

TR-042083(P)

Ross B. Dunfee, P.E.  
Public Works Director / County Engineer

Area Code 509  
Prosser 786-5611  
Tri-Cities 736-3084  
Ext. 5664  
Fax 786-5627

# Benton County

## Department of Public Works

Post Office Box 1001 - Courthouse  
Prosser, Washington 99350-0954

November 22, 2004

Ahmer Nazim  
W.U.T.C.  
P.O. Box 47250  
Olympia, WA 98504


RE: Railroad Crossing

Dear Mr. Nazim:

Please find enclosed the application to open a new public crossing off Badger Road in Section 11, Township 8 North, Range 28 East, W.M., directly South of I-82 and across from the South bound freeway ramps. We are also sending the same information to Mike Cowles of the BNSF.

If there is further information needed or if there are any questions, please contact this office.

Sincerely,

  
\_\_\_\_\_  
Steven W. Becken  
Project Engineer

RECEIVED  
DISTRIBUTION CENTER  
2004 NOV 24 PM 1:21  
STATE OF WASH.  
WUTC

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. \_\_\_\_\_

PETITION

Petitioner

Road Name: Sagebrush Road

vs.

W.U.T.C. Crossing No.: Crossing does not currently exist

Respondent

D.O.T. Crossing No. \_\_\_\_\_

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the \_\_\_\_\_ construction \_\_\_\_\_ of a grade crossing;  
(construction-reconstruction-relocation)
- directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;
- directing \_\_\_\_\_ of warning devices at an existing crossings;  
(replacement-change-upgrade)
- allocating funds from the "grade crossing protective fund" for \_\_\_\_\_  
\_\_\_\_\_ of active warning devices; (installation and/or maintenance)
- authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;


at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
- order without hearing

Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?

If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

  
 \_\_\_\_\_  
 Petitioner  
Ross B. Dunfee, P.E. / Benton County Engineer  
 Print Name Title  
P.O.Box 1001  
 Street Address  
Prosser, WA 99350  
 City-State-Zip Code

**INTERROGATORIES**  
Use additional paper as needed

[ 1 ]

State name of highway and railway at crossing intersection:

Existing or proposed highway Sagebrush Road mile post \_\_\_\_\_

Existing or proposed railway BNSF mile post 11.3

Located in \_\_\_\_\_ 1/4 of the NE 1/4 of Sec. 11, T. 8N., R. 28 E., W.M.

WUTC crossing number \_\_\_\_\_ N/A DOT crossing number \_\_\_\_\_ N/A

Street: Badger Road City: N/A County: Benton  
(if applicable) (if applicable)

[ 2 ]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier  Logging or Industrial

(b) Main Line  Branch Line  Siding or Spur

(c) Total number of tracks at crossing One  
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:  
Passenger \_\_\_\_\_ MPH Passenger \_\_\_\_\_ MPH  
Freight 49 MPH Freight 53 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains None Freight Trains 6@49 MPH  
(Note: Round trip counted as two trains. Include switch movements.)

[ 3 ]

Character of Roadway:

(a) State Highway - Classification N/A

(b) County Highway - Classification Main Access

(c) City Street - Classification N/A

(d) Number of traffic lanes existing in each direction: None  
Number of additional traffic lanes proposed: None

(e) Posted vehicle speed limit: Automobiles N/A MPH Trucks N/A MPH

- (f) Estimated vehicle traffic in 24 hours: Current total 0, including 0 trucks and 0 school bus trips. Projected traffic in \_\_\_\_\_ years: total \_\_\_\_\_, including \_\_\_\_\_ trucks and \_\_\_\_\_ school bus trips.

[ 4 ]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[ 5 ]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

None

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

None

[ 6 ]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

No. Badger Road, the road Sagebrush Road will connect with is 200 feet East of the tracks. There is inadequate room to construct an overpass or underpass with reasonable and safe road grades.

See the attached report from JUB Engineers

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

No

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

No. See 6 (a). Badger Road parallels the tracks the entire length of Badger Road, approximately 13 miles.  
[ 7 ]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

Leslie Road, approximately 0.25 miles to the East of the proposed crossing on the North side of I-82 (not accessible to this property because of the freeway.) Cottonwood Drive, approximately 2 miles to the West.

- (b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

No

- (c) If so, state approximate cost of highway relocation to effect such changes.

- (d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

No

- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

No

[ 8 ]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from...East.....(direction) an unobstructed view to

right when on highway 300 feet from crossing of	50	feet
right when on highway 200 feet from crossing of	200	feet
right when on highway 100 feet from crossing of	400	feet
right when on highway 50 feet from crossing of	300	feet
right when on highway 25 feet from crossing of	1,000	feet
left when on highway 300 feet from crossing of	1,200	feet
left when on highway 200 feet from crossing of	1,300	feet
left when on highway 100 feet from crossing of	1,700	feet
left when on highway 50 feet from crossing of	900	feet
left when on highway 25 feet from crossing of	1,700	feet

Approaching crossing from...West..... (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of	(Trees) 50	feet
right when on highway 200 feet from crossing of	(Trees) 50	feet

right when on highway 100 feet from crossing of	(Trees)	50	feet
right when on highway 50 feet from crossing of	(Trees)	500	feet
right when on highway 25 feet from crossing of	(Trees)	1,000	feet
left when on highway 300 feet from crossing of	(Trees)	100	feet
left when on highway 200 feet from crossing of	(Trees)	200	feet
left when on highway 100 feet from crossing of	(Trees)	500	feet
left when on highway 50 feet from crossing of	(Bank Top)	100	feet
left when on highway 25 feet from crossing of		1,000	feet

[ 9 ]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[ 10 ]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[ 11 ]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

No

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Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

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[ 12 ]

(a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ 150,000.00

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ 500.00

- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?
- (e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

Yes

No

[ 13 ]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of \_\_\_\_\_

for \_\_\_\_\_

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

The cost of installation (estimated at \$ \_\_\_\_\_)

subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

as apportioned between the parties.

to be paid by petitioner.

Other conditions to waiver of hearing:

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at \_\_\_\_\_, Washington, on this \_\_\_\_\_ day  
of \_\_\_\_\_, 20 - \_\_\_\_\_.

Respondent \_\_\_\_\_

by \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_





**J-U-B ENGINEERS, Inc.**  
ENGINEERS • SURVEYORS • PLANNERS

Regional Office  
2810 W. Clearwater Avenue, Suite 201  
Kennewick, WA 99336

509-783-2144  
Fax: 509-736-0790  
www.jub.com

November 19, 2002

Mr. Tom Solbrack  
2555 State Highway 24  
Othello, WA 99344

**RE: BADGER ROAD/I-82 GRADE SEPARATION PROBABLE COST**

Dear Tom:

We have reviewed the feasibility of installing a grade separation to cross the Burlington Northern Sante Fe Railroad tracks located south of I-82 and west of Badger Road in Section 11, T 8N, R 28 E. The grade separation would be required to allow access to your property on the west side of the railroad tracks.

The attached Budget Estimate was completed by our Transportation Manager, Rick Door. Rick has previous experience with the Washington State Department of Transportation and is familiar with these type of grade separations. He lead the design effort of the Columbia Center Boulevard/BNSF Grade Separation and is currently coordinating with HDR Engineers Inc. on the design of the Downtown Kennewick Grade Separation.

Please keep in mind that the Budget Estimate is an Engineer's Opinion of Probable Cost and could change as additional feasibility studies and design are completed. This is a rough order of magnitude estimate for planning purposes only. The initial estimate of the crossing including design, construction, and construction administration is \$10.0 Million. A map showing the proposed location of the intersection is attached. The estimate includes the following:

- 1) 35 mph design speed;
- 2) 250-feet from intersection to centerline of the railroad tracks;
- 3) Raise intersection of Badger Road and I-82 On/Off Ramp;
- 4) Reconstruct 1500-feet on ramp and off-ramp as shown;
- 5) Reconstruct 1360-feet of Bagder Road as shown;

It is possible that some of the road reconstruction expenses could be reduced if the crossing was located at a different point. The 1500-feet of I-82 on/off ramp reconstruction and 1360-feet of Badger Road reconstruction was necessary due to the location of the grade separation.





Engineers Surveyors Planners

I-82/Badger Road Grade Separation

November 19, 2002

Page 2 of 2

Thank you for the opportunity to present this estimate for your planning needs. If you need anything else please call me at 509-783-2144.

Sincerely,

**J-U-B ENGINEERS, INC.**

A handwritten signature in black ink, appearing to read 'Ben W. Volk'.

Ben W. Volk, P.E.  
Project Manager

BWV:bwv

Enc. Vicinity Map  
Budget Estimate



## BUDGET ESTIMATE

PROJECT NO. 9 Date: 11/13/2002

AGENCY NO.

**PROJECT DESCRIPTION: GRADE SEPARATION - VIC. BADGER RD. I/C**

SECTION: **Roadway Overpass - Grade Separation**

LENGTH Miles

**I. RIGHT OF WAY** **\$25,000**

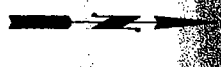
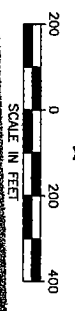
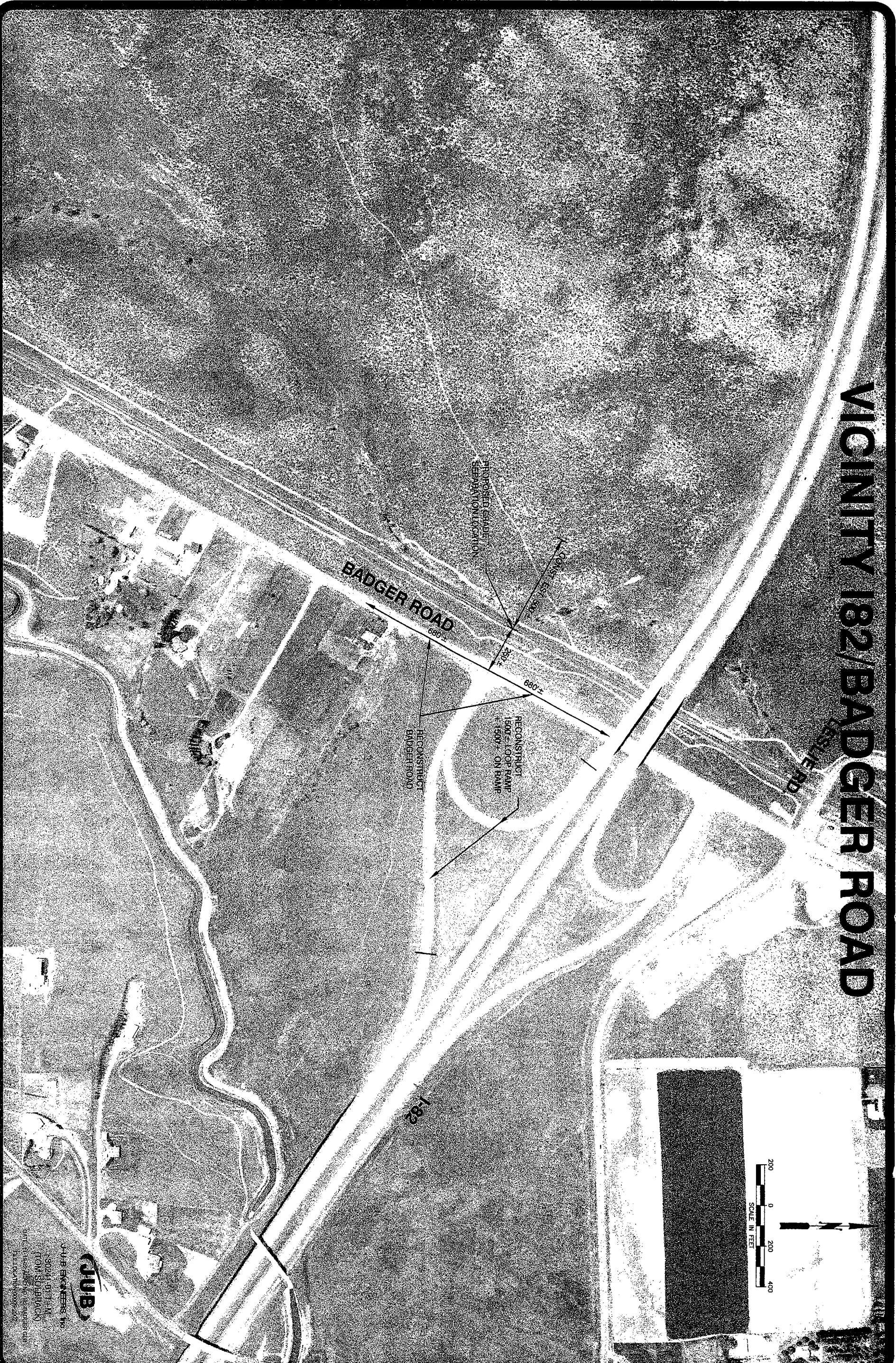
### II. CONSTRUCTION

1. Grading/Draining			<b>\$2,854,000</b>
Clear & Grub. Demolition	\$17,000	SD System	
Roadway Ex/Emb.	\$2,820,000	Small Culverts	\$17,000
Rock Exc.		Large Culverts	
		Wetland Mitigation	
2. Structures			<b>\$2,743,000</b>
Bridge Structure	\$430,400	Walls	\$2,290,600
Steel Bridges	\$0	Canal Restoration	\$0
Tunnels	\$0	Misc.	\$22,000
3. Surfacing/Paving			<b>\$405,200</b>
Surfacing Type: CSTC/CSBC	\$186,000	Paving Type: ACP	\$219,200
Curb & Gutter		Paving Type:	
Sidewalk		Paving Type:	
4. Roadside Development			<b>\$18,000</b>
Fencing	\$0	Planting	\$0
Seeding, Fert., Mulch	\$18,000	Silt Fences	\$0
		Irrig. Adjustment	\$0
5. Traffic Services & Safety			<b>\$380,500</b>
Guard Rail	\$150,000	Guide Posts	\$0
Conc. Barrier	\$0	Lane Markers	\$0
Signals	\$0	Raised Channelization/cu	\$0
Illumination	\$23,000	Labor for Traffic Control	\$140,000
Signing	\$10,000	Misc.	\$50,000
Striping	\$7,500		
6. Miscellaneous			<b>\$125,000</b>
7. Construction - Subtotal Lines 1 through 6			<b>\$6,525,700</b>
8. Mobilization	5.0% of Line 7		<b>\$326,285</b>
9. Subtotal Lines 7 & 8			<b>\$6,851,985</b>
10. Sales Tax	0.0% of Line 9		\$0
11. Agreements (utilities, Railroad, etc.)			<b>\$200,000</b>
12. Subtotal Lines 9 through 11			<b>\$7,051,985</b>
13. Construction Engineering	15.0% of Line 9		<b>\$1,027,798</b>
14. Work by Agency			\$0
15. Contingency	15.0% of Line 9		<b>\$1,027,798</b>
16. CONSTRUCTION TOTAL - Lines 12,13,14 & 16			<b>\$9,107,581</b>

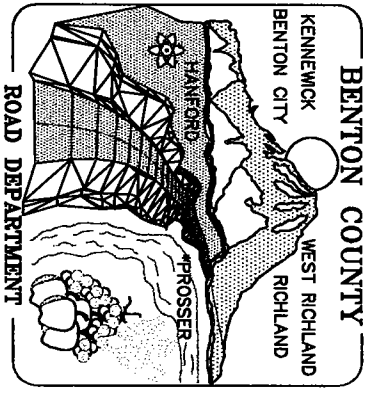
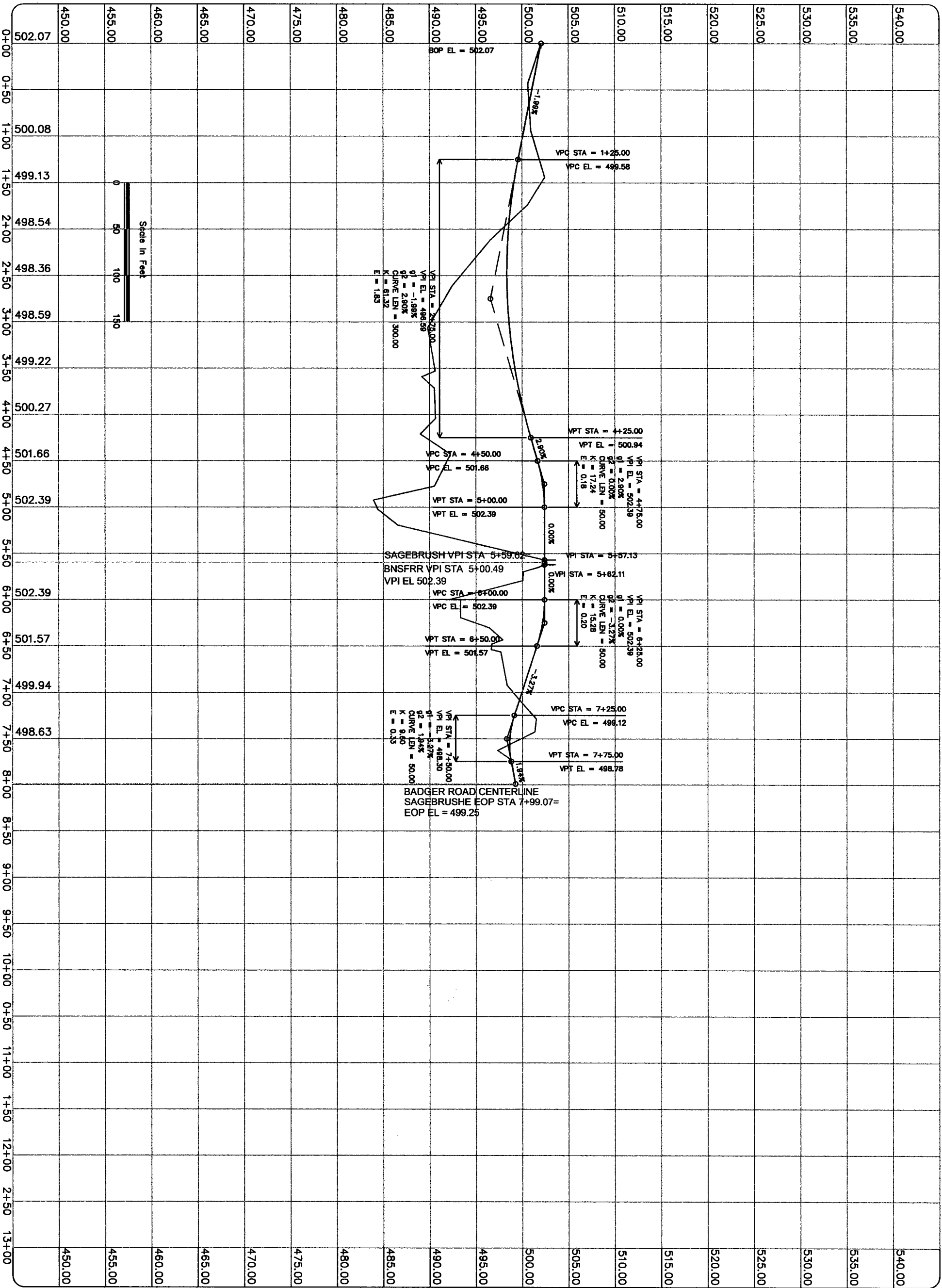
III. Preliminary Engineering 10.0% of Line 16 **\$910,758**

IV. TOTAL ESTIMATED COST- Lines I, 16 and III **\$10,043,339**

# VICINITY 182/BADGER ROAD



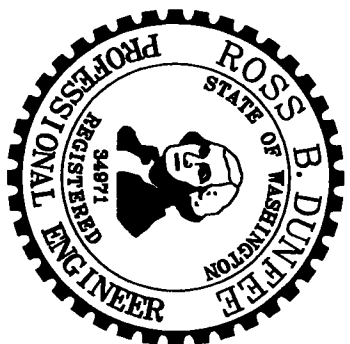
JUB ENGINEERING, INC.  
3024 1/2 9TH AVE.  
TOM SOBIBACK  
DATE: 11/24/2010 BY: T.SOBIBACK  
TEL: 608/785-1000 FAX: 608/785-1001



# Sagebrush Road Extension

Activity Code 0770  
C.E. 1813 CRP

PREPARED UNDER THE DIRECTION OF & APPROVED BY:



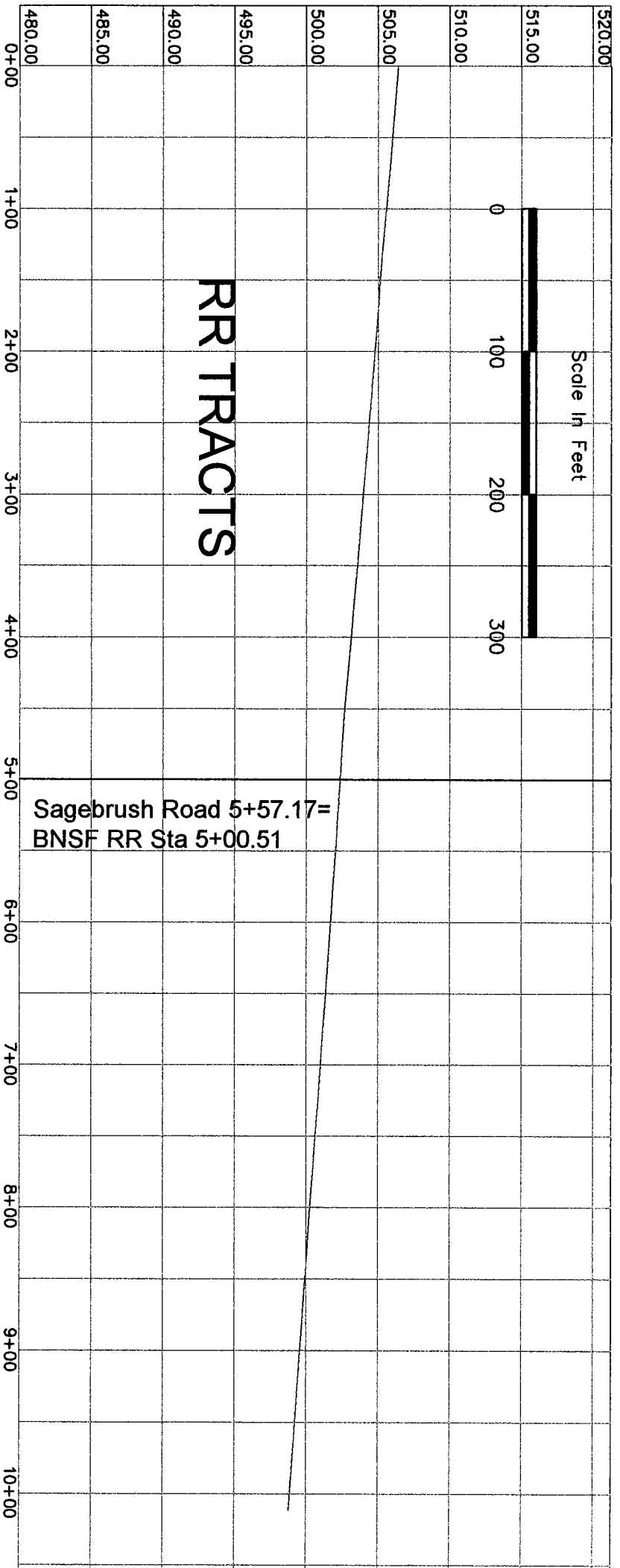
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BENTON COUNTY ENGINEER  
DATE:

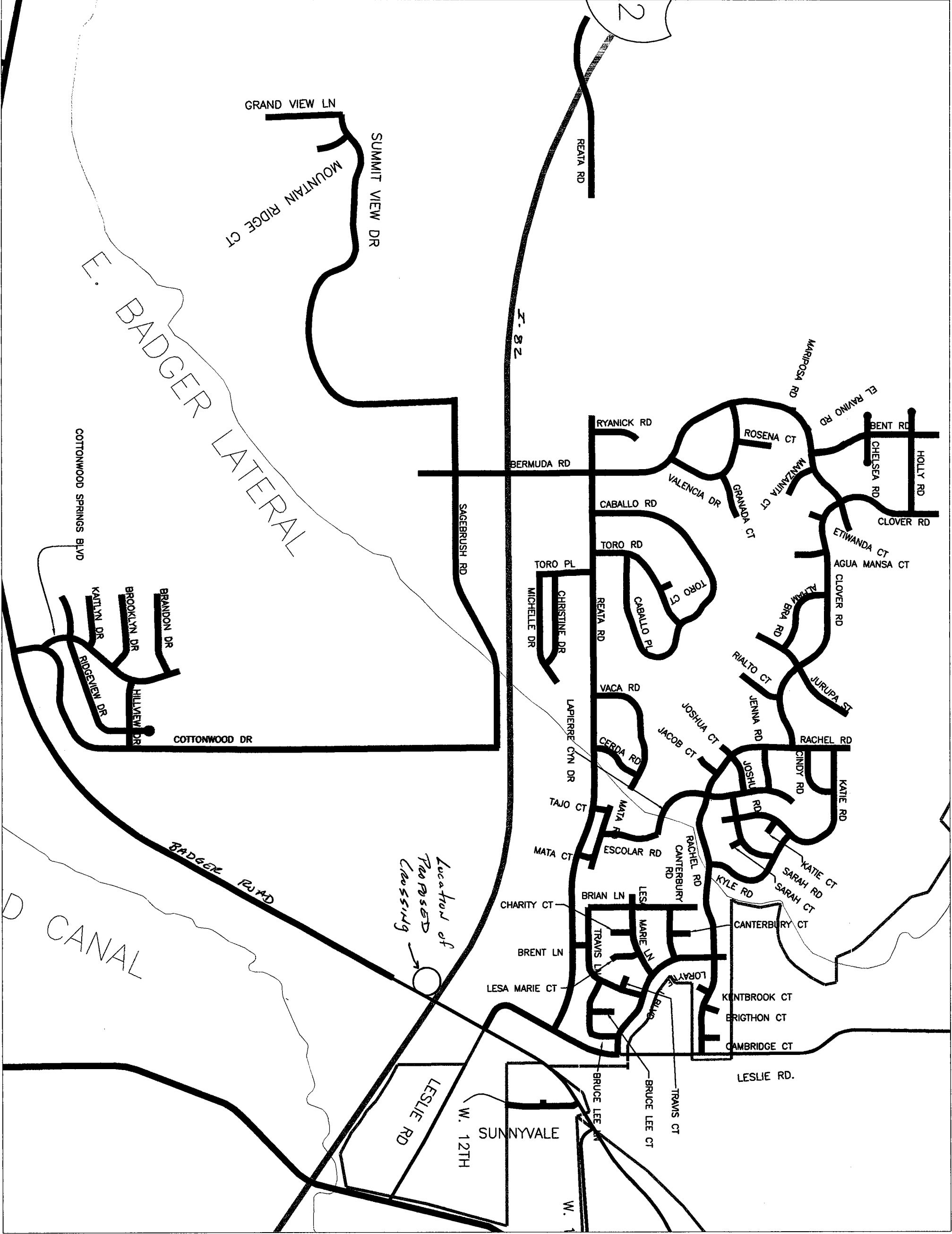
CALL TWO WORKING DAYS BEFORE YOU DIG  
1-800-424-6666

ALL UNDERGROUND UTILITIES AND STRUCTURES ARE NOT SHOWN. THE LOCATION OF THOSE SHOWN ARE APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY BOTH UNDERGROUND & ABOVE GROUND EXISTING CONDITIONS. NOTIFY ENGINEER FOR RESOLUTION OF CONFLICTS.

DR/N:	LSS
DATE:	11/18/04
SCALE:	SEE BAR SCALE
REVISION:	

PROFILE VIEW





GRAND VIEW LN

MOUNTAIN RIDGE CT

SUMMIT VIEW DR

REATA RD

Z-82

E. BADGER LATERAL

COTTONWOOD SPRINGS BLVD

BRANDON DR  
BROOKLYN DR  
KATLYN DR  
RIDGEVIEW DR  
HILLVIEW DR

COTTONWOOD DR

BADGER ROAD

CANAL

*Location of Proposed Crossing*

LESLIE RD

W. 12TH

SUNNYVALE

W. 1

RYANICK RD  
BERMUDA RD  
SAGEBRUSH RD  
VALENCIA DR  
ROSENA CT  
GRANADA CT  
MANZANITA CT  
BENT RD  
HOLLY RD  
EL RAVINO RD  
CHELSEA RD  
CLOVER RD  
ETIWANDA CT  
AGUA MANSA CT  
CLOVER RD  
ALHAMBRA RD  
JURUPA ST  
TORO RD  
TORO PL  
CHRISTINE DR  
REATA RD  
CABALLO PL  
TORO CT  
VACA RD  
LAPIERRE CYN DR  
CERDA RD  
JOSHUA CT  
JACOB CT  
JENNA RD  
RACHEL RD  
KATIE RD  
CINDY RD  
KATIE CT  
SARAH RD  
SARAH CT  
KYLE RD  
CANTERBURY CT  
CANTERBURY RD  
BRIAN LN  
LESA MARIE LN  
LORAYNE BLVD  
KANTBROOK CT  
BRIGHTON CT  
CAMBRIDGE CT  
LESLIE RD.  
LESA MARIE CT  
BRENT LN  
CHARITY CT  
MATA CT  
ESCOLAR RD  
MATA RD  
TAJO CT  
MICHILLE DR  
TORO PL  
CABALLO RD  
VALENCIA DR  
GRANADA CT  
MANZANITA CT  
BENT RD  
HOLLY RD  
EL RAVINO RD  
CHELSEA RD  
CLOVER RD  
ETIWANDA CT  
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TORO PL  
CHRISTINE DR  
REATA RD  
CABALLO PL  
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