

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 060212
The Washington State Department)	
of Transportation)	PETITION FOR RECONSTRUCTION OF A
)	HIGHWAY-RAIL GRADE CROSSING
Petitioner,)	
)	
vs.)	
)	WUTC CROSSING NO. 1G 124.20
The BNSF Railway Company)	
)	USDOT CROSSING NO. 084929V
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: Garrison Road
- b. Existing railway: BNSF Railway Sumas Subdivision
- c. WUTC Crossing Number: 1G 124.20
- d. USDOT Number: 084929V

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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: One
- d. Posted vehicle speed limit for cars and trucks: 35 mph
- e. Estimated vehicle traffic in 24 hours: 200
- f. Is the crossing part of a truck route? No
- g. Is the crossing part of a school bus route? Yes

4. Type (e.g. wood plank, concrete, asphalt) and length of the current crossing surface: Surface is currently 32' wood plank.

5. Project description and justification:

(a) Proposed changes:

The crossing will be relocated approximately 306' SW (measured along the tracks) and curve slightly to the NW, thereby crossing the BNSF tracks at a better angle (currently crosses at about 118 degrees – the relocation will result in a slightly obtuse angle of roughly 95 degrees). The roadway will consist of one 12' lane and 4' shoulder in each direction of travel. Vehicle storage space between the grade crossing and the Garrison/ E. Badger Road intersection will also be improved. The existing crossing is located less than 50 feet south of the intersection. The relocated crossing will be located about 150 feet south of the intersection of the newly realigned Garrison Rd. and SR-9 (E. Badger Road). The roadway intersection will be controlled by a stop sign.

(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? New shoulder-mounted signal with gates will be installed at the new crossing location, 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:

WSDOT

By:

Ahmer Nizam / Ah N

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.

