

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

CITY OF WOODINVILLE,	)	DOCKET TR-041017
)	
Petitioner,	)	ORDER 01
)	
v.	)	ORDER GRANTING PETITION TO
	)	MODIFY A PUBLIC RAILROAD-
BNSF RAILWAY COMPANY,	)	HIGHWAY GRADE CROSSING
	)	AND INTERCONNECT RAILROAD
Respondent.	)	WARNING SIGNALS AND HIGHWAY
	)	TRAFFIC SIGNALS AT SR-202
)	
	)	USDOT: 092050F
.....	)	UTC: 1H.02

BACKGROUND

- 1 On June 1, 2004, BNSF Railway Company filed a petition with the Utilities and Transportation Commission (Commission), seeking approval to modify a public railroad-highway grade crossing and interconnect a proposed highway traffic signal on SR-202 with the railroad crossing signal. The modification to the railroad-highway grade crossing is necessary because the city proposes to change the existing roadway by adding an additional lane. The crossing is located on SR-202 in the city of Woodinville (City), Washington and is the designated road authority for this project. The tracks of the BNSF Railway Company (BNSF) cross the road at that location.
- 2 BNSF has consented to an entry of an order by the Commission without further notice or hearing.
- 3 SR-202 is classified as an principal arterial with a speed limit of 35 miles per hour. The City estimates average daily vehicle traffic over the crossing at 7,800, including 390 trucks and no school busses. The City estimates daily traffic will increase over the crossing in the next 20 years to 19,200 vehicles, including 960 trucks and no school busses.
- 4 BNSF maintains one track through the crossing. Average monthly train traffic consists of less than one freight train traveling at a maximum speed of 10 miles per hour. One passenger train uses this crossing, making less than one round trip per month.

- 5 Current warning devices at the crossing include cantilever-mounted signals and gates and pavement markings.
- 6 The proposal includes relocating and replacing the warning system located on the southwest quadrant of the crossing with shoulder-mounted signals and gate. The new signals and gate will be moved approximately four feet to accommodate modifications to the highway due to the addition of a new right turn lane.
- 7 The proposed interconnection of the new highway traffic signal with the railroad crossing signals will ensure that all vehicles will clear from the tracks when trains approach.

FINDINGS AND CONCLUSIONS

- 8 (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 RCW 81.53.*
- 9 (2) The SR-202 crossing identified as USDOT 092050F is a public railroad-highway grade crossing with the state of Washington.
- 10 (3) RCW 81.53.060 requires that the Commission grant approval prior to making changes to a public railroad-highway grade crossing within the state of Washington.
- 11 (4) RCW 81.53.261 requires that the Commission grant approval prior to making changes in the method and manner of traffic control at public railroad-highway grade crossings within the state of Washington.
- 12 (5) This filing complies with the requirements of WAC 480-62-150, RCW 81.53.060 and RCW 81.53.261.
- 13 (6) Commission staff investigated the petition and recommended that it be granted.
- 14 (7) After examination of the petition filed by BNSF Railway Company on June 1, 2004, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition with the conditions identified below.

ORDER

THE COMMISSION ORDERS:

15 The petition of BNSF Railway Company to modify a public railroad-highway grade crossing at SR-202 and their tracks in Woodinville, Washington, is granted, subject to the following conditions:

- (1) All construction and installations must conform to the plans filed in this proceeding.
- (2) Traffic control devices, advance warning signs, and pavement markings must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (3) Traffic control devices and instrument housing must be installed in such a manner as to provide required clearances for both rail and vehicular traffic.
- (4) Upon completion of the reconstruction authorized herein, Petitioner must notify the Commission.

The Executive Secretary, on behalf of the Commissioners, has determined that this filing complies with the requirements of RCW 81.53.060 and 81.53.261.

DATED at Olympia, Washington, and effective March 8, 2007.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Executive Secretary