

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF VANCOUVER,)	
)	DOCKET NO. TR-931229
)	
Petitioner,)	ORDER GRANTING PETITION
)	TO INSTALL "EXEMPT" SIGNS
vs.)	ON THE EAST RAILROAD CROSSING
)	ON COLUMBIA WAY
COLUMBIA BUSINESS CENTER,)	
)	
)	
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 SE 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 5,183 feet east of Columbia Shores Boulevard, and 900 feet west of Marine Park Way. 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

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 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 Washington State Manual for Signing and the U.S. Department of Transportation Manual on Uniform Traffic Control Devices.
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.

DATED at Olympia, Washington, and effective this 10th day of November, 1993.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Sharon L. Nelson

SHARON L. NELSON, Chairman

Richard Hemstad

RICHARD HEMSTAD, Commissioner