

SERVICE DATE

JUL 26 1994

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

BLAINE, WASHINGTON,)	
)	DOCKET NO. TR-931248
)	
Petitioner,)	ORDER GRANTING PETITION
)	TO RECONSTRUCT THE MARINE
vs.)	DRIVE RAILROAD CROSSING
)	
BURLINGTON NORTHERN)	
RAILROAD COMPANY,)	
)	WUTC 2B 119.50
Respondent.)	DOT 84-856M
.)	

By petition filed with the Commission on October 15, 1993, the City of Blaine seeks authority for constructing bike paths on an existing railroad crossing. The location is the highway-railway crossing at grade at the intersection of Marine Drive and respondent's track, designated as WUTC Grade Crossing No. 2B 119.50 and located in Lot 3 of Section 36, Township 41 N., Range 1 W., W.M., in Whatcom County, 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.

Marine Drive, in the vicinity of the crossing, is a two-lane collector city street, with a posted vehicle speed limit of 25 mph for cars and trucks.

Respondent maintains two main line tracks at the crossing. Twenty freight train crossings daily occur on and over the crossing. Legal or operating maximum train speed at the crossing is 15 mph for freight trains.

Existing warning devices at the crossing consist of two cantilever style railroad signals with gates. Petitioner proposes that the crossing be reconstructed to accommodate a bike path 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 Blaine for authority for the reconstruction of the above-described crossing shall be, and the same is hereby, granted; subject to the following minimum conditions:

1. The reconstructed 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. Bike paths shall be constructed in accordance with plans submitted with the petition.

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

6. Upon completing reconstruction 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 20th day of July, 1994.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



SHARON L. NELSON, Chairman



RICHARD HEMSTAD, Commissioner