



COLUMBIA AVENUE EXTENSION RAILROAD CROSSING FEASIBILITY STUDY



PROJECT NO. 23202E

CITY OF CLE ELUM

COLUMBIA AVENUE EXTENSION RAILROAD CROSSING FEASIBILITY STUDY



Prepared by:



PROJECT NO. 23202E

AUGUST 2024

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INTRODUCTION

The City of Cle Elum (City), nestled in western Kittitas County, Washington, stands at the gateway to the Cascade Mountain Range, boasting a unique blend of natural beauty and historical significance. Situated approximately 25 miles northwest of Ellensburg and adjacent to Interstate 90, Cle Elum experiences a temperate climate with an average annual temperature range of 18°F to 83°F and an annual precipitation of 22.1 inches. This picturesque city, bordered by the Yakima River to the south, serves as a hub for regional transportation and economic activities.

Project Purpose and Need

The purpose of this study is to address the pressing need for a formal and safe crossing of the Burlington Northern Santa Fe (BNSF) Railway in Cle Elum, Washington. The proposed project aims to provide public access to properties within the study area, currently only accessible via the privately owned Owens Road rail crossing. Through this feasibility study, the project seeks to inform the Quad County Regional Transportation Planning Organization (QUADCO) about potential design options, including the extension of Columbia Avenue, accessibility to developable land, environmental considerations, and the feasibility of a new railroad crossing. Funding for this study was secured through a grant from QUADCO under the Unified Planning Work Program (UPWP).

Historic Background

On October 11, 1886, Cle Elum witnessed the arrival of its inaugural train following a rapid effort by the Northern Pacific Railroad to extend tracks to this coal-rich region. The construction of the railroad played a pivotal role in shaping both the development of Washington State and the town of Cle Elum.

Originating from the aftermath of the 1848 California Gold Rush, a wave of settlers moved westward, eventually making their way to the Pacific Northwest. As these settlers sought new opportunities, the need for efficient transportation became a crucial factor in the region's growth.

In 1886, the Northern Pacific Railroad discovered abundant coal reserves in Cle Elum, providing a valuable resource to fuel the trains. Subsequently, the construction of Stampede Pass in 1888 allowed direct rail connections from Puget Sound to Spokane Falls and beyond, marking a milestone that elevated Washington Territory to economic prominence.

The significance of the railroad for Cle Elum is multi-faceted. Firstly, it established a well-defined coal field in the area. Secondly, it created a vital outlet for the coal industry. Thirdly, the railroad played a direct role in the establishment of the first sawmill, producing 40,000 feet of lumber daily. Lastly, the railroad ushered in an era of construction, contributing significantly to the growth and development of the community.

SITE AND ZONING ASSESSMENT

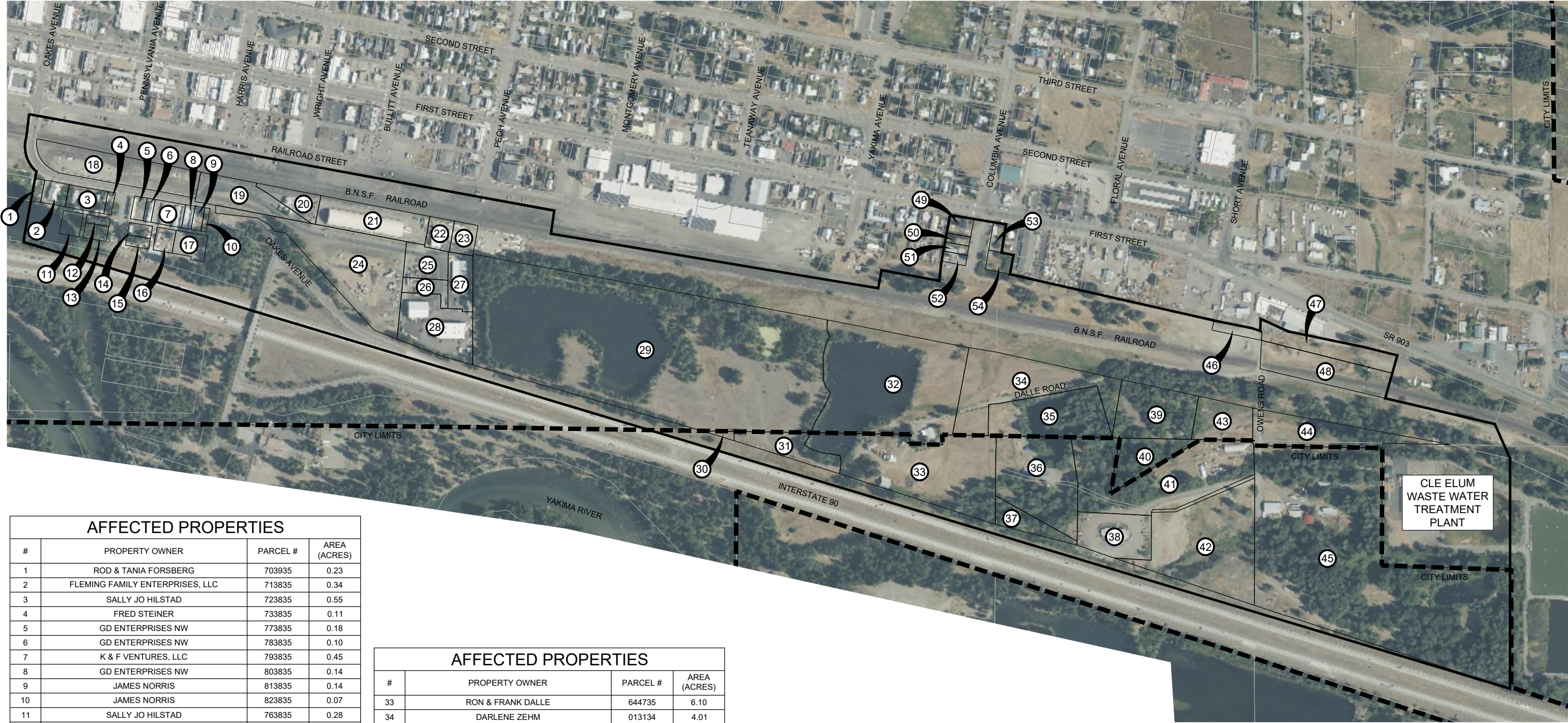
The existing railroad crossing, privately owned and unregulated, poses significant safety concerns for vehicular, rail, and pedestrian traffic. The absence of active warning devices means that the only way to be aware of an approaching train is visually or by hearing the whistle/horn blast. As this train route is used multiple times a day, users need to be constantly aware of potential conflicts. The crossing serves as the only method of ingress/egress for 18 parcels of land, including the City's Wastewater Treatment Plant (WWTP). Of these parcels, only 9 are within City limits, and all are zoned industrial, though much of the area is currently undeveloped.





Existing Crossing Overview

The current roadway, Owens Road, leads south from State Route 903 (First Street) across the BNSF railway to the private parcels shown in Figure 1, as well as the City of Cle Elum Wastewater Treatment Plant (WWTP). Owens Road, as well as the at-grade crossing, are privately owned, meaning that the City does not own the right-of-way (ROW) for the roadway. The use of this private road means that access to the area, including the City's WWTP, is available only through express or implied permission from the owner of each parcel traversed. (RCW 46.04.420) The at-grade crossing is not regulated by any active warning devices and consists merely of stop signs on either side of the BNSF tracks. Based on conversations with BNSF, the agreement for the crossing permit is specifically with the individual parcel owners. Any activity or improvements made to the crossing would require the City to acquire the relevant ROW and to renegotiate rights to the crossing with BNSF, which is not a guaranteed approval.



AFFECTED PROPERTIES			
#	PROPERTY OWNER	PARCEL #	AREA (ACRES)
1	ROD & TANIA FORSBERG	703935	0.23
2	FLEMING FAMILY ENTERPRISES, LLC	713835	0.34
3	SALLY JO HILSTAD	723835	0.55
4	FRED STEINER	733835	0.11
5	GD ENTERPRISES NW	773835	0.18
6	GD ENTERPRISES NW	783835	0.10
7	K & F VENTURES, LLC	793835	0.45
8	GD ENTERPRISES NW	803835	0.14
9	JAMES NORRIS	813835	0.14
10	JAMES NORRIS	823835	0.07
11	SALLY JO HILSTAD	763835	0.28
12	FRED STEINER	743835	0.10
13	SALLY JO HILSTAD	753835	0.22
14	TERRI HAASE	853835	0.18
16	MELBA SLATER	863835	0.28
17	K & F VENTURES, LLC	833835	0.48
18	MIDTOWN DEPOT, LLC	959887	1.95
19	W L CLARK FAMILY, LLC	959748	1.50
20	JAMES LEASING, LLC	959749	0.65
21	SAGE HILL INVESTMENTS, LLC	959750	2.04
22	W L CLARK FAMILY, LLC	960420	0.46
23	W L CLARK FAMILY, LLC	960421	0.46
24	KERRY CLARK	618936	4.05
25	KERRY CLARK	960422	0.83
26	KERRY CLARK	960423	0.39
27	SWIFTWATER BUSINESS PARK, LLC	960424	0.86
28	GARNET LEDGE INVESTMENTS LP	123134	1.91
29	MIKE WALCH	401534	25.97
30	MIKE WALCH	957002	0.16
31	MIKE WALCH	20353	0.94
32	JACOB ODIAGA	11462	8.55

AFFECTED PROPERTIES			
#	PROPERTY OWNER	PARCEL #	AREA (ACRES)
33	RON & FRANK DALLE	644735	6.10
34	DARLENE ZEHR	013134	4.01
35	JOY BACKSTROM	023134	2.89
36	JOY BACKSTROM	334835	3.98
37	BNSF RAILWAY COMPANY	391836	17.04
38	OWENS ROAD STORAGE, LLC	344835	1.83
39	ANITA KARTES	033134	2.67
40	ANITA KARTES	10769	1.33
41	RONALD SILVERSON	154735	6.40
42	AFFORDABLE WASHINGTON BACKFLOW, LLC	364835	7.78
43	AK40, LLC	043134	1.50
44	RENNIE NORRIS	253034	2.18
45	OM LEASING INC	304735	22.15
46	CLE ELUM SHORT STOP, LLC	960066	0.29
47	BORNFREE2, LLC	051736	1.24
48	ZBK CONTRACTING	956767	1.37
49	JEREMY & ALISHA AMICK	553835	0.29
50	CHRISTIE DEPUE	563835	0.14
51	MARK & CATHY CARROLL	573835	0.14
52	MARK & CATHY CARROLL	17902	0.15
53	MARK HAYDEN	093134	0.23
54	MARK HAYDEN	053134	0.31

PARCEL INFORMATION RETRIEVED FROM KITTITAS COUNTY ON 7/18/24

2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

CITY OF CLE ELUM

FEASIBILITY STUDY

FIG. 1

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2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

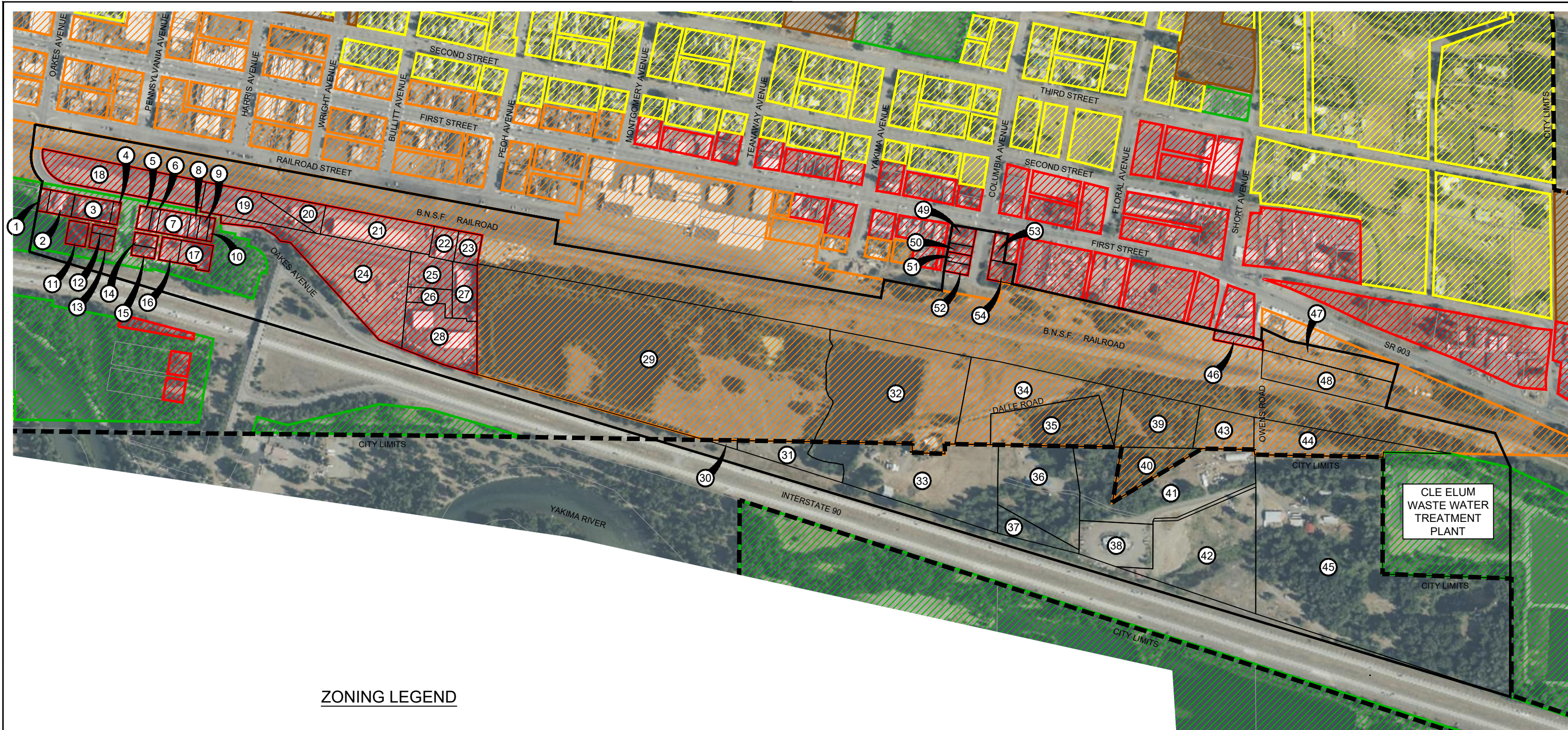


Rail Activity

Per the U.S. DOT Crossing Inventory Form (Appendix A), the BSNF railway track has an estimated number of up to 8 daily train movements with the speed of these trains measuring up to 49 miles per hour. This amount of activity means that users need to maintain a high level of awareness when utilizing the crossing, without any kind of active warning devices installed.

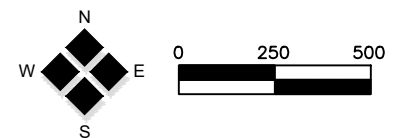
Land Use

The area in question includes properties both within city limits and outside the city's urban growth area. The zoning classifications in this region encompass General Commercial and Industrial properties, though development is currently constrained by limited access. This area's zoning is shown in Figure 2.



ZONING LEGEND

	SINGLE FAMILY RESIDENTIAL
	MULTIPLE FAMILY RESIDENTIAL
	PUBLIC USE
	PLANNED MIXED USE
	DOWNTOWN COMMERCIAL
	GENERAL COMMERCIAL
	ENTRY COMMERCIAL
	INDUSTRIAL



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CITY OF CLE ELUM

FEASIBILITY STUDY

FIG. 2

PARCEL INFORMATION RETRIEVED FROM KITTITAS COUNTY ON 7/18/24



General Commercial Zoning District

The General Commercial zoning district is designed to facilitate a variety of commercial uses that serve the local community. The district aims to ensure that new developments are compatible with existing commercial activities and enhance their surroundings. Additionally, it provides a buffer to protect uses in adjacent zones. Permitted developments in this district include:

- Retail and specialty shops
- Hotels and motels
- Banks
- Professional business offices
- Public offices
- Printing establishments
- Taverns
- Studios
- Residential uses

Industrial Zoning District

The Industrial zoning district is intended to support a wide range of industrial activities while safeguarding these areas from incompatible land uses. This district allows for developments such as:

- Manufacturing facilities
- Warehouse and wholesale establishments
- Processing and packaging facilities
- Welding and metal fabrication shops
- Vehicle and machinery repair shops
- Storage yards

Given the city's limited available Industrial area, development in this district would significantly benefit from improved commercial access.

ENVIRONMENTAL SCREENING ASSESSMENT

The area in question, between I-90 and E First Street, bounded by Owens Road to the east and N Oakes Avenue to the west in Cle Elum, encompasses critical environmental features including 100-year floodplains (see Figure 3 below) and stormwater retention ponds that are now mapped wetlands. This assessment focuses on the implications for road development in this area, considering relevant regulations and environmental concerns.

Key Environmental Features

1. 100-Year Floodplain

- A 100-year floodplain is an area that has a 1% chance of flooding in any given year.
- Implications: Development within the floodplain requires compliance with floodplain management regulations to minimize flood risks and ensure proper drainage.

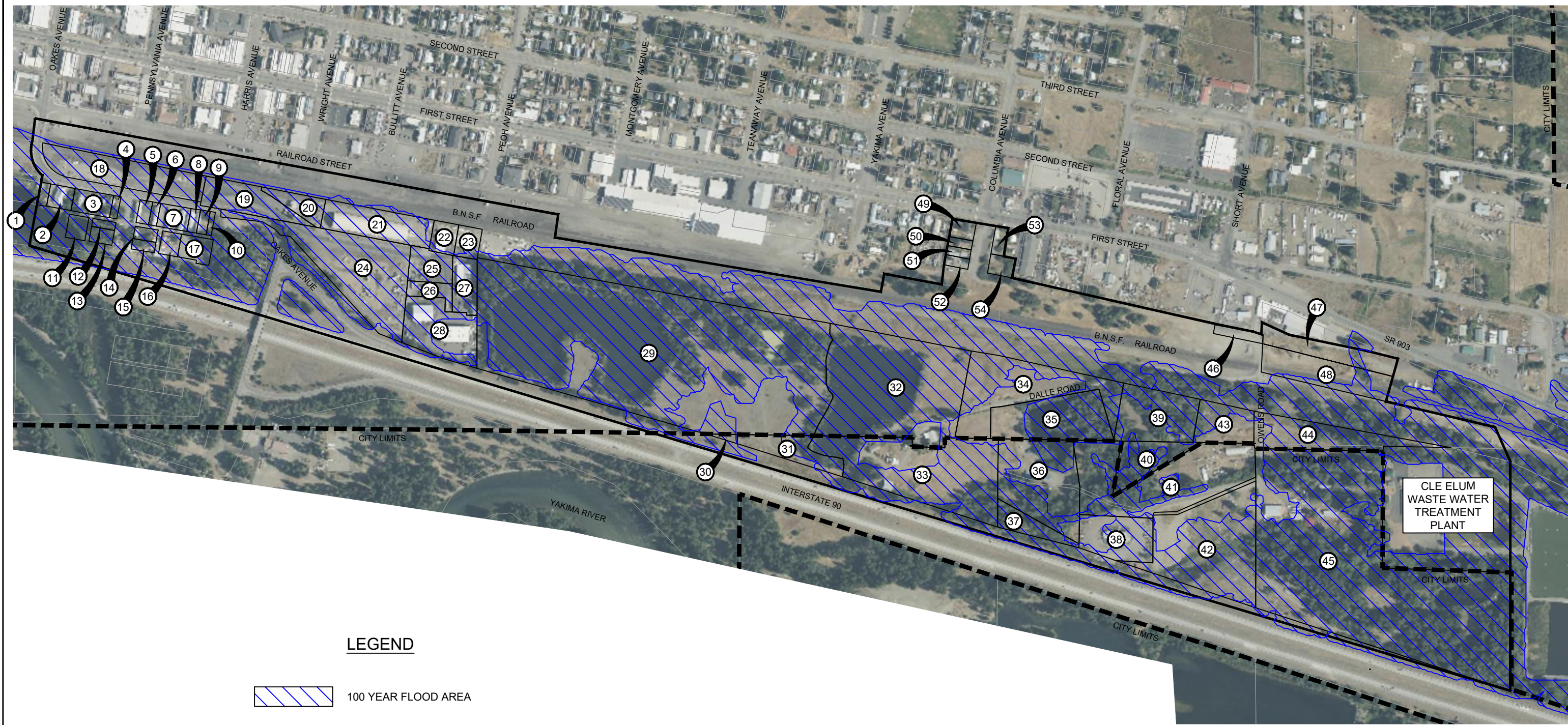
2. Stormwater Retention Ponds

- These ponds are designed to manage stormwater runoff, control flooding, and reduce erosion.
- Current Status: These retention ponds have been mapped as wetlands, which adds additional layers of environmental protection and regulatory oversight.




3. Mapped Wetlands

- Wetlands are areas where water covers the soil or is present at or near the surface of the soil for varying periods of time.
- Regulations: Development in wetlands is heavily regulated due to their ecological importance, including water filtration, flood protection, and habitat for wildlife.



LEGEND

 100 YEAR FLOOD AREA



 **HLA**
Engineering and Land Surveying, Inc.
2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

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CITY OF CLE ELUM

FEASIBILITY STUDY

FIG. 3



Regulatory Framework

1. Cle Elum Municipal Code, Critical Areas Protection (Chapter 18.01)

- Purpose: Protect environmentally sensitive areas to safeguard public health, safety, and welfare.
- Requirements:
 - Avoidance and minimization of impacts to critical areas.
 - Mandatory buffers around wetlands and floodplains.
 - Mitigation measures for any unavoidable impacts.
 - Specific permit requirements and environmental review processes.

2. FEMA Floodplain Regulations

- National Flood Insurance Program (NFIP): Requires local governments to manage development in flood-prone areas to reduce future flood risks.
- Building Standards: Elevation and flood-proofing requirements for new construction and substantial improvements within the floodplain.

3. Department of Ecology Wetland Regulations

- Permitting: Any development impacting wetlands requires permits, including delineation of wetland boundaries, assessment of wetland functions, and development of mitigation plans.
- Buffers: Wetland buffers vary depending on the wetland category and the proposed land use. These buffers are designed to protect the ecological functions of wetlands.

Impact on Road Development

1. Environmental Concerns

- Flood Risks: Roads constructed within the 100-year floodplain may be prone to frequent flooding, necessitating raised roadbeds and adequate drainage systems.
- Wetland Impacts: Constructing roads through mapped wetlands can lead to habitat destruction, water quality degradation, and loss of wetland functions.
- Stormwater Management: Increased impervious surfaces from road construction can exacerbate stormwater runoff, necessitating enhanced stormwater management practices.

2. Regulatory Compliance

- Permits and Approvals: Road development projects must obtain necessary permits from local, state, and federal agencies, ensuring compliance with floodplain and wetland regulations.
- Environmental Review: Comprehensive environmental impact assessments (EIAs) must be conducted to evaluate potential impacts and propose mitigation measures.
- Design Adjustments: Road designs may need to incorporate features such as elevated roadways, bridges, and culverts to avoid and minimize impacts on floodplains and wetlands.

3. Mitigation Measures

- Wetland Mitigation: Creating or restoring wetlands elsewhere to compensate for any unavoidable impacts.
- Floodplain Management: Implementing flood control measures, such as levees and floodwalls, and ensuring road infrastructure is resilient to flood events.
- Stormwater Best Management Practices (BMPs): Installing detention basins, permeable pavements, and bioswales to manage runoff and protect water quality.



Developing roads in the area between I-90 and E First Street in Cle Elum requires careful consideration of the mapped wetlands and 100-year floodplain. Adhering to the Cle Elum Municipal Code Chapter 18.01, FEMA floodplain regulations, and Department of Ecology wetland guidelines is essential. Proper planning, design, and mitigation measures can help balance infrastructure development with environmental protection, ensuring the resilience and sustainability of the project.

RAIL CROSSING DESIGN OPTIONS / CROSSING ALTERNATIVES

During the investigative phase of this study, HLA Engineering and Land Surveying, Inc. (HLA) met with the relevant stakeholders, BNSF, Washington State Department of Transportation (WSDOT), and the City of Cle Elum and its residents, to understand their interests and intentions for the affected area. From these discussions, it was made clear that a new at-grade crossing to replace the existing access would be directly contrary to BNSF policy and would not be feasible. (See Appendix B) It was also clarified that access to the site from the east, i.e. constructing a new road from Exit 85 off Interstate 90, was not an available option. (See Appendix C) Based on these findings, this study has identified three potential alternatives to address the existing challenges:

Alternative 1: Construct a New Railroad Overpass

Considerations:

- Enhanced Safety / Accessibility
- Removal of BNSF conflicts
- Large construction footprint
- Cost concerns

Alternative 2: Access from Swiftwater Boulevard

Considerations:

- Enhanced safety by eliminating a crossing
- Considerations for traffic management on Swiftwater Boulevard
- Accessibility, Property Rights, and Right-of-Way concerns
- Cost concerns

Alternative 3: Upgrade Existing Crossing

Considerations:

- Minimal disruption to existing infrastructure
- Challenges in meeting safety standards and long-term effectiveness
- City coordination with property owners in taking ownership of crossing and roadway
- Cost-effective solution

In evaluating these alternatives, it is also important to keep in mind a No Action option, though this option is not ideal. While there are legitimate safety concerns with the current situation, the purpose of this study is to analyze the feasibility of these alternatives and it is possible that there is no ideal path forward. The following analyses work to provide insights into the viability of each alternative, informing future decision-making processes and regional transportation planning initiatives.

Alternative 1: Construct a New Overpass

The major considerations for construction of a new overpass to separate vehicular traffic from the railroad are as follows:

Enhanced Safety / Accessibility: Constructing a new overpass can significantly enhance safety for motorists, trains, and pedestrians. By elevating the roadway above the railroad tracks, the risk of collisions between vehicles and trains or vehicles waiting at the crossing is eliminated. It would also improve access for multi-modal users and reduce response times for emergency vehicles. This alternative improves traffic management and reduces the likelihood of collisions, contributing to overall road safety.





Removal of BNSF conflicts: One of the primary benefits of this alternative is the elimination of conflicts with BNSF railway crossings. By building an overpass, vehicles no longer need to interact with railway tracks at grade level, reducing the potential for accidents and delays caused by train crossings. This increases the efficiency of both road and rail transportation systems.

Large construction footprint: Constructing a new overpass typically requires a large construction footprint. This would involve acquiring additional land, altering existing infrastructure, and disrupting surrounding areas. Because of the vertical overhead clearance required by the railway, the span length of the structure needed could easily extend a significant distance on both sides of the tracks, notably a significant distance past Railroad Street on the north side of the crossing and into wetland critical areas on the south. Residents on either side of Columbia Avenue would be impacted by construction and have already voiced concerns regarding potential increased noise levels and other disruptions to their quality of life. The construction process can be complex and may necessitate significant earthmoving, environmental processing, and public outreach, impacting nearby communities and ecosystems.

Cost concerns: Cost is a significant consideration for this alternative. Building a new overpass involves substantial expenses related to design, engineering, materials, labor, and land acquisition. Additionally, unforeseen challenges during construction, such as encountering underground utilities or environmental mitigation requirements, can further escalate costs. Initial estimates project a cost of up to \$15,000 per linear foot for the necessary structure, which is expected to be at least 1,000 feet long to span the existing track. Therefore, cost concerns must be carefully evaluated and balanced against the potential safety and operational benefits of the overpass.

In summary, constructing a new overpass offers enhanced safety by eliminating the at-grade BNSF railway crossing and improving traffic flow. However, it comes with a significant price tag and construction concerns, which must be carefully addressed during the decision-making process.

Alternative 2: Access from Swiftwater Boulevard

Providing access to the railroad crossing from Swiftwater Boulevard (Swiftwater) would involve the following major considerations:

Enhanced safety by eliminating a crossing: This alternative offers enhanced safety by eliminating an existing railroad crossing, reducing the risk of accidents and improving traffic flow. By providing access from Swiftwater instead of crossing the railway tracks, the need for interaction between vehicles and trains at grade level is eliminated, mitigating the potential for collisions and delays.

Considerations for traffic management on Swiftwater Boulevard: While providing access from Swiftwater offers safety benefits, it also raises considerations for traffic management on this roadway. Swiftwater is currently a privately owned roadway providing local access to businesses. Extending this roadway to the east would require a traffic impact analysis for the connecting S. Oakes Avenue (Oakes) which already provides access to Interstate 90. While removing a physical crossing is one less potential collision point, the traffic would merely be re-routed to an alternate at-grade crossing, resulting in the same number of vehicles crossing the tracks daily. Additionally, this option would result in a lengthy dead-end roadway, which could be challenging for emergency vehicles and increase response times in the area. Depending on future development, the associated increase in vehicles would need to be carefully evaluated to avoid overwhelming the capacity of both Swiftwater and Oakes to handle the traffic flows.



Accessibility and Right-of-Way (ROW) concerns: Accessing the site from Swiftwater raises concerns related to owner accessibility and right-of-way (ROW) constraints. The proposed alternative access could also increase travel times for the existing property owners and the traffic concerns discussed above could reduce access to their parcels. Extending the roadway would require the cooperation of multiple property owners and the disruption of existing business operations. The alignment would either require negotiating a roadway easement with BNSF along the south edge of their property, or an extensive environmental analysis to allow for and mitigate the adverse effects of the roadway near the existing stormwater retention ponds. The required ROW acquisitions, easements, and/or property rights that would be necessary to implement access improvements could result in an extensive negotiation process during design.

Cost concerns: Although this option is significantly less expensive than building an overpass, it still involves substantial costs and challenges in negotiation and coordination with affected stakeholders. Extending Swiftwater by over 4,000 feet to connect with the existing Dalle Road is estimated to cost \$500 per linear foot of roadway and does not include utility extension considerations. This estimate also assumes that all parties are willing to negotiate and that any environmental concerns are addressed.

In summary, accessing the site from Swiftwater Boulevard presents opportunities for enhanced safety by reducing a physical crossing and offering an alternative access point. However, considerations for traffic management on Swiftwater Boulevard and addressing accessibility and ROW concerns are essential aspects to be addressed during the evaluation and decision-making process for this alternative.

Alternative 3: Upgrade Existing Crossing

Upgrading the existing railroad crossing presents the following considerations:

Minimal disruption to existing infrastructure: Upgrading the existing crossing minimizes disruptions to surrounding infrastructure, homes, and businesses, as the footprint essentially remains the same. Since the crossing is already established, this could potentially reduce the amount of coordination needed with BNSF, though the City would need to apply for custody of the crossing from BNSF. The City would need to pursue acquisition of the existing private roadway south of the railroad tracks, though on the north side they would need to evaluate either extending Railroad Street or taking ownership of a narrow alleyway between buildings.

Challenges in Meeting Safety Standards and Long-Term Effectiveness: While upgrading the existing rail crossing could save costs and cause minimal disruption, it may face difficulties in meeting modern safety standards and ensuring long-term effectiveness. Adding active warning devices might not fully address safety concerns, particularly for multi-modal users. Additionally, the sustainability of the upgraded crossing is uncertain, as BNSF is increasingly opposed to at-grade crossings and prefers grade-separating different types of traffic. This stance could complicate efforts, especially if BNSF restricts modifications that might increase crossing volumes at the site.

City Coordination with Property Owners in Taking Ownership of Crossing and Roadway:

Coordinating with property owners and stakeholders is essential for the successful implementation of this alternative. The City would need to negotiate agreements with property owners to acquire the necessary land and rights-of-way for the upgraded crossing and roadway. Additionally, transferring ownership and maintenance responsibilities for the crossing and roadway to the City requires coordination and cooperation between the City and relevant stakeholders to ensure effective management and operation over the long term. In terms of access to the crossing, the City would either be forced to take ownership of the narrow alleyway connecting to Highway 903 or extend Railroad Street to the east as a means of providing public roadway access to the crossing.



Cost-Effective Solution: Compared to constructing a new overpass or extending access from Swiftwater Boulevard, upgrading the existing crossing may offer a more cost-effective solution. By retrofitting the crossing with active warning devices, such as lights, gates, and bells, safety concerns can be addressed without the need for extensive infrastructure modifications. A preliminary estimate, including ROW acquisition to extend Railroad Street, anticipates a cost of \$600 per linear foot for an anticipated 1,800 feet of improvements.

In summary, upgrading the existing crossing offers a cost-effective solution with minimal disruption to existing infrastructure. However, challenges in meeting safety standards and long-term effectiveness, as well as coordination with property owners, must be carefully addressed to ensure the successful implementation of this alternative.

NEXT STEPS

Funding Opportunities

Looking ahead, if one of these alternatives is selected by the City, the next step in the process would include researching and pursuing the necessary funding to move forward with design, ROW acquisition, and construction. Funding opportunities such as Federal (USDOT, FHWA, Commerce, Legislative requests), State (WSDOT, USDA, CERB, Commerce, Legislative requests), QUADCO, municipal or revenue bonds, TIF areas, or future developer mitigation, would have to be explored and pursued.

Depending on the success of securing funding, the following stages of design, acquisition, and construction would most certainly be a multi-year endeavor. The City would want to evaluate public support for the project and ensure that citizen commitment was stable throughout the process.

CONCLUSION

In summary, there does not seem to be one alternative that is superior to the others in the key categories of safety, practicality, and affordability. Each choice offers its own unique advantages and solutions to the problem of access to the site, but each also has obvious concerns and potential roadblocks that could significantly delay or prevent project realization. Each alternative is feasible, but it will ultimately need to be evaluated based on the priorities and needs of the City of Cle Elum.





APPENDIX



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Appendix A – USDOT Crossing Inventory Form, WSDOT Records
Appendix B – BNSF Letter
Appendix C – WSDOT Letter
Appendix D – Town Hall Meeting Minutes



Appendix A

USDOT Crossing Inventory Form, WSDOT Records

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 12 / 14 / 2023	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open </div> <div> <input type="checkbox"/> New Crossing <input checked="" type="checkbox"/> Date Change Only </div> <div> <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR </div> <div> <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Admin. Correction </div> <div> <input type="checkbox"/> Quiet Zone Update </div> </div>	D. DOT Crossing Inventory Number 085229S
-----------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------

Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State WASHINGTON		3. County KITTITAS	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near CLE ELUM		5. Street/Road Name & Block Number PRIVATE (Street/Road Name) * (Block Number)		6. Highway Type & No. PRIVATE	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None NORTHWEST		10. Railroad Subdivision or District <input type="checkbox"/> None STAMPEDE		11. Branch or Line Name <input type="checkbox"/> None ELNSBURG-AUBURN	
12. RR Milepost 0023.807 (prefix) (nnnn.nnn) (suffix)					
13. Line Segment * 49		14. Nearest RR Timetable Station * CLE ELUM		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	
16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF					
17. Crossing Type <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	
22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0					
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 47.1906270		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -120.915437	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Yet			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 360-664-1262	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 4	1.B. Total Night Thru Trains (6 PM to 6 AM) 4	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week?
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 49		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 12/14/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 085229S	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 0		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____					
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 1 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No		5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1987 AADT 000040		8. Estimated Percent Trucks 08 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	
10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No					
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____ Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

(17) 11/32

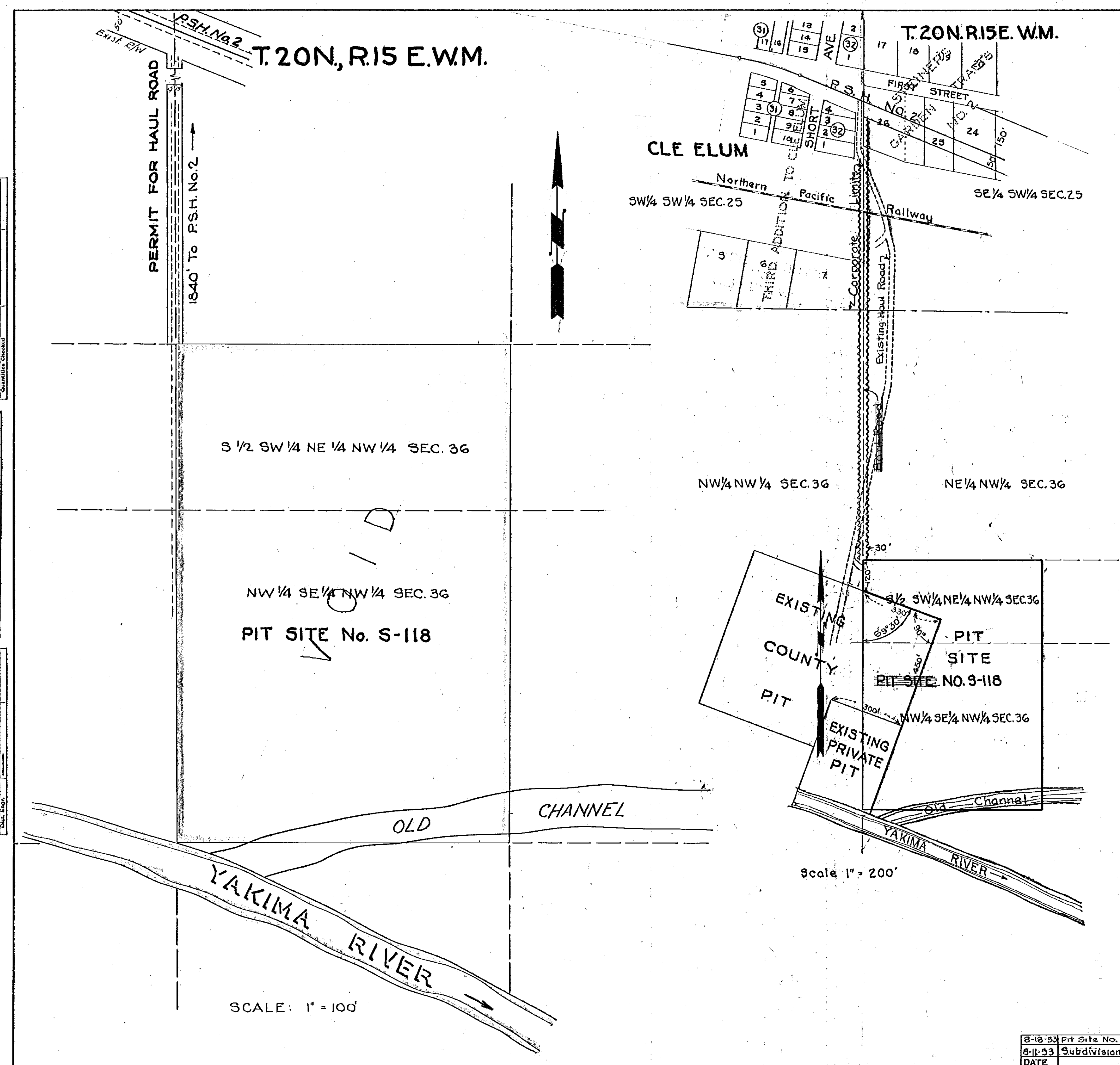
Hansen

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	WASH.				

Designing Engineer	
Checked	
Design Checked	
Quantity Figured	
Quantity Checked	

DISTRICT NO. 5	BY	DATE
TRACED	L.S.K.	5/53
CHECKED		
LOC. ENGINEER		
DIST. ENGINEER	T.P. DOYLE	

Date	By



PRIMARY STATE HIGHWAY NO. 2
CLE ELUM VICINITY

PIT SITE
KITITAS COUNTY

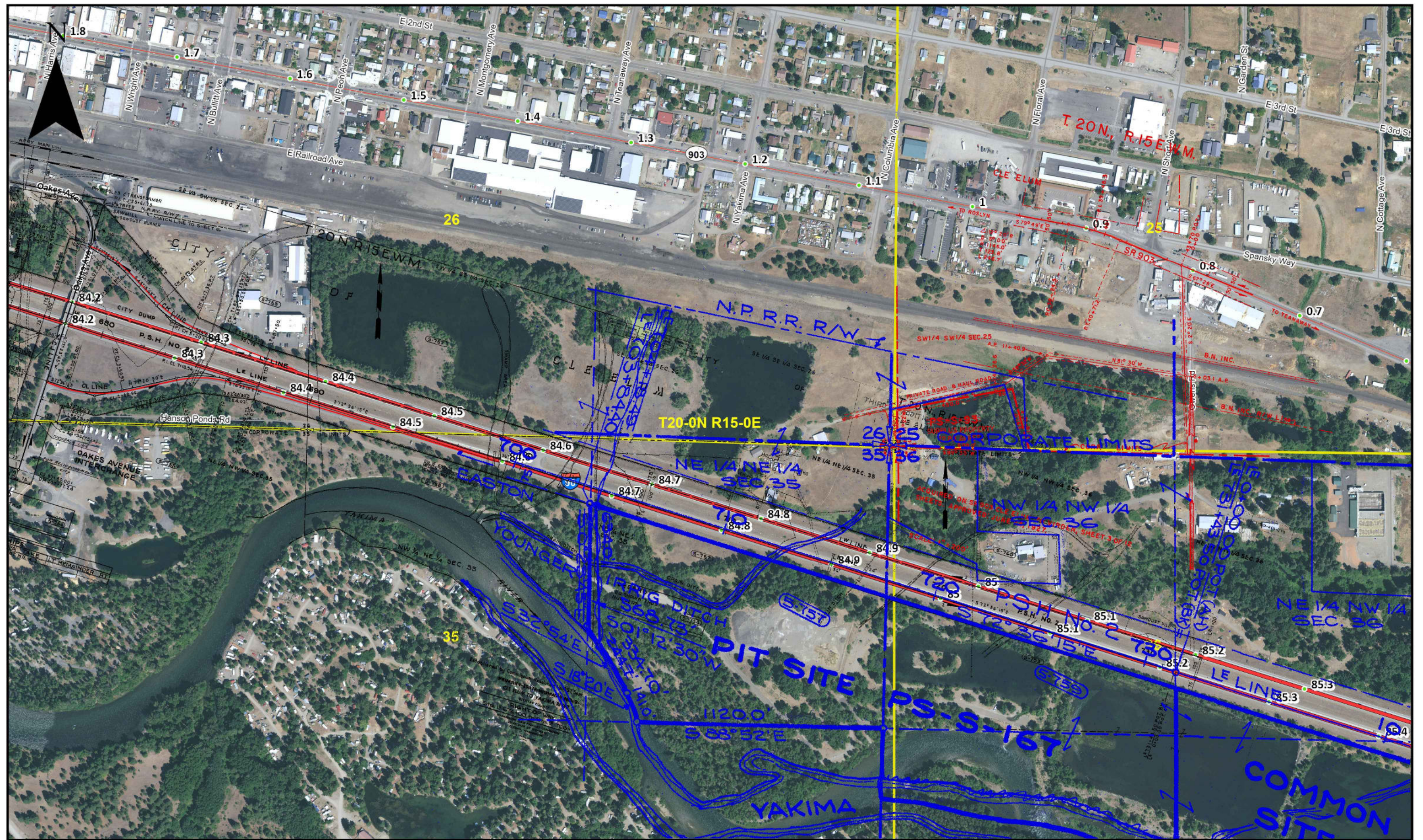
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
SCALE: 1 inch = 100 feet
APPROVED: July 7, 1953

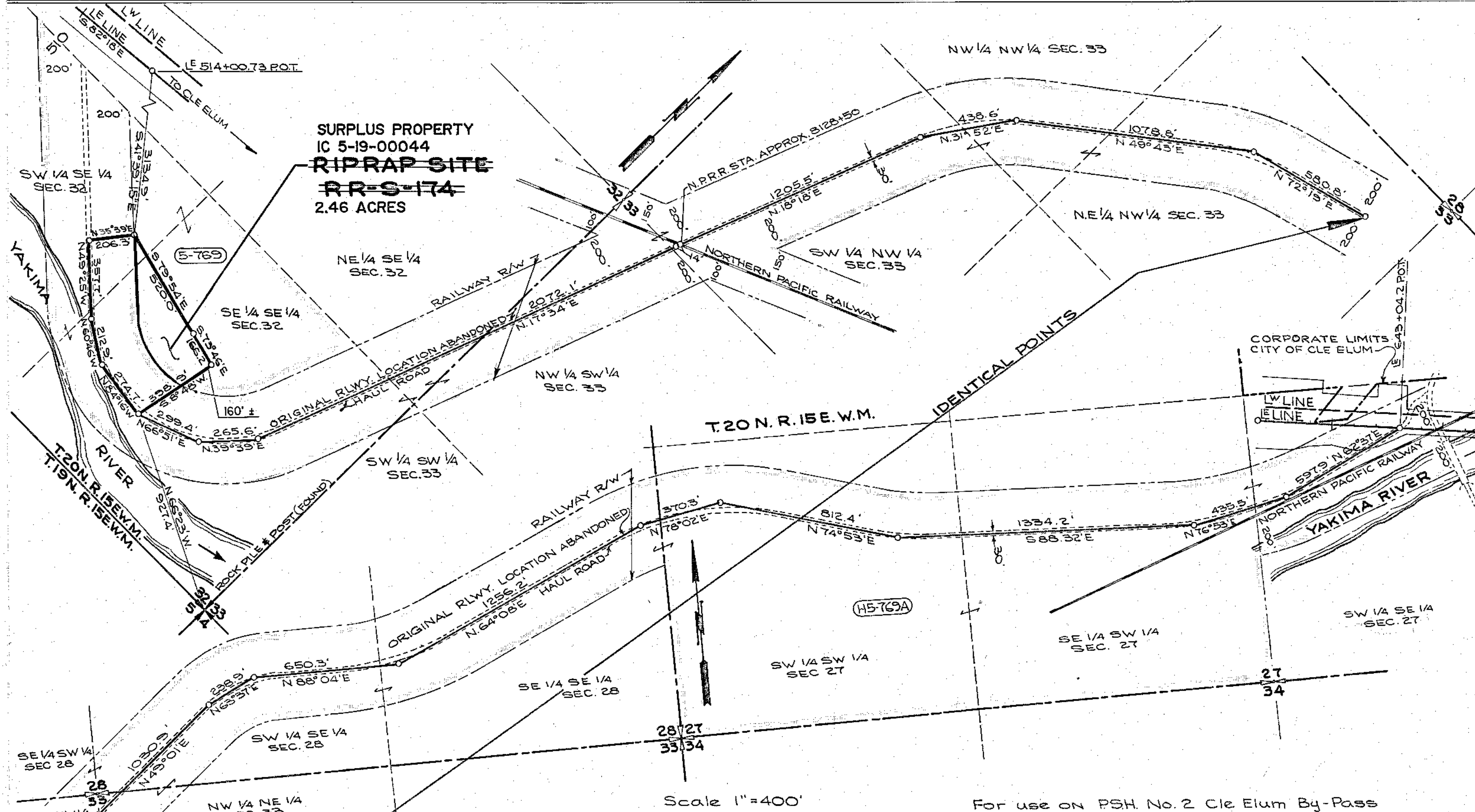
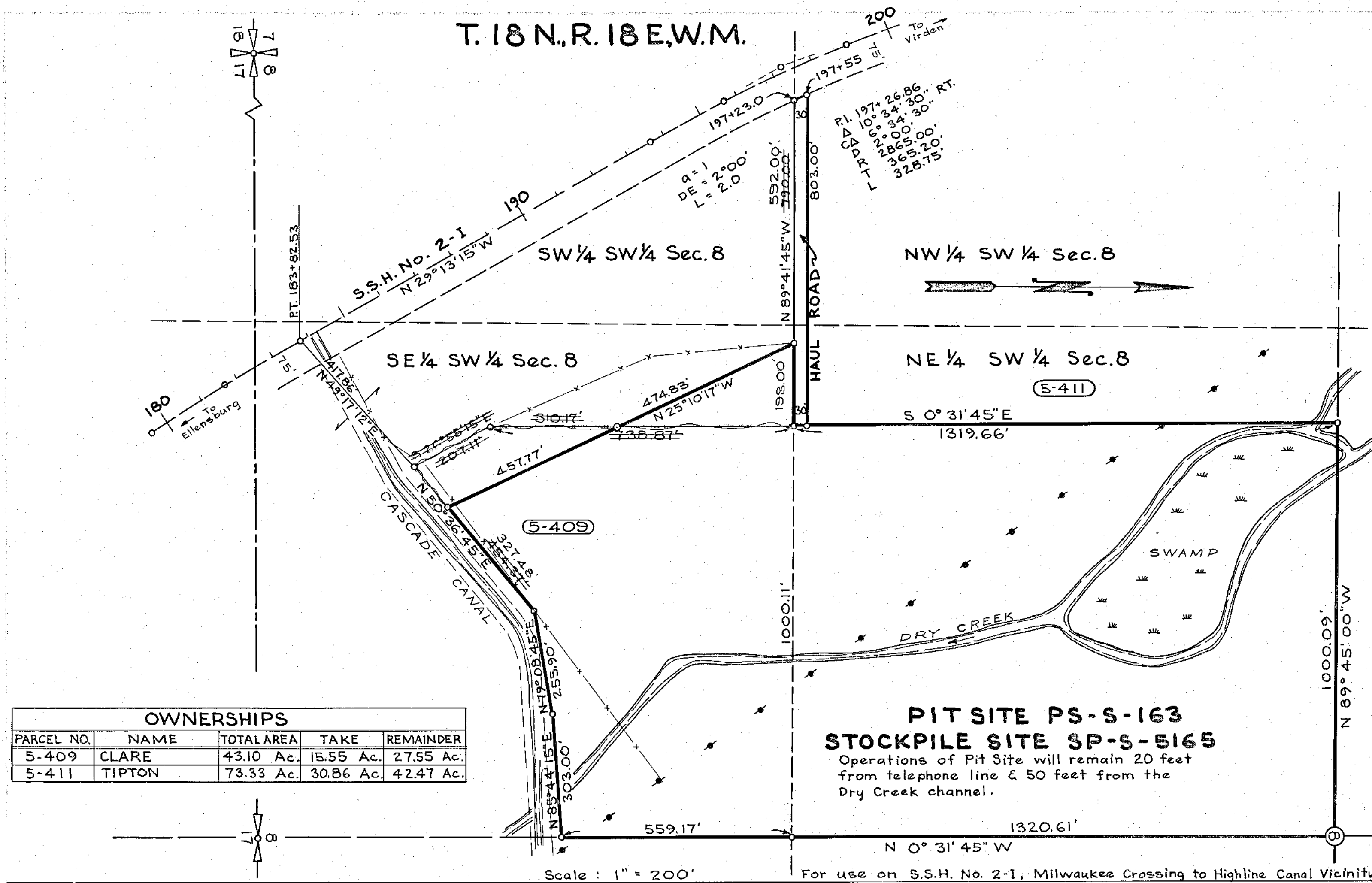
FOR R. OF W. SHEET 1 OF 1 SHEETS



8-18-53 Pit Site No. S-118 Shown as Acquired	R.J.T.
8-11-53 Subdivisions Added for Pit Site No. S-118	D.A.P.
DATE	REVISION
	BY

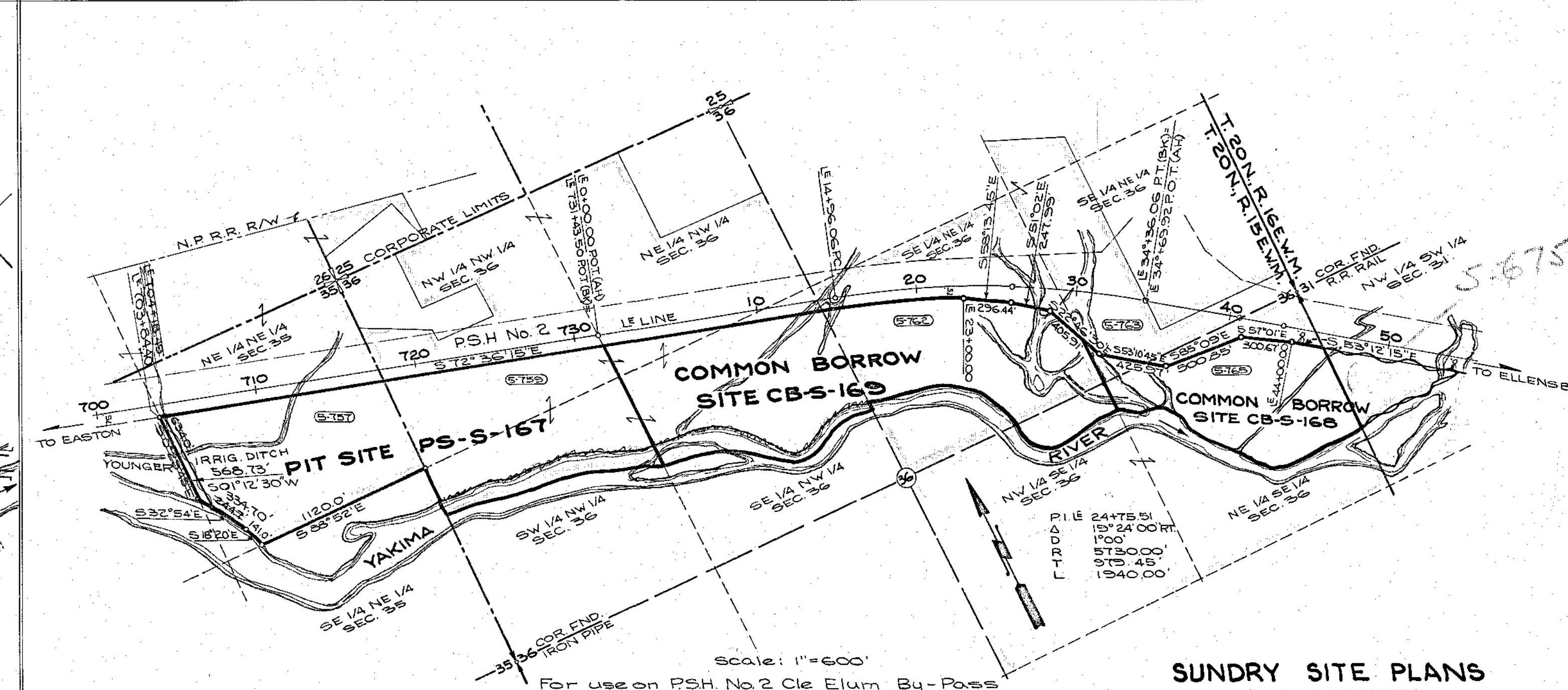
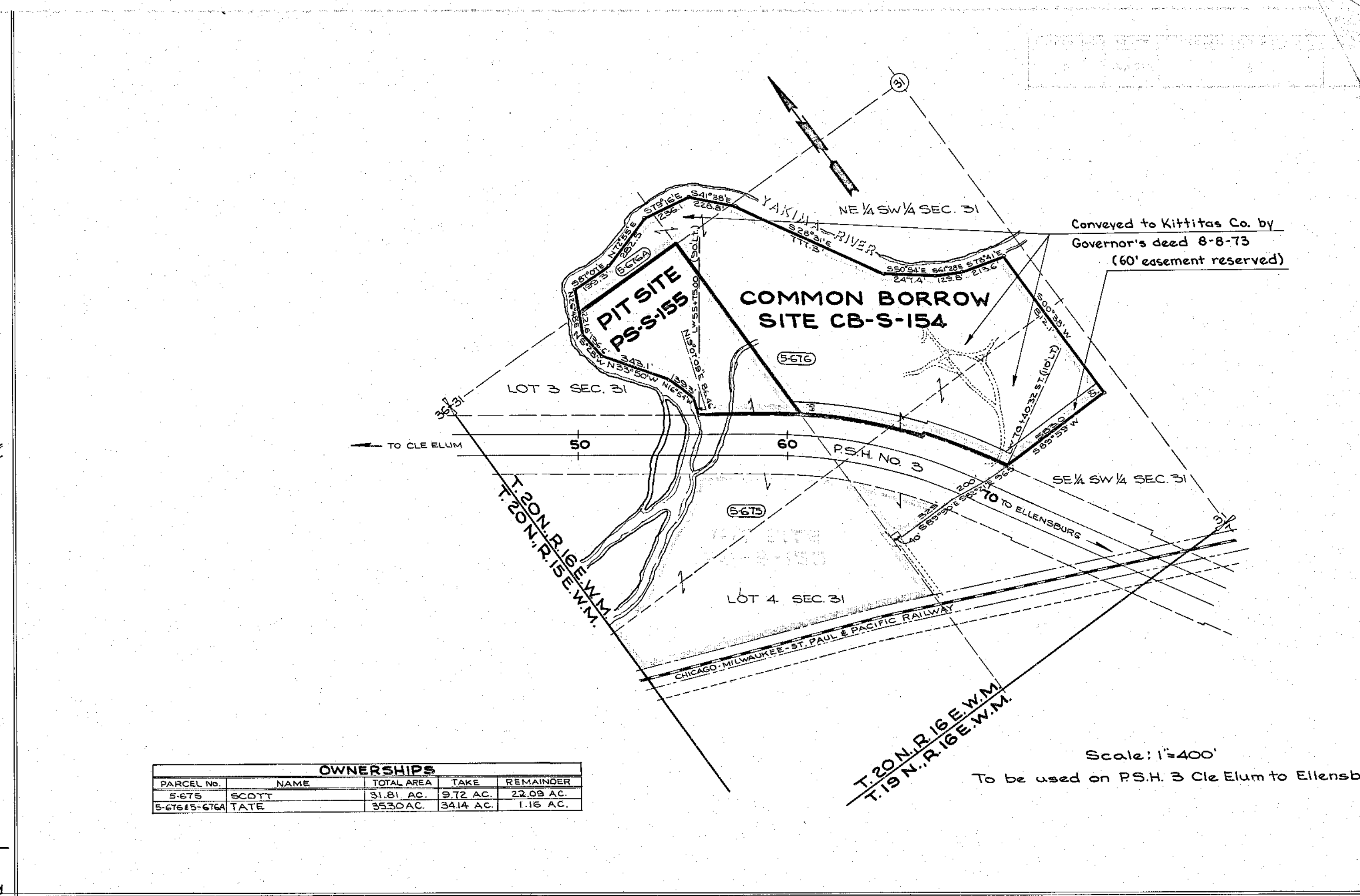
8-18
1132





OWNERSHIPS

PARCEL NO.	NAME	TOT. AREA	TAKE	REMAINDER
5-769	COPNER	15.05 Ac.	2.46 Ac.	12.59 Ac.
H5-769A	NORTHERN PACIFIC R.R.		3.71 Ac.	



OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	TAKE	REMAINDER
5-757	MOLLE	70.02 Ac.	23.04 Ac.	46.98 Ac.
5-759	OWENS	83.69 Ac.	48.28 Ac.	35.41 Ac.
5-762	NEWMAN KNOELL/MARTIN	22.79 Ac.	20.68 Ac.	2.11 Ac.
5-763	HENSHAW	9.17 Ac.	0.81 Ac.	8.36 Ac.
5-765	LANDES	75.65 Ac.	20.85 Ac.	54.80 Ac.

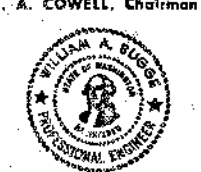
Letter	8-2-10	9-16-10	Noted Surplus Property IC 5-19-00044	8-13
Letter 6-21-73	9-7-73	Noted property conveyed to Kittitas Co. 8-8-73	WLM	
Letter 3-15-68	3-28-68	Boundary of Borrow Site CB-S-168 Revised	L.C.	
Letter 11-10-65	11-11-65	Boundary of Pit Site PS-S-167 & Areas of Rural No. 2-151 Revised	W.V.	
Letter 5-18-64	5-26-64	Boundary & Areas rev. for Pit Site 167 & Borrow Site 169	PS	
Letter 3-31-64	4-14-64	Rev. Pit Site PS-S-167, No Change in Areas	PS	
Letter 12-16-63	11-5-63	PS-S-167, CB-S-168 & CB-S-169 Sites added	PS	
Letter 9-20-63	10-6-63	RR-S-174 and haul road added	PS	
Letter 5-26-63	5-11-63	CB-S-164 & PS-S-155 added	PS	
Letter 5-26-63	5-11-63	Subsequent Approval	BY	
AUTHORITY	DATE			

SUNDRY SITE PLANS
KITTITAS COUNTY
PIT AND STOCKPILE SITES

PS-S-163, RR-S-174, PS-S-167, CB-S-169, CB-S-168,
 PS-S-155, SP-S-5165

WASHINGTON STATE HIGHWAY COMMISSION
 DEPARTMENT OF HIGHWAYS
 OLYMPIA, WASHINGTON

E. J. KETCHAM
 L. A. KETCHAM
Valley Highway
 Acting Office Engineer



G. D. ZANN
 J. M. BLAIR, SR.

SCALE: As Noted
 APPROVED: Dec. 11, 1962

ALIGNMENT CHECKED	DATE
RIGHT-OF-WAY	
GRADES	
STRUCTURE NOTATIONS	

DRAWN	DATE
CHECKED	
BY	
BY	

P.I. 645+26.8
 Δ 81° 48' Lt.
 CΔ 70° 57' 44"
 D 4° 15'
 R 1348.2'
 T 1297.1'
 L 1669.7'
 d 1 2/3
 DE 5° 25' 08"
 Ls 2.55

T.20N. R.17E.W.M.

NE 1/4 SW 1/4 SEC. 22

ACQUIRED ON SR 97 VIRDEN TO IRON CREEK, SHEET 1 OF 8 SHEETS, APPROVED JUNE 1, 1937.

SCALE 1" = 100'

T.20N., R.15E.W.M.

CLE ELUM

TO ROSLYN

Δ 12° 20' R
 D 5° 00'
 R 1146.0'
 T 123.8'
 L 246.7'

SR 903

TO TEANAWAY

B.N. INC.

B.N. INC. R/W LINE

SW 1/4 SW 1/4 SEC. 25

PS-S-93
 SURPLUS PROPERTY
 (2.89 ACRES)
 600.0'

ACQUIRED ON SR 903 CLE ELUM TO VIRDEN, SHEET 3 OF 12 SHEETS. APPROVED: JUNE 24, 1927.

SCALE: 1" = 200'

T.15N., R.19E.W.M.

REGION NO.	STATE	FED. AID PROJECT NO.	SHEET NO.
10	WASH.		

NW 1/4 NE 1/4 SEC. 16

NE 1/4 NW 1/4 SEC. 16

SR 821

SP-S-5112
 ROZA MAINT. SITE
 SURPLUS PROPERTY (17.25 ACRES)

ACQUIRED ON SR 821 ELLENSBURG TO YAKIMA, SHEET 15 OF 24 SHEETS, APPROVED: MAY 26, 1931, & ON SR 821 UMPANUM TO HILLSIDE, SHEET 16 OF 22 SHEETS, APPROVED: FEB. 2, 1932.

SCALE: 1" = 200'

T.20N., R.16E.W.M.

EXCESS R/W
 (See sheets 3 and 4 of 12 sheets of SR 970, CLE ELUM TO TEANAWAY RIVER BRIDGE, Approved December 23, 1947.)

SP-S-5162

SR 970

S 67° 26' E

BURLINGTON NORTHERN INC.

SCALE 1" = 100'

ACQUIRED ON SR 970 CLE ELUM TO TEANAWAY RIVER BRIDGE, SHEET 3 & 4 OF 12 SHEETS. APPROVED: DEC. 23, 1947.

KITITAS COUNTY
SUNDRY SITE PLANS

SP-S-5112, SP-S-5162, PS-S-93, ROZA MAINT. SITE,
 SP-S-5106

WASHINGTON STATE HIGHWAY COMMISSION
 DEPARTMENT OF HIGHWAYS
 OLYMPIA, WASHINGTON

G.H. ANDREWS DIRECTOR OF HIGHWAYS



John H. Cooper
 ROADWAY DEVELOPMENT ENGINEER

LETTER	DATE	DESCRIPTION	BY
Letter L-7-04	1-23-04	Deleted and Noted as Surplus Property PS-S-93	DRS
Letter L-4-00	1-21-00	Revised Boundary, Deleted and Noted as Surplus Property SP-S-5112 and Roza Maint. Site	DRS
Letter 9-27-88	12-23-88	DELETED STOCKPILE SITE SP-S-5162	DRS
Letter 5-20-77	12-9-77	ADDED STOCKPILE SITE SP-S-5106	DRS
AUTHORITY	DATE	SUBSEQUENT APPROVAL	BY

APPROVED JUNE 6, 1975

SHEET 24



Appendix B

BNSF Letter

From: [Scott, Richard D](#)
To: [Jacob Sevigny](#)
Subject: RE: Cle Elum Columbia Avenue Railroad Crossing Feasibility Study
Date: Friday, May 3, 2024 9:57:18 AM
Attachments: [image002.jpg](#)
[image004.jpg](#)
[image005.png](#)

BNSF cannot support a project that seeks to create new public at-grade crossings.

We endorse the USDOT goal of reducing the number of at-grade crossings, both public and private, through consolidation, elimination, grade separation and restriction on the number of new crossings installed.

BNSF, other railroads, the Federal Railroad Administration and most states encourage communities to carefully consider all alternatives, including grade separations, as opposed to the creation of new at-grade crossings. The cost of a grade crossing separation should not outweigh the enhanced safety it would provide for the traveling public over a new at-grade crossing.

To comply with and support the federal initiative to reduce crossings, BNSF has an established practice of requiring that multiple other *public* crossings be consolidated before agreeing to the establishment of any new at-grade crossing. BNSF expects communities to engage in a study to identify crossings for closure. Proposals for establishing a new public crossing should identify a minimum of two or more like-crossing closures for each new crossing opened, unless there are specific rail operation considerations at the proposed location in which case additional closures may be required.

Because of safety concerns, every effort must be made to first consider alternative access using grade separations, parallel or other roads off the right-of-way leading to existing crossings, or access from other directions by way of easement with adjacent landowners.

As a matter of operational efficiency some locations will not be approved for crossings because of railroad engineering and operating considerations such as passing sidings, tracks used for switching, special track work, sharp curves and other considerations.

Rich Scott, PE | BNSF Railway

Assistant Director Public Projects

O: (763) 782-3492



Appendix C

WSDOT Letter

From: [Prilucik, Jacob](#)
To: [Jacob Sevigny](#)
Cc: [Hatfield, Aaron](#); [Colleda Monick](#)
Subject: RE: [EXTERNAL] Cle Elum Railroad Crossing Study
Date: Thursday, February 8, 2024 10:43:08 AM
Attachments: [image001.jpg](#)

Jacob,

Aaron filled me in on the project. WSDOT has acquired all access rights along the Exit 85 crossroad, up to BNSF r/w. This is consistent with the minimum requirements outlined in [WAC 468-58](#). Unfortunately, access to the crossroad is not an option.

Jacob Prilucik

Office: (509) 577-1635 – prilucj@wsdot.wa.gov

Cell: (509) 225-0637



Appendix D

Town Hall Meeting Minutes

TOWN HALL MEETING MINUTES (2/21/24)

Presenters:

Steven Harper, City Council

Jacob Sevigny, PE, HLA Engineering and Land Surveying, Inc.

Colleda Monick, Senior Planner, HLA Engineering and Land Surveying, Inc.

Presentation Summary

- Grant was received from Kittitas County through the Unified Planning Work Program (UPWP).
- Intent was to evaluate the extension of Columbia Avenue across BNSF railroad tracks to provide access to parcels bounded by BNSF tracks and Interstate-90, including the City of Cle Elum Wastewater Treatment Plant (WWTP).
- The current grant is only for a feasibility study to evaluate options.
- The existing crossing is private, has no active safety devices.
- The City has concerns about access and the risk to employees and others at the crossing.

Study results so far:

- Reviewed the SEPA non-project checklist for potential impacts.
- Reached out to BNSF for options for a new crossing to replace the existing one.
 - During the meeting, BNSF indicated they would not allow a new at-grade crossing.
- Reached out to WSDOT for potential to access site from Exit 85. They said that was not possible.
- Left with 4 alternatives.
 1. Do nothing. (Cheaper to City. However, doesn't allow for development and safety of the crossing remains an issue).
 2. Construct a new overpass. (Significantly more expensive than other options. Need ROW from property owners. Safest option. Would require closing existing private crossing. Provides most convenient access).
 3. Upgrade existing crossing. (City would access by extending Railroad Street. Add drop bars, warning lights, etc. City would assume ownership of crossing. The assumption is that BNSF would be amenable, but not guaranteed. Would improve safety).
 4. Access from Swiftwater Boulevard. (Would need ROW from property owners. Not ideal for access. Would require closing existing private crossing. Would improve safety).

Other considerations:

- How much property can be developed? Much of the area is considered wetlands, even though the ponds are man-made.
- BNSF will not support development that encourages additional crossing across tracks at-grade.
- All options, besides do nothing, are expensive, funding could be used for other projects.

Community Feedback

- One concern was that a new overpass would reduce property values along Columbia Avenue.
- There were also concerns that extending Columbia Avenue would increase noise levels from traffic. Some of the current residents along Columbia include disabled/vulnerable population, as well as a Veterinary Clinic with animals that would not react well to increased noise levels.
- Concerns were also raised about the feasibility of an overpass and how far back it would need to extend to reach the needed clearance over the BNSF tracks.
- The point was also raised that all options needed to connect to existing roads to maintain existing access to parcels.

Final Thoughts and Responses

- HLA will be presenting the results of the study to Council in the next several months.
- Affected residents will be notified through the same channels when this presentation will be occurring to attend and offer feedback.
- Once the study is completed, it will be up to the City to determine which option to pursue.
- Any additional comments or concerns in the meantime can be addressed to HLA at (509)966-7000 or jseigny@hlacivil.com.