

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
The Washington State Department)	
of Transportation)	PETITION FOR RECONSTRUCTION OF A
)	HIGHWAY-RAIL GRADE CROSSING
)	
Petitioner,)	
)	
vs.)	
)	WUTC CROSSING NO. 2C 12.38
The BNSF Railway Company)	
)	USDOT CROSSING NO. 092246A
)	
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: Higgins-Airport Way
- b. Existing railway: BNSF Railway Company
- c. WUTC Crossing Number: 2C 12.38
- d. USDOT Number: 092246A

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: 25 MPH
- d. Actual or estimated train traffic in 24 hours: 2 (1 round trip)

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 Skagit County (upon project completion).

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- b. Number of traffic lanes in each direction. One
- c. Number of traffic lanes in each direction that would exist after the project completion: Southbound: two 12'lanes + 5' sidewalk. Northbound: one 12' lane + 8' sidewalk.
- d. Posted vehicle speed limit for cars and trucks: 50 mph
- e. Estimated vehicle traffic in 24 hours: 2,600 (estimated to increase to 8,900 by 2026)
- 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 40' rubber surface

5. Project description:

Higgins-Airport Way intersects with SR-20 approximately 50 south of the railroad grade crossing. A WSDOT plan to widen SR-20 requires improvements at the roadway intersection, which in turn impact the railroad grade crossing due to the short distance between the two. The project will add an additional southbound lane across the tracks and will add sidewalks in both directions. The project will require upgrading the crossing surface with concrete materials, upgrading the railroad warning devices, and interconnecting the railroad signals with a new signal that will be installed at the SR-20/Higgins roadway intersection.

6. Existing warning system

- a. Describe existing warning devices at the crossing:
Warning devices at the crossing include shoulder-mounted flashing light signals.
- 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 to SCX-1 type circuitry. In addition, the signals will be interconnected with the highway traffic signal to be installed at the SR-20/ Higgins-Airport Way intersection in order to clear vehicles off of the tracks when trains approach.

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 15th day of November 2006.

Petitioner:

Washington State Department of
Transportation

By: Ahmer Nizam, HO RR Liaison




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 Seattle, Washington, on the 29th day of Nov, 2006.

Respondent:


BNSF Railway Company

By: John Li

2454 Occidental Ave. S. Suite 1A

Seattle, WA 98134.
(Address)

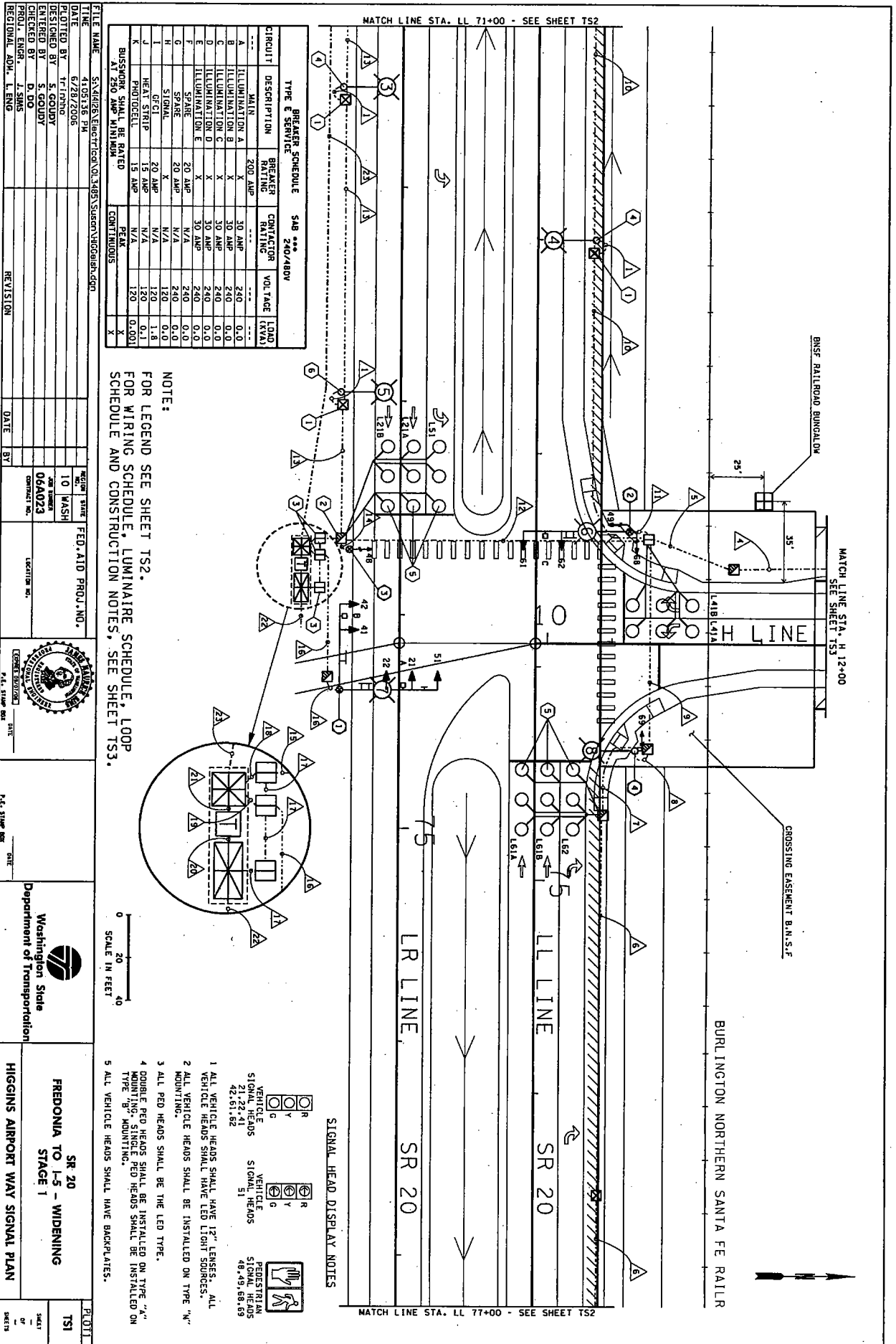
INSTRUCTIONS

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.

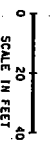
If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

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.

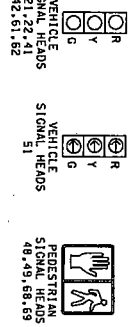


BREAKER SCHEDULE			
CIRCUIT	DESCRIPTION	BREAKER RATING	CONTRACTOR RATING
MAIN		200 AMP	240/480V
A	ILLUMINATION A	X	30 AMP
B	ILLUMINATION B	X	30 AMP
C	ILLUMINATION C	X	30 AMP
D	ILLUMINATION D	X	30 AMP
E	ILLUMINATION E	X	30 AMP
F	SPARE	20 AMP	N/A
G	SPARE	20 AMP	N/A
H	SIGNAL	20 AMP	N/A
I	HEAT STRIP	15 AMP	N/A
J	PHOTOCELL	15 AMP	N/A
K	PHOTOCELL	15 AMP	N/A
L	PHOTOCELL	15 AMP	N/A
M	PHOTOCELL	15 AMP	N/A
N	PHOTOCELL	15 AMP	N/A
O	PHOTOCELL	15 AMP	N/A
P	PHOTOCELL	15 AMP	N/A
Q	PHOTOCELL	15 AMP	N/A
R	PHOTOCELL	15 AMP	N/A
S	PHOTOCELL	15 AMP	N/A
T	PHOTOCELL	15 AMP	N/A
U	PHOTOCELL	15 AMP	N/A
V	PHOTOCELL	15 AMP	N/A
W	PHOTOCELL	15 AMP	N/A
X	PHOTOCELL	15 AMP	N/A
Y	PHOTOCELL	15 AMP	N/A
Z	PHOTOCELL	15 AMP	N/A

NOTE:
 FOR LEGEND SEE SHEET TS2.
 FOR WIRING SCHEDULE, LUMINAIRE SCHEDULE, LOOP SCHEDULE AND CONSTRUCTION NOTES, SEE SHEET TS3.



SIGNAL HEAD DISPLAY NOTES



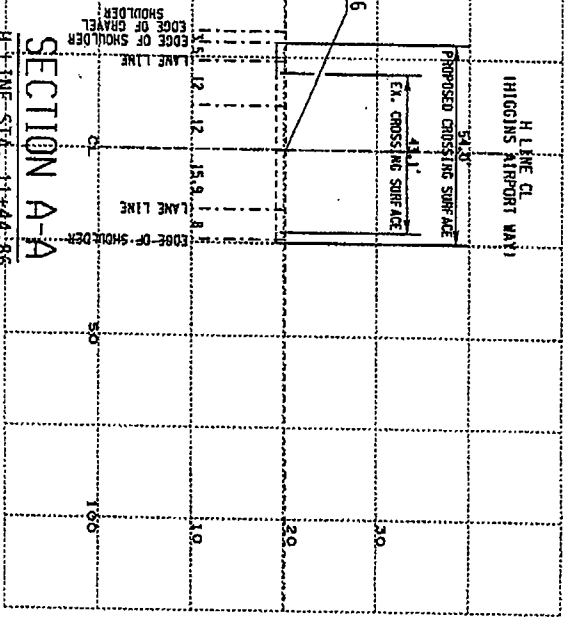
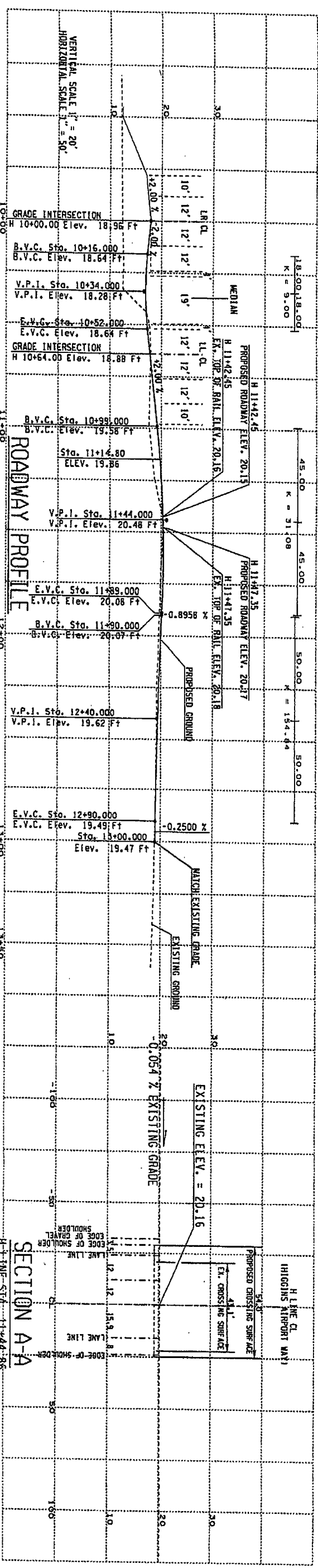
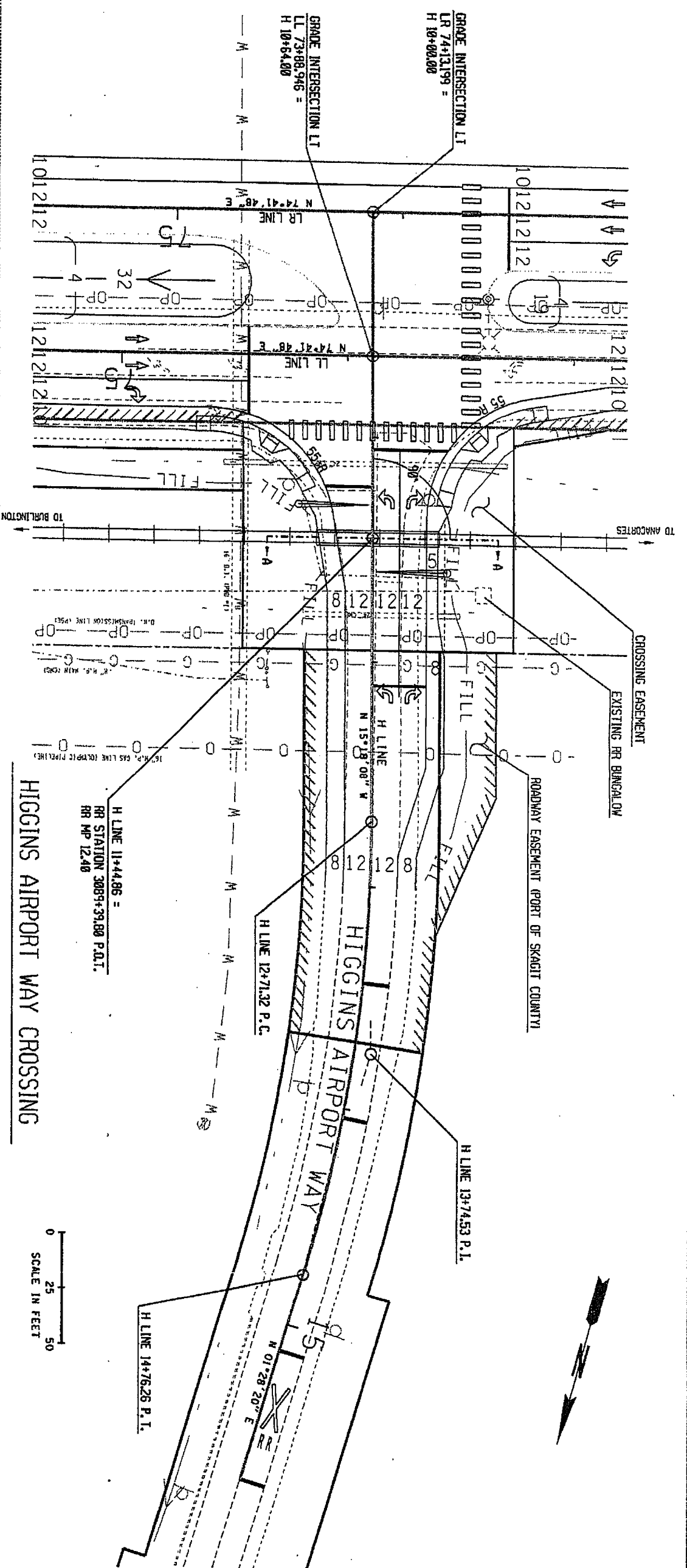
- 1 ALL VEHICLE HEADS SHALL HAVE 12" LENSES. ALL VEHICLE HEADS SHALL HAVE LED LIGHT SOURCES.
- 2 ALL VEHICLE HEADS SHALL BE INSTALLED ON TYPE "N" MOUNTING.
- 3 ALL PED HEADS SHALL BE THE LED TYPE.
- 4 DOUBLE PED HEADS SHALL BE INSTALLED ON TYPE "N" MOUNTING. SINGLE PED HEADS SHALL BE INSTALLED ON TYPE "B" MOUNTING.
- 5 ALL VEHICLE HEADS SHALL HAVE BACKPLATES.

FILE NAME	S:\ADDRESS\ELECTRICAL\3485\SUBCON\VARIGRABR.DWG	REGION	WASH	FED. AID PROJ. NO.	
DATE	6/22/2006	DATE	10/10/06	CONTRACT NO.	06A023
DESIGNED BY	S. GONDY	DATE		SECTION NO.	
CHECKED BY	D. DOO	DATE		DATE	
PROJ. ENGR.	J. SMIS	DATE		DATE	
REGIONAL ADM.	L. RING	DATE		DATE	
REVISION		DATE		DATE	
PLOTTED BY	TR-LONG	DATE		DATE	
ENTERED BY	S. GONDY	DATE		DATE	
CHECKED BY	D. DOO	DATE		DATE	
PROJ. ENGR.	J. SMIS	DATE		DATE	
REGIONAL ADM.	L. RING	DATE		DATE	
PLOTTED	TS1	DATE		DATE	
SCALE		DATE		DATE	
DATE		DATE		DATE	

Washington State Department of Transportation

SR 20 FREDONIA TO I-5 - WIDENING STAGE 1

HIGGINS AIRPORT WAY SIGNAL PLAN



FILE NAME	C:\gogn\3408\PROJECTAL.dgn	REGION	STATE	FED. AID PROJ. NO.
TIME	02:05:12 PM	NO.	10	WASH
DATE	11/15/2005	JOB NUMBER		LOCATION NO.
DESIGNED BY	J.A. HAUKAP	CONTRACT NO.		DATE
ENTERED BY	A. WILLIAMS	DATE		DATE
CHECKED BY	D. YANKAUSKAS	DATE		DATE
PROJ. ENGR.	L. ENG	DATE		DATE
REGIONAL ADM.		DATE		DATE
REVISION		DATE		DATE

Washington State
Department of Transportation

PRELIMINARY PLAN DATE 10-15-05
SR 20
REDONIA TO INTERSTATE 5
ADDITIONAL LANES

RAILROAD CROSSING EXHIBIT A