

SERVICE DATE

JUL 14 1994

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

YAKIMA COUNTY,)	
)	DOCKET NO. TR-931327
)	
Petitioner,)	ORDER GRANTING PETITION
)	TO INSTALL RAILROAD SIGNALS
vs.)	WITH GATES ON BIRCHFIELD ROAD
)	
WASHINGTON CENTRAL)	
RAILROAD COMPANY, INC.,)	
)	WUTC 33AL 5.60
Respondent.)	DOT 98-478K
.)	

By petition filed with the Commission on October 29, 1993, Yakima County seeks authority for upgrading the warning devices on a railroad crossing. The location is the highway-railway crossing at grade at the intersection of Birchfield Road and respondent's track, designated as WUTC Grade Crossing No. 33AL 5.60 and located in the NW 1/4 of the NE 1/4 of Section 34, Township 13 N., Range 19 E., W.M., in Yakima County, Washington. Funding is to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation.

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

Birchfield Road, in the vicinity of the crossing, is a two-lane rural, major collector, with a posted vehicle speed limit of 35 mph for cars and trucks. Approximately 2,160 vehicles, including 108 trucks and 6 school buses, daily use the crossing. Projected traffic in 20 years is 3,900 vehicles, including 195 trucks and 11 school buses.

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.

Existing warning devices at the crossing consist of two railroad crossbucks and two railroad advance warning signs. Petitioner proposes that the railroad install two shoulder-mounted railroad signals with gates.

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 Yakima County for authority for upgrading the warning devices on the above-described crossing shall be, and the same is hereby, granted; subject to the following minimum conditions:

1. The parties shall submit the proposed final design to the Commission for approval. Approval may be made by letter from the Secretary of the Commission. Construction shall not begin until approval is given.

2. The parties authorize the Commission to resolve any disagreements among them relating to the design and construction signals.

3. Shoulder-mounted flashing light signals back-to-back with 12" lenses, both operated by train activated devices, shall be installed in the right approach quadrant on each 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".

4. Automatic gates shall be installed in the right approach quadrant on each side of the crossing.

5. Installation shall be performed by the respondent at its cost.

6. 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.

7. Standard reflectorized crossbuck signs shall be installed 15 feet from the outside rail in the right approach quadrant on each side of the crossing.

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

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

10. Upon completing the installation and 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.

IT IS FURTHER ORDERED That in the event federal funds are available and are used to pay all or a portion of the costs of the installation of the proposed signalization, the costs of installation and maintenance thereof shall be subject to the provisions of RCW 81.53.261, .271, .281, and .295, as amended.

DATED at Olympia, Washington, and effective this 1/4 day of July, 1994.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Sharon L Nelson

SHARON L. NELSON, Chairman

Richard Hemstad

RICHARD HEMSTAD, Commissioner