:39	No Injury	0	0	1	1

REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE

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VEHICLE 1 TYPE (As of 1/1/2010, a new Vehicle Type code called "Railway Vehicle" became effective.)	VEHICLE 2 TYPE (As of 1/1/2010, a new Vehicle Type code called "Railway Vehicle" became effective.)	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITIONS	LIGHTING CONDITIONS
Passenger Car		At Intersection and Related	Dry	Dark Street Lights On
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Moped		At Intersection and Related	Dry	Daylight
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight
Truck (Flatbed, Van, etc.)		At Intersection and Related	Dry	Daylight
Truck (Flatbed, Van, etc.)		At Intersection and Related	Dry	Daylight
Truck (Flatbed, Van, etc.)	Other	At Intersection and Related	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Dry	Daylight
Truck (Flatbed, Van, etc.)	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Dry	Daylight
Passenger Car		At Intersection and Related	Dry	Daylight
Bus or Motor Stage		At Intersection and Related	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Dry	Daylight
Pickup, Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Wet	Daylight

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)

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FIRST COLLISION TYPE / OBJECT STRUCK	MV DRIVER CONT CIRC 1 (UNIT 1)	MV DRIVER CONT CIRC 1 (UNIT 2)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
Vehicle struck stopped train	Other		North	South		
Train struck moving vehicle	Did Not Grant RW to Vehicle		North	East		
All other non-collision	None		North	South		
Train struck moving vehicle	Inattention		South	North		
Train struck moving vehicle	Did Not Grant RW to Vehicle		East	West		
Train struck moving vehicle	Did Not Grant RW to Vehicle		South	East		
Train struck moving vehicle	Did Not Grant RW to Vehicle	None	South	East	South	North
From same direction - one left turn - one straight	Inattention	None	East	South	East	Vehicle Stopped
From same direction - both going straight - both moving - rear-end	Other	Other	East	West	East	West
Train struck moving vehicle	Other		East	West		
All other non-collision	None		West	East		
From same direction - both going straight - one stopped - rear-end	Improper Backing	None	East	Vehicle Backing	East	Vehicle Stopped
Railway Crossing Gate	Disregard Stop and Go Light		West	East		

State Report Information



Washington State
Transportation Commission
www.wstc.wa.gov

Statewide Rail Capacity and System Needs Study Final Report

Bent & Associates, Inc.
Global Insight, Inc.
HDR, Inc.
Stantec Alliance Company, Inc.
Transtar Valley Management

December 2006

- The BNSF's Auburn-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 Tunnel 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 double-stack 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 BNSF has been routing more intermodal trains south along the I-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 tonnage 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

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 I-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 manufacturers 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

2.0 Introduction and Background

■ 2.1 Purpose of the Study

Study Mandate from 2003-2007
Transportation Budget Proviso
The Purpose of this study is to -
a) assess the rail freight and rail passenger infrastructure needs in this State; b) review the current powers, authorities, and interests the State has in both passenger and freight rail;
c) recommend public policies for state participation and ownership in rail infrastructure 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.

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

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

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-time 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

- 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 merchandise and retail trade goods; many are moving in intermodal containers.

Table 1. Top 10 Outbound Commodities by Tonnage, 2004, 2015, and 2025

STCC	Commodity	Rail Tonnage			Compound Annual Growth Rate		
		2004	2015	2025	2004-2015	2015-2025	2004-2025
46	Miscellaneous mixed shipments	6,516,304	11,309,371	19,060,968	5.1%	5.4%	5.2%
24	Lumber or wood products	4,505,679	4,072,939	4,383,956	-0.9%	0.3%	-0.4%
11	Coal	2,142,403	2,743,457	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%	3.2%	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 or kindred products	1,025,792	1,662,293	2,389,104	4.0%	3.7%	3.9%
37	Transportation equipment	826,202	2,090,719	4,523,959	8.8%	8.0%	8.4%
1	Farm 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%	-0.1%
28	Chemicals or allied products	353,040	381,960	367,654	0.7%	-0.4%	0.2%

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 on the entire *Cascades* service.⁴ The State's passenger rail plans envision serving up to 3.0⁵ 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 Amtrak *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.

Rail Capacity is calculated 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 imbalances, and seasonal demand.

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

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.

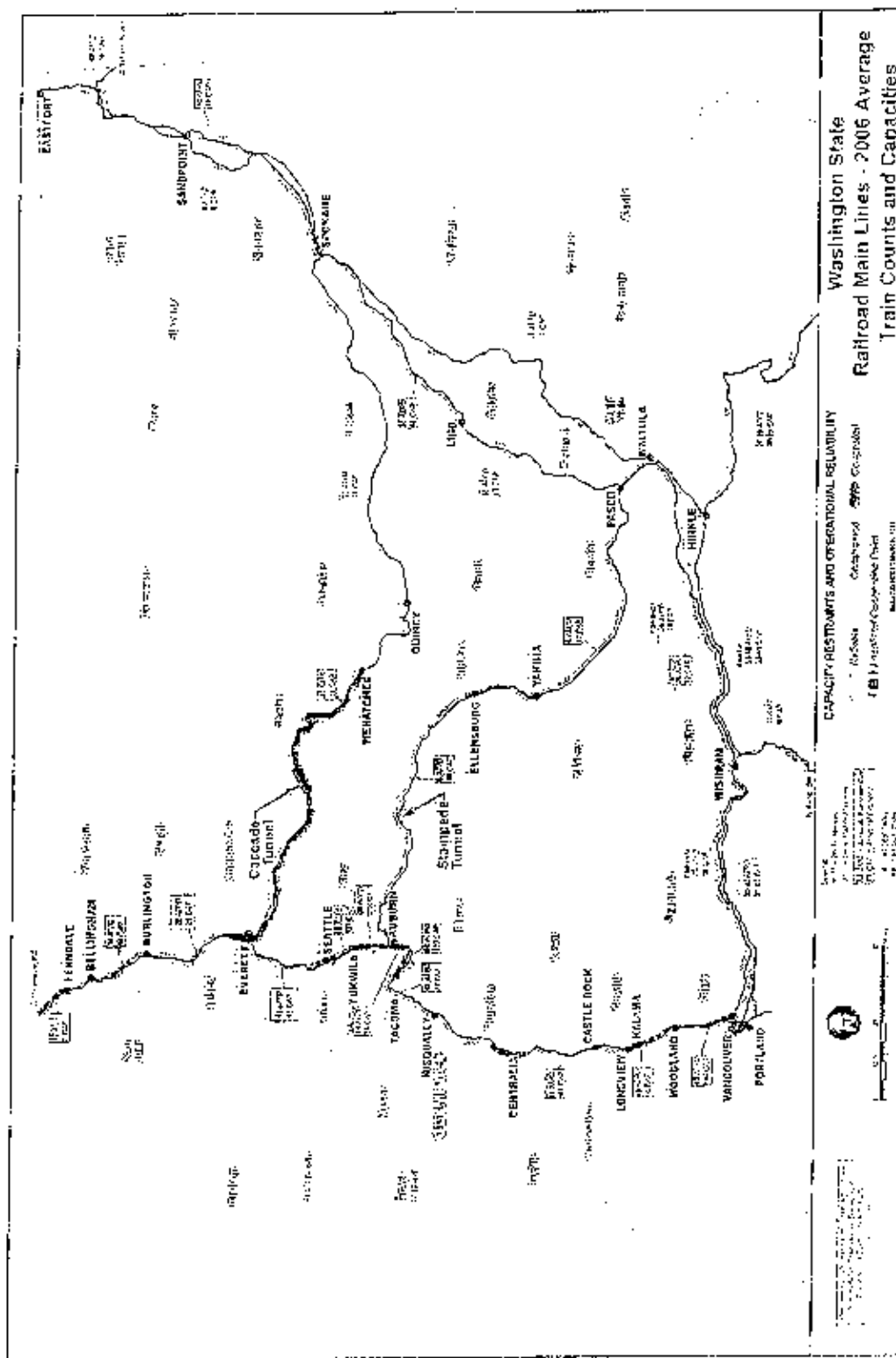
Figure 3 compares the average number of trains operated on each line to the practical capacity of the line.

The Everett-Spokane line, which passes through the Cascade Tunnel 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.

⁴ 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.

⁵ 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 Capacities, 2006



The on-time performance of the Amtrak 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 I-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.⁶

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

⁶ "Freight, Intercity Passenger and Commuter Rail," PowerPoint presentation to the Portland-Vancouver I-5 Transportation and Trade Partnership on May 27, 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 low-volume shippers, the costs of these site improvements are usually prohibitive. The same problems apply to consolidating rail pick-up 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 Railflex produce service at Wallula.⁷

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.

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

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.⁸

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

2015	2025
Everett-Burlington	Everett-Burlington
Burlington-Ferndale	Burlington-Ferndale
Ferndale-New Westminster	Ferndale-New Westminster
Everett-Spokane, Washington (BNSF)	Everett-Spokane, Washington (BNSF)
Vancouver-Wishram	Vancouver-Wishram
Wishram-Roosevelt	Wishram-Roosevelt
Roosevelt-Pasco	Roosevelt-Pasco
	Pasco-Spokane, Washington (BNSF)
Pasco (Walla Walla)-Spokane, Washington (UP)	Pasco (Walla Walla)-Spokane, Washington (UP)
Spokane, Washington-Sandpoint, Idaho (UP)	Spokane, Washington-Sandpoint, 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.

⁸ 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

overtake and collide with slower-moving carload freight trains.⁹ 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 cost-effectiveness 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.

⁹ 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.