

SERVICE DATE  
OCT 14 1996

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF WOODINVILLE,	)	DOCKET NO. TR-960044
	)	
Petitioner,	)	ORDER GRANTING PETITION
	)	TO RECONSTRUCT AND
vs.	)	UPGRADE SIGNALS AT
	)	N.E. 138TH AVENUE
BURLINGTON NORTHERN	)	
RAILROAD COMPANY,	)	(1G 25.20)
	)	
Respondent.	)	
.....	)	

By petition filed with the Commission on January 16, 1996, the City of Woodinville seeks authority to reconstruct and upgrade the crossing with cantilever signals with gates at the highway-railway crossing at grade at the intersection of N.E. 138th Avenue and respondent's track, designated as WUTC Grade Crossing No. 1G 25.20 and located in the NE 1/4 of the NW 1/4 of Section 10, Township 26 N., Range 5E., WM. in King County, Washington. Funding is per agreement between the parties.

Respondent has executed and filed a waiver of hearing consenting to the entry of an order by the Commission without further notice or hearing.

The city and railroad propose to relocate and widen the existing roadway and grade crossing to four lanes. The proposal also includes the installation of active warning devices at the grade crossing.

Northeast 138th Avenue in the vicinity of the crossing is a two lane road with a posted vehicle speed limit of 25 mph for cars and trucks. Petitioner indicates that the combination of this road improvement and the proposed downtown development retail center will increase demand for traffic using this crossing.

Respondent maintains one branch line track at the crossing. Two trains daily use the crossing. Legal or operating maximum train speed at the crossing is 25 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 cantilever type railroad signals with gates.

In addition, petitioner states that the highway intersection south of the crossing (Woodinville-Snohomish Road and N.E. 178th) will have traffic signals installed and interconnected with the railroad crossing signals installed at N.E. 138th Avenue. Also, the petitioner agrees to provide variable message signs and special turn signals interconnected to the railroad crossing signals for the highway intersection north of the crossing (N.E. 177th place and N.E. 138th Street).

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 Woodinville for authority to reconstruct and upgrade 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-surface between the rails for a distance of one foot outside each rail for the full width of the traveled 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. 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 train activated devices, shall be installed in the right approach quadrant on

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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".

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

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.

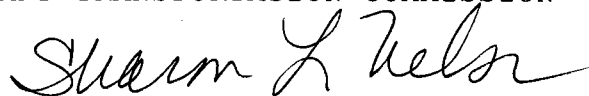
10. The railroad signals shall be intertied with the traffic signal at Woodinville-Snohomish Road and N.E. 178th Street.

11. 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, .295, as amended.

DATED at Olympia, Washington, and effective this *14th*  
day of October, 1996.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



SHARON L. NELSON, Chairman



RICHARD HEMSTAD, Commissioner



WILLIAM R. GILLIS, Commissioner