

**BEFORE THE WASHINGTON STATE  
UTILITIES AND TRANSPORTATION COMMISSION**

THE BNSF RAILWAY COMPANY,	)	DOCKET NO. TR-050329
	)	
Petitioner,	)	ORDER NO. 01
	)	
v.	)	ORDER GRANTING PETITION TO
	)	MODIFY TRAIN DETECTION
MARYSVILLE, WASHINGTON	)	CIRCUITRY AT 4 <sup>th</sup> STREET
	)	
Respondent.	)	USDOT: 084640G
	)	WUTC: 2B 38.68
.....	)	

**BACKGROUND**

- 1     On March 2, 2005, the BNSF Railway Company filed a petition with the Commission, seeking approval to modify train detection circuitry at a railroad-highway grade crossing. The crossing is identified as USDOT Crossing No. 084640G, and is located at the intersection of 4<sup>th</sup> Street (SR-528) and the petitioner’s tracks, in Marysville, Washington. Funding for the upgrade is pursuant to the Inter-modal Surface Transportation Efficiency Act, in cooperation with the Washington State Department of Transportation.
- 2     The city of Marysville has consented to an entry of an Order by the Commission without further notice or hearing.
- 3     The current train speed limit through the crossing is 50 mph. Railroad warning devices at the 4<sup>th</sup> Street grade crossing consist of cantilever-mounted flashing light signals and gates that are activated by “constant warning” train detection circuitry. This type of circuitry provides a uniform duration of time between the activation of the warning signals and the arrival of a train at the crossing, regardless of varying train speeds.
- 4     Train speeds in the vicinity of the crossing are scheduled to increase to up to 79 mph for passenger trains by 2006. In order to accommodate the higher speeds,

the track “shunts” (*i.e.* outermost limits of the track circuits) must be relocated further down the tracks in each direction so that faster trains may be detected in time to activate the crossing warning signals. Petitioner proposes to relocate the track shunts for each approach to a point at least 3,989 feet down the tracks from the crossing. The change will allow for proper activation of the signals relative to the planned train speed increase.

### FINDINGS AND CONCLUSIONS

- 5 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having jurisdiction over public railroad-highway grade crossings within the state of Washington. *Chapter 81.53 RCW.*
- 6 (2) The 4<sup>th</sup> Street grade crossing, identified as USDOT 084640G, is a public railroad-highway grade crossing within the state of Washington.
- 7 (3) WAC 480-62-150 (2)(d) requires that the Commission grant approval prior to any changes to train detection circuitry at public railroad-highway grade crossings within the state of Washington.
- 8 (5) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 9 (6) This matter was brought before the Commission at its regularly scheduled meeting on March 31, 2005.
- 10 (7) After examination of the petition filed by the BNSF Railway Company on March 2, 2005, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

## ORDER

### THE COMMISSION ORDERS:

- 11 The petition of the BNSF Railway Company to modify train detection circuitry at a railroad-highway grade crossing, located at the intersection of 4<sup>th</sup> Street (also known as SR-528) and the petitioner's tracks, in Marysville, Washington, is granted. Approval of the petition is subject to the following conditions:
- (1) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
  - (2) Upon completion of the upgrade authorized herein, petitioner must notify the Commission. Acceptance of the changes is subject to inspection by Commission Staff, verifying that the crossing is in full compliance with applicable laws, regulations, and the conditions specified herein.

The Commissioners, having determined that this filing complies with the requirements of WAC 480-62-150 and RCW 81.53.261, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 31<sup>st</sup> day of March, 2005.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary