

SERVICE DATE

NOV - 9 1994

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF WALLA WALLA,)	DOCKET NO. TR-941086
)	
Petitioner,)	ORDER GRANTING PETITION
)	TO INSTALL RAILROAD
vs.)	SIGNALS WITH GATES ON
)	POPLAR STREET
BLUE MOUNTAIN RAILROAD,)	
)	WUTC 6F45.90
Respondent.)	DOT 808487X
.)	

By petition filed with the Commission on August 15, 1994, the City of Walla Walla seeks authority for changing the warning devices at an existing crossing. The location is the highway-railway crossing at grade at the intersection of Poplar Street and respondent's track, designated as WUTC Grade Crossing No. 6F45.90 and located in the SW 1/4 of the NE 1/4 of Section 32, Township 7 N., Range 36 E., W.M., in Walla Walla 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.

Poplar Street, in the vicinity of the crossing, is a four-lane collector, with a posted vehicle speed limit of 30 mph for cars and trucks. Approximately 5,987 vehicles, including 600 trucks and 2 school buses, daily use the crossing. Projected traffic in 15 years is 6,500 vehicles, including 970 trucks and 2 school buses.

Respondent maintains one main line track at the crossing. One freight train three times a week uses 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 cantilever style 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.

The parties have not presented a final design, but intend to contract for design and construction. This is acceptable to the Commission, provided the design meets or exceeds pertinent requirements for such projects; the Commission has the opportunity to review the design prior to construction; the Commission staff inspects the project prior to operation; and the parties agree that the Commission may resolve any disagreements among them relating to the design and construction signals.

O R D E R

WHEREFORE, IT IS HEREBY ORDERED That the petition of the City of Walla Walla for authority for the railroad to install railroad signals at 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. Cantilever-mounted automatic flashing light signals back-to-back with 12" lenses protecting each lane of traffic, together with shoulder-mounted flashing light signals back-to-back with 12" lenses, both activated by motion-sensing 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 25th day of October, 1994.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Sharon L. Nelson
SHARON L. NELSON, Chairman

Richard Hemstad
RICHARD HEMSTAD, Commissioner