

TR-080684



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

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310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

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RECEIVED
PROJECT MANAGEMENT
2008 APR 18 AM 9:51
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
COMMISSION

April 17, 2008

Kathy Hunter, Transportation Safety Compliance Manager
Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Subject: Petition for Relocation of the SR-9 Grade Crossing

Dear Ms. Hunter:

Please docket and initiate proceedings for the enclosed petition to relocate a railroad grade crossing at SR-9 in Skagit County, Washington. **I am also copying Megan McIntyre of the BNSF Railway Company to handle the respondent's review and waiver of hearing in this matter.**

Please contact me at (360) 705-7271 if you have any questions about this request.

Sincerely,

Ahmer Nizam
WSDOT Railroad Liaison

cc: Megan McIntyre, BNSF
Dawn Yankauskas, WSDOT

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
The Washington State Department)	
of Transportation)	PETITION FOR RELOCATION OF A
)	HIGHWAY-RAIL GRADE CROSSING
Petitioner,)	
)	
vs.)	
)	WUTC CROSSING NO. 1G 94.29
The BNSF Railway Company)	
)	USDOT CROSSING NO. 085105Y
Respondent.)	
.....)	

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

1. Identifying information for the crossing

- a. Existing roadway: SR-9 SRMP 62.87
- b. Existing railway: BNSF Railway Company Sumas Subdivision

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: 40 MPH.
- d. Actual or estimated train traffic in 24 hours: 2

3. Character of Roadway

- a. Government agency responsible for maintaining the road: Washington State Department of Transportation
- 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 12' lane and 4' shoulder in each direction of travel.

- d. Posted vehicle speed limit for cars and trucks: 35 MPH
- e. Estimated vehicle traffic in 24 hours: 3,600
- f. Is the crossing part of a truck route? Yes

4. Type (e.g. wood plank, concrete, asphalt) and length of the current crossing surface: Currently 47' rubber surface

5. Project description:

WSDOT is redesigning this section of SR-9 to flatten a roadway curve in the vicinity of the grade crossing. The resulting affect on the crossing is that the new roadway alignment crosses the tracks approximately 380-feet to the east (measured along the tracks) of its current location. This project will improve safety by significantly reducing the roadway curve, improving sight distance ahead to the crossing, and upgrading the level of warning at the crossing.

6. Existing warning system

- a. Describe existing warning devices at the crossing:
Warning devices at the crossing include cantilever-mounted flashing light signals on the southbound approach and a shoulder mounted signal on the northbound approach.
- b. Describe the type of existing crossing circuitry, if any: AC/DC-Type

7. How would the project affect warning devices at the crossing?

Warning devices currently consist of cantilever-mounted flashing lights. Proposed warning devices at the relocated crossing include cantilever-mounted flashing lights with gates, and constant warning circuitry. In addition, the new surface will be made up of concrete panels.

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.

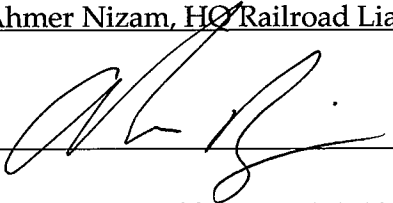
I certify under penalty of perjury that the foregoing is true and correct.

Dated at Olympia, Washington this 17th day of April 2008.

Petitioner:

Washington State Department of
Transportation

By: Ahmer Nizam, HO Railroad Liaison

A handwritten signature in black ink, appearing to read 'Ahmer Nizam', is written over a horizontal line.

PO Box 47329, Olympia, WA 98504

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 as proposed by petitioner. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2008.

Respondent:

BNSF Railway Company

By: _____

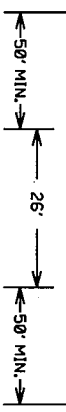
(Address)

TO BURLINGTON

The Burlington Northern & Santa Fe Railway Company

TO SUMAS

EASTWARD APPR. 2053' 40 MPH WESTWARD APPR. 2053' 40 MPH



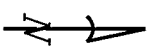
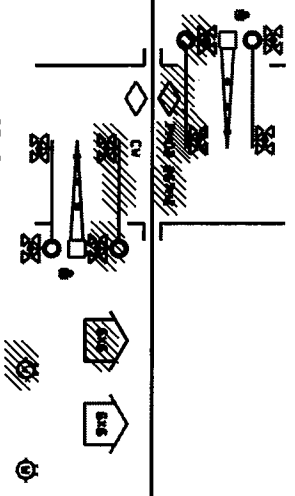
INSTALL: LED'S
CONTROL DEVICES: CONSTANT WARNING

010 - 14

OUT

SALVAGE: NONE

SR 9
DOT * 085 105 Y



- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:

- Clearance to C.L. Track = Min. 12'
- Edge of Road to C.L. Foundation:
 - Min. 4'3" with curb.
 - Min. 8'3" without curb.
 - Max. 12'
- House Clearance:
 - 25' Min. to Near Rail
 - 30' Min. to Edge of Road
- ALL LIGHTS TO BE LED

BNSF RAILWAY CO.
 SEDRO WOODLEY, WA
 SR 9
 LS: 0403
 M.P. 94.28
 DOT * 085 105 Y
 DIVISION: NORTHWEST
 SUBDIVISION: SUMAS
 KANSAS CITY
 ND SCALE
 DATE: 11/07/07
 FILE: 0403094.28.dgn
 SMP

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 as proposed by petitioner. Hearing in this proceeding is hereby waived.

Dated at Seattle, Washington, on the 21st day of April, 2008.

Respondent:

BNSF Railway Company

By:


Megan T. McInyre
2454 Residential Ave S #1-A

Seattle, WA 98134
(Address)