BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF VANCOUVER,

DOCKET NO. TR-931228

Petitioner,

VS.

ORDER GRANTING PETITION
TO INSTALL "EXEMPT" SIGNS
ON THE WEST RAILROAD CROSSING
ON COLUMBIA WAY

Respondent.

By petition filed with the Commission on October 11, 1993, the City of Vancouver seeks authority for changing the warning devices on a crossing. The location is the highway-railway crossing at grade at the intersection of Columbia Way and respondent's track, located in the NW 1/4 of the NW 1/4 of Section 36, Township 2 N., Range 1 E., W.M., in Clark County, Washington. The crossing is approximately 2,343 feet east of Columbia Shores Boulevard. 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.

Columbia Way, in the vicinity of the crossing, is a two-lane road with a center lane for left turns, with a posted vehicle speed limit of 25 mph for cars and trucks. Approximately 4,600 vehicles, including 460 trucks, daily use the crossing.

Respondent maintains one spur track at the crossing. Four freight trains daily use the crossing. Legal or operating maximum train speed at the crossing is 5 mph for freight trains.

Existing warning devices at the crossing consist of two railroad advance warning signs. Petitioners propose that railroad crossbucks and "Exempt" signs be installed on either side of the crossing.

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

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

ORDER

WHEREFORE, IT IS HEREBY ORDERED That the petition of the City of Vancouver for authority to change the warning devices at the above-described crossing shall be, and the same is hereby, granted; subject to the following minimum conditions:

- 1. Reflectorized advance warning signs shall be installed in the right approach quadrant on each side 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.
- 2. Standard reflectorized crossbuck signs shall be installed a minimum of 15 feet from the outside rail in the right approach quadrant on each side of the crossing.
- 3. Exempt signs shall be installed on each approach to the crossing in accordance with installation practices prescribed in the <u>Washington State Manual for Signing</u> and the <u>U.S. Department of Transportation Manual on Uniform Traffic Control Devices.</u>
- 4. All devices shall be erected in such manner as to provide required clearances for both rail and vehicular traffic.
- 5. The respondent shall issue a notice to train crews that they are required to flag the traffic at the crossing ahead of the engine and ahead of a railroad car.
- 6. The crossing signs shall be installed in accordance with all specifications accompanying the petition filed in this matter.
- 7. Upon completing the installation and 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.

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DATED at Olympia, Washington, and effective this OFL day of November, 1993.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Sharm & Tulon SHARON L. NELSON, Chairman

RICHARD HEMSTAD, Commissioner