

SERVICE DATE

MAR 14 1995

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

STATE OF WASHINGTON)	
DEPARTMENT OF TRANSPORTATION,)	DOCKET NO. TR-930289
)	
Petitioner,)	ORDER GRANTING PETITION
)	TO CONSTRUCT A NEW
vs.)	RAILROAD CROSSING
)	
BURLINGTON NORTHERN)	
RAILROAD COMPANY,)	
)	WUTC 1H 7.40
Respondent.)	
.)	

By petition filed with the Commission on April 12, 1994, the State of Washington, Department of Transportation seeks authority for constructing a new railroad crossing. The location is the highway-railway crossing at grade at the intersection of SR 520 (on ramp) and respondent's track, designated as WUTC Grade Crossing No. 1H 7.40 and located in the SW 1/4 of the NE 1/4 of Section 12, Township 25 N., Range 5 E., W.M., in Redmond, Washington. Funding is to be pursuant to an agreement between the parties.

Respondent has consented to the entry of an order by the Commission without further notice or hearing.

The new south bound SR 520 on ramp, in the vicinity of the crossing, is a one way two-lane access ramp to SR 520 from SR 202, with a posted vehicle speed limit of 30 mph for cars and trucks. Projected traffic in 20 years is 6,300 vehicles, including 700 trucks.

Respondent maintains one branch line track at the crossing. Two freight trains daily use the crossing. Legal or operating maximum train speed at the crossing is 10 mph for freight trains.

Petitioner proposes that the railroad will install one cantilever with gate.

The Commission staff has investigated the petition and has recommended that the petition be approved, subject to specified conditions.

The Commissioners, having reviewed the petition and being fully advised in the matter, believe that granting the

petition, subject to the conditions set forth below, is in the public interest.

O R D E R

WHEREFORE, IT IS HEREBY ORDERED That the petition of the State of Washington, Department of Transportation for authority to construct the above-described crossing shall be, and the same is hereby, granted; subject to the following minimum conditions:

1. The constructed crossing shall be planked or hard-surfaced between the rails for a distance of one foot outside each rail for the full width of the travelled roadway, including the shoulders. The surface of the roadway and the top of the rails shall be the same elevation.
2. A 25-foot level grade in the highway shall be provided on each side of the centerline of the railway at the crossing.
3. The approaches to the level crown of the roadway at the crossing shall be constructed with grades not exceeding 5 percent.
4. Cantilever-mounted automatic flashing light signal with 12" lenses protecting each lane of traffic, together with shoulder-mounted flashing light signal with 12" lenses, both operated by train activated devices, shall be installed in the right approach quadrant on the north side of the crossing in accordance with the U.S. Department of Transportation Manual on Uniform Traffic Control Devices, Part VIII - "Traffic Control Systems for Railroad-Highway Grade Crossings".
5. Automatic gates shall be installed in the right approach quadrant of the crossing.
6. Installation shall be performed by the respondent at its cost.
7. Reflectorized advance warning signs shall be installed in the right approach quadrant of the crossing in accordance with installation practices prescribed in the Washington State Manual for Signing and the U.S. Department of Transportation Manual on Uniform Traffic Control Devices.
8. Standard reflectorized crossbuck signs shall be installed 15 feet from the outside rail in the right approach quadrant of the crossing.

9. All devices shall be erected in such manner as to provide required clearances for both rail and vehicular traffic.

10. The crossing and signals shall be constructed in accordance with all specifications accompanying the petition filed in this matter.

11. Upon completing the installation and construction herein authorized, petitioner shall report completion to the Commission. Acceptance of the installation is subject to a compliance inspection and report by Commission staff verifying that the installation and operation of the signals are in full compliance with law and regulation and the conditions specified herein.

DATED at Olympia, Washington, and effective this *7th* day of March, 1995.

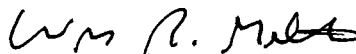
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



SHARON L. NELSON, Chairman



RICHARD HEMSTAD, Commissioner



WILLIAM R. GILLIS, Commissioner