BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

The Washington State Department of Transportation	)	DOCKET NO. TR- 071914
Petitioner,	)	PETITION FOR RECONSTRUCTION OF A HIGHWAY-RAIL GRADE CROSSING
vs.	)	
The BNSF Railway Company	)	WUTC CROSSING NO. 2C 13.90
Respondent.	)	USDOT CROSSING NO. 092249V

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: Avon-Allen Road

b. Existing railway: BNSF Railway Company

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 (May increase to 20 mph in the near future).

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).

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' shoulder. Northbound: one 12' lane + 8' shoulder.

d. Posted vehicle speed limit for cars and trucks: 35 MPH

e. Estimated vehicle traffic in 24 hours: 4350

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 50' rubber surface

5. Project description:

Avon-Allen Road intersects with SR-20 approximately 140 feet 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 highway signal that will be installed at the SR-20/Avon-Allen roadway intersection.

6. Existing warning system

a. Describe existing warning devices at the crossing:
Warning devices at the crossing include cantilever-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 proposal includes use of the existing cantilevers at their current location. The signals on the cantilevers will be replaced with 12" LED signals, gates will be installed on each approach, and train detection circuitry will be upgraded to constant warning type circuitry. In addition, the signals will be interconnected with the highway traffic signal to be installed at the SR-20/ Avon-Allen Road intersection in order to clear vehicles off of the tracks when trains approach (See attached railroad preemption worksheet). When signals are in railroad preemption, right turns from SR-20 into the crossing will be prohibited via an R3-1a active sign (or equivalent), and left turns will be prohibited via a red arrow.

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 19th day of September 2007.

Petitioner:

Washington State Department of Transportation

By: Ahmer Nizam, HQ RR Liaison

PO Box 47329, Olympia, WA 98504

TR-071914
Avon-Allen Rd

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 25th day of September, 2007.

Respondent:

BNSF Railway Company

By: Megan T. McIntyre

2454 Occidental Ave S. #1-A
(Address)
Seattle, WA 98134

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.