

BNSF Main Line And I-5

Current and Future Tonnage

- **2009: I-5 and BNSF N/S Main Line**
 - BNSF: 8-12 trains per day, 100 cars per train
 - If 50 tons/car, each train would carry 5,000 tons
 - 10 trains/day would be 18 million tons/year
 - I-5: 4,200 trucks/day
 - If 15 tons/truck , freight would be 23 million tons/year
- **Future**
 - BNSF mainline has significant additional capacity
 - One proposal would add 9 trains/day for coal
 - Each train = 15,000 tons; total up to additional 50 million tons/year
 - Not sure of ultimate capacity of main line
 - I-5: projected growth in tonnage?

BNSF Skagit River Bridge

- **Problem**

- Bridge built in 1916 – needs to be replaced
- Flood modeling shows water will be above bridge chords – no way to get debris through – puts bridge and adjacent levees at risk

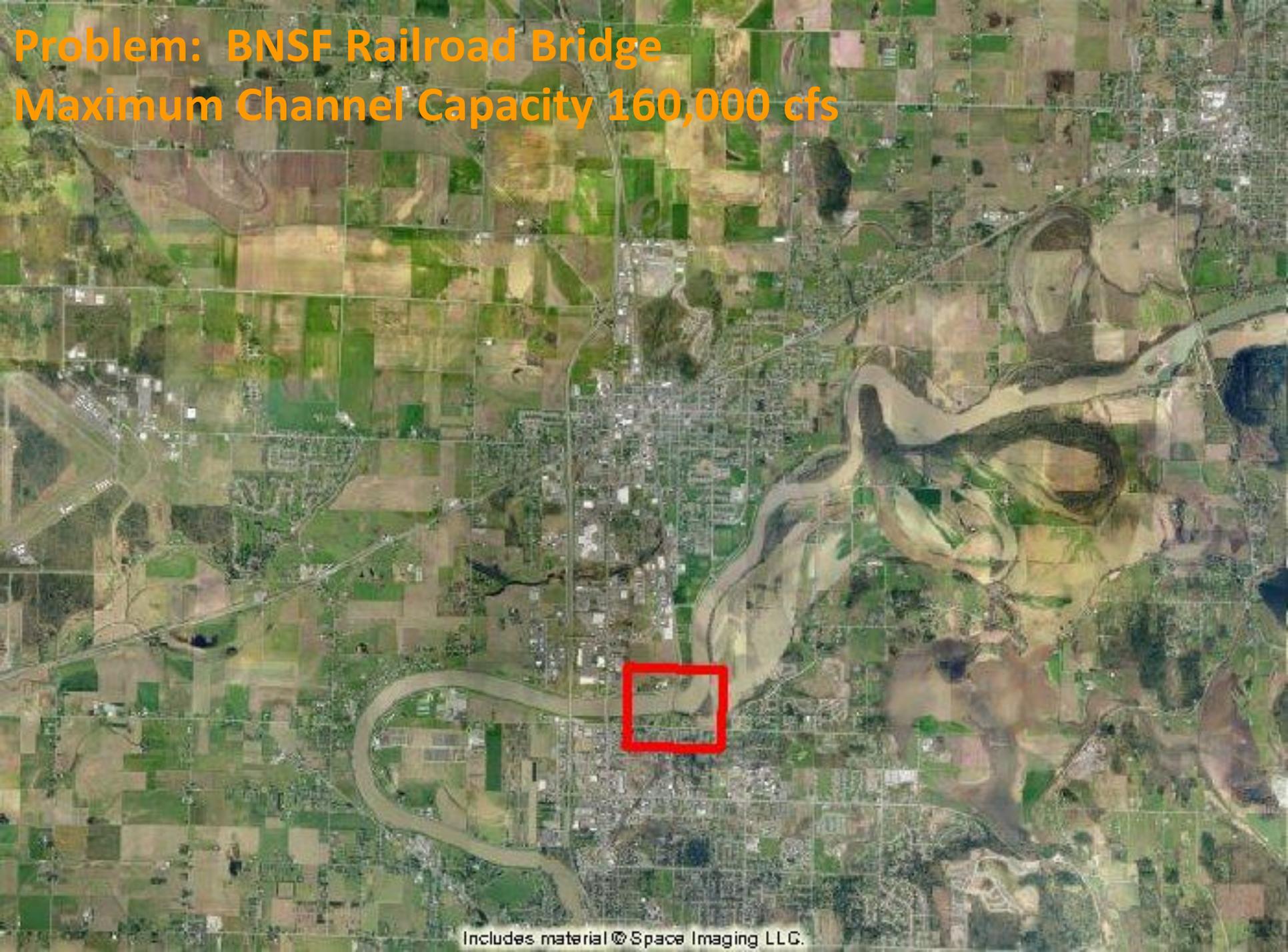
- **Opportunity**

- Reduce flood risk; provide two tracks on bridge; extend siding

- **Partnership**

- WSDOT and City of Burlington recently submitted the PE/NEPA package for funding under the HSIPR program with support of BNSF and Amtrak
 - Application not funded; however, partnership is in place
 - Congressman Larsen's office is interested in helping
 - City of Burlington has open commitment of \$350,000

Problem: BNSF Railroad Bridge
Maximum Channel Capacity 160,000 cfs











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