

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 060211
The Washington State Department)	
of Transportation)	PETITION FOR RECONSTRUCTION OF A
)	HIGHWAY-RAIL GRADE CROSSING
Petitioner,)	
)	
vs.)	
)	WUTC CROSSING NO. 1G 124.21
The BNSF Railway Company)	
)	USDOT CROSSING NO. 084930P
Respondent.)	
.....)	

Petition is hereby made to the Washington Utilities and Transportation Commission for an order authorizing the reconstruction of a grade crossing at the crossing identified above and described in this petition:

1. Identifying information for the crossing

- a. Existing roadway: E. Badger Road
- b. Existing railway: BNSF Railway Sumas Subdivision
- c. WUTC Crossing Number: 1G 124.21
- d. USDOT Number: 084930P

RECEIVED
 RECORDS MANAGEMENT UNIT
 06 FEB - 7 PM 3:57
 STATE OF WASH.
 UTIL. AND TRANSP.
 COMMISSION

2. Character of rail line

- a. Is this a main line, branch line, siding or spur? Branch Line
- b. Do passenger trains use the crossing? No
- c. Legal maximum speed for passenger and/or freight trains: 10 MPH
- d. Actual or estimated train traffic in 24 hours: 1 round trip/day

3. Character of Roadway

- a. Government agency responsible for maintaining the road: The crossing is located within WSDOT limited access right-of-way, designating WSDOT as the road authority until that portion of the road is formally turned back to Whatcom County (after project completion).

- b. Number of traffic lanes in each direction. One
- c. Number of traffic lanes in each direction that would exist after the project completion: Two
- d. Posted vehicle speed limit for cars and trucks: 50 mph
- e. Estimated vehicle traffic in 24 hours: Current: 673; Estimated ADT after SR-9 designation: 6,000
- f. Is the crossing part of a truck route? Not currently, but it will be upon project completion.

4. Type (e.g. wood plank, concrete, asphalt) and length of the current crossing surface: Surface is currently 48' wood plank.

5. Project description and justification:

(a) Proposed changes:

The roadway currently consists of two 11' lanes. The proposal includes reconstructing Badger Road to include two 12' lanes with an 8' shoulder in each direction of travel. At the grade crossing, however, the shoulders will taper to the extent needed to allow for installation of the 32-foot railroad gate. A guardrail will be installed to protect the railroad warning signals at this location. The existing crossing angle (about 60-degrees) will remain more or less the same.

(b) Justification for changes:

The project is part of a larger WSDOT project that will realign, widen, and repave State Route 9 between Nooksack Road and Cherry Street in Sumas. The project will improve safety and reduce weather-related closures along SR-9.

6. Existing warning system

- a. Describe existing warning devices at the crossing: Shoulder-mounted signals with gates.
- b. Describe the type of existing crossing circuitry, if any: AC/DC-Type

7. How would the project affect warning devices at the crossing? The existing warning devices will be replaced with cantilever-mounted signals with gates, and train detection circuitry will be upgraded from AC/DC to Constant Warning.

8. Drawings. Sketches drawn to scale are attached accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), of the crossing surface and of the railway in the vicinity of the crossing. If highway grades will be changed, sketches drawn to scale accurately displaying the existing and proposed highway profile for 50 feet on each side of the crossing should also be attached.


I certify under penalty of perjury that the foregoing is true and correct.

Dated at Olympia, Washington this 3rd day of February, 2008.

Petitioner:

Wa. State DOT

By:


Ahmer Nigam

Po Box 47329

Olympia, WA 98504
(Address)

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the crossing surface. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2005.

Respondent:

By:

(Address)

INSTRUCTIONS

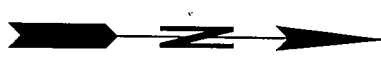
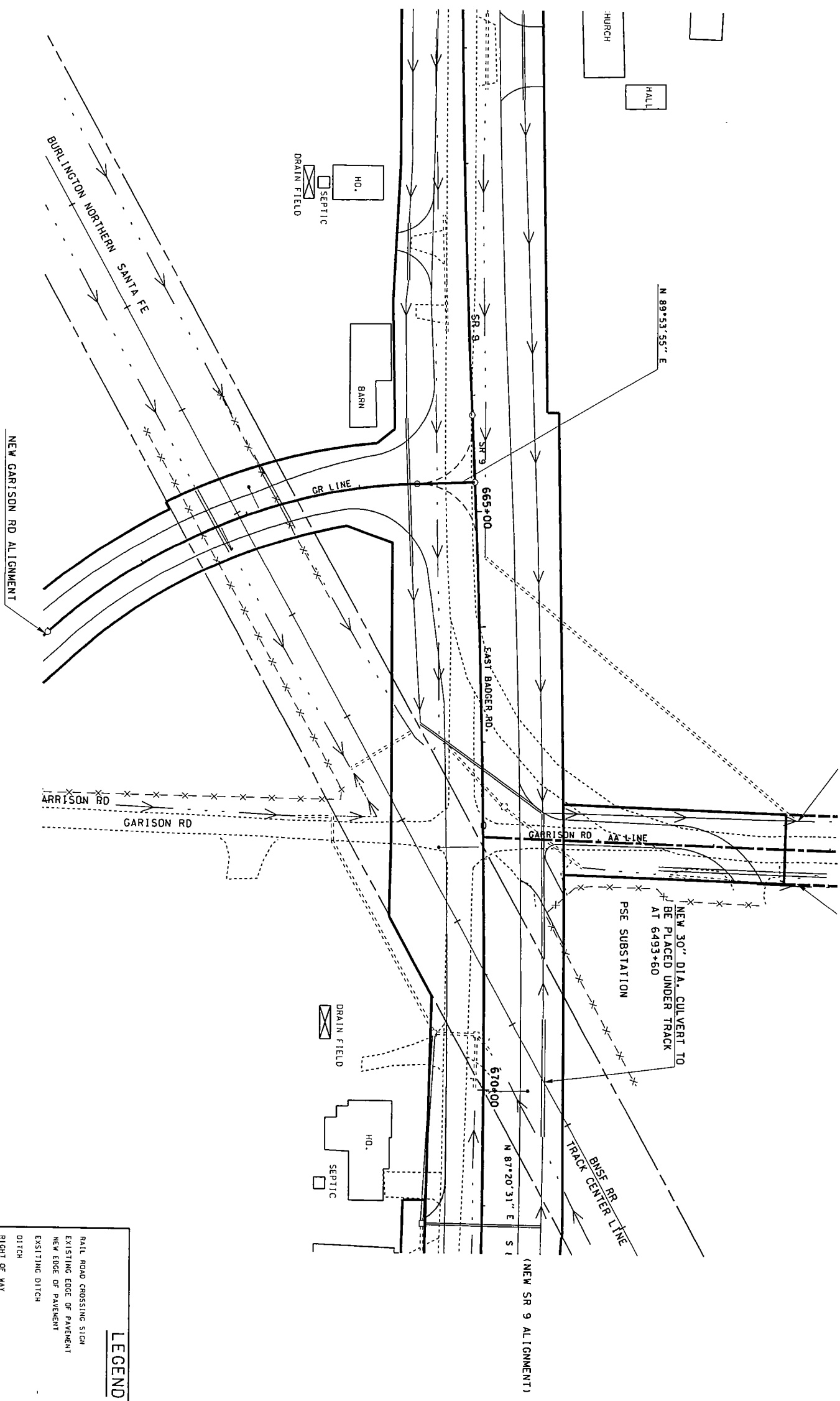
Petitioner can be the railroad, the road authority or the Washington Utilities and Transportation Commission. If the railroad is the petitioner, the road authority will be the respondent. If the road authority is the petitioner, the railroad will be the respondent.

The original and two copies of the petition must be filed with the Washington Utilities and Transportation Commission.

If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

If the waiver of hearing is not executed on the petition filed, a copy of the petition will be served upon the respondent by the Commission for answer within 20 days. Upon receipt of respondent's answer or after the 20 day period has elapsed, the application will be processed. Time for making a decision will depend on whether an answer is filed and the content of the answer.

T 40 N. R 4 E. W. M.



LEGEND

	RAIL ROAD CROSSING SIGN
	EXISTING EDGE OF PAVEMENT
	NEW EDGE OF PAVEMENT
	EXISTING DITCH
	DITCH
	RIGHT OF WAY
	WETLAND BOUNDARY
	CULVERT
	EXISTING CULVERT

FILE NAME	I:\DESIGN\013724\CADD\Sheet\New Folder\exhibit.dgn		
TIME	01:50:27 PM		
DATE	10/28/2005		
PLOTTED BY	muchona	REGION NO.	10
DESIGNED BY	B. BEEMER	STATE	WASH
ENTERED BY	A. MUCHONEV	JOB NUMBER	
CHECKED BY	T. ZIMMERMAN	CONTRACT NO.	
PROJ. ENGR.	M. RUSSELL	LOCATION NO.	
REGIONAL ADM.	L. ENG	REVISION	
		DATE	BY

FED. AID PROJ. NO.	
P.E. Stamp Box	DATE
P.E. Stamp Box	DATE



SR 9 SR 546
 NOOKSACK RD TO SR 547 CHERRY ST
 ALL-WEATHER RECONSTRUCTION
 RAIL ROAD CULVERT PLAN EXHIBIT

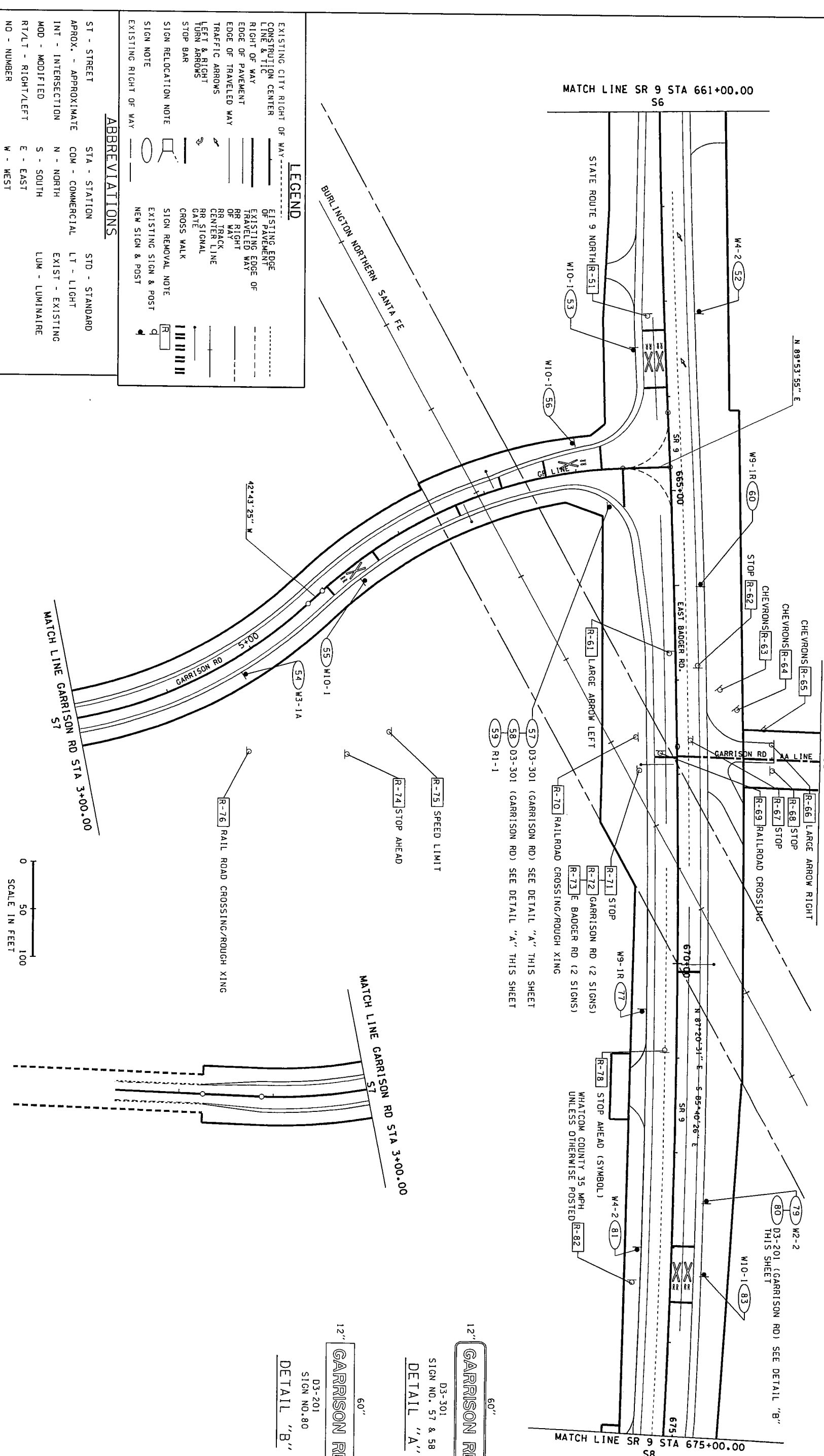
PLOTT
 SHEET 1
 OF 2
 SHEETS

T. 40N. R. 4E. W.M.

MATCH LINE AA LINE 1+50.00
S16

MATCH LINE SR 9 STA 661+00.00
S6

MATCH LINE SR 9 STA 675+00.00
S8

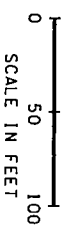


LEGEND

EXISTING CITY RIGHT OF WAY	---	EXISTING EDGE OF PAVEMENT	---
CONSTRUCTION CENTER LINE & RIGHT OF WAY	---	EXISTING EDGE OF TRAVELED WAY	---
EDGE OF PAVEMENT	---	RR RIGHT OF WAY	---
EDGE OF TRAVELED WAY	---	RR TRACK CENTER LINE	---
TRAFFIC ARROWS	---	RR SIGNAL DATE	---
LEFT & RIGHT TURN ARROWS	---	CROSS WALK	---
STOP BAR	---	SIGN REMOVAL NOTE	---
SIGN RELOCATION NOTE	---	EXISTING SIGN & POST	---
SIGN NOTE	---	NEW SIGN & POST	---
EXISTING RIGHT OF WAY	---		

ABBREVIATIONS

ST - STREET	STA - STATION	STD - STANDARD
APPROX. - APPROXIMATE	COM - COMMERCIAL	LT - LIGHT
INT - INTERSECTION	N - NORTH	EXIST - EXISTING
MOD - MODIFIED	S - SOUTH	LUM - LUMINAIRE
RT/LT - RIGHT/LEFT	E - EAST	
NO - NUMBER	W - WEST	



FILE NAME: I:\DESIGN\1013724\CADD\Sheet\New Folder\SIGNING PLAN.DGN

TIME: 3:34:05 PM

DATE: 1/19/2006

PLOTTED BY: muchong

DESIGNED BY: B. CHARLESTON

ENTERED BY: A. MUCHONEY

CHECKED BY: T. ZIMMERMAN

PROJ. ENGR.: C. DAMITIO

REGIONAL ADM.: L. ENG

FED. AID PROJ. NO.

STATE: WASH

REGION NO.: 10

JOB NUMBER: 05A025

CONTRACT NO.

LOCATION NO.

DATE: BY:



P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

NOOKSACK RD VIC TO CHERRY ST
SR 9
SIGNING PLANS

PLOT17

SHEET 261

OF 292

SHEETS

12" GARRISON RD 60"
D3-301
SIGN NO. 57 & 58
DETAIL "A"

12" GARRISON RD 60"
D3-201
SIGN NO. 80
DETAIL "B"