

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR- <u>071916</u>
<b>The Washington State Department</b>	)	
<b>of Transportation</b>	)	PETITION FOR RELOCATION OF A
	)	HIGHWAY-RAIL GRADE CROSSING
Petitioner,	)	
	)	
vs.	)	
	)	WUTC CROSSING NO. 2C 15.89
<b>The BNSF Railway Company</b>	)	
	)	USDOT CROSSING NO. 092253K
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: Peterson 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 + 10' shoulder.
- d. Posted vehicle speed limit for cars and trucks: 35 MPH
- e. Estimated vehicle traffic in 24 hours: 7800
- 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 66' rubber surface

**5. Project description:**

The crossing is currently a 4 lane active crossing, located about 60 feet from the SR-20 intersection. Peterson Road will be realigned so that the grade crossing is moved approximately 1100 feet west of its current location along the tracks. The new crossing will include two southbound lanes and one northbound lane. The project will also include a concrete surface, new active warning devices, and interconnection of 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 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? ?** The proposal includes installing shoulder-mounted signals with gates on the northbound approach (i.e. the single lane approach), cantilever-mounted signals with gates on the southbound approach (multi-lane approach), and constant warning type train detection circuitry. In addition, the signals will be interconnected with the highway traffic signal to be installed at the SR-20/ Pulver 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 19<sup>th</sup> day of September 2007.

Petitioner:

Washington State Department of  
Transportation

By: Ahmer Nizam, HQ RR 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

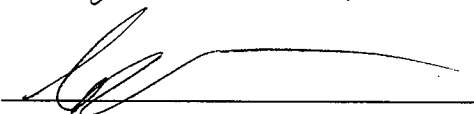
The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the crossing as proposed by petitioner. Hearing in this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

Dated at Seattle, Washington, on the 25<sup>th</sup> day of September, 2007.

Respondent:

BNSF Railway Company

By: Megan T. Melnyre



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.