

SERVICE DATE  
JUL - 2 1996

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF MARYSVILLE	)	
	)	DOCKET NO. TR-960447
	)	
Petitioner,	)	ORDER GRANTING PETITION
	)	TO RECONSTRUCT 88TH ST. N.E.
vs	)	RAILROAD CROSSING
	)	
BURLINGTON NORTHERN	)	
RAILROAD COMPANY,	)	WUTC 2B 40.40
Respondent.	)	DOT 84-650M
. . . . .	)	

By petition filed with the Commission on March 28, 1996, the City of Marysville seeks authority for the reconstruction of the a railroad crossing. The location is the highway-railroad crossing at grade at the intersection of 88th Street NE and respondent's track, designated as WUTC Grade Crossing No. 2B 40.40 and located in the SE 1/4 of the NW 1/4 of Section 21, Township 30 N., Range 5 E., W.M., in Snohomish County, Washington. Funding is pursuant to an agreement between the parties.

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

88th Street NE in the vicinity of the crossing, is a city street, with a posted vehicle speed limit of 25 mph for cars and trucks.

Respondent maintains one main line track at the crossing. Two passenger and 10 freight trains daily use the crossing. Legal or operating maximum train speed at the crossing is 50 mph for passenger and 50 mph for freight trains.

Petitioners propose reconstructing a crossing for two additional lanes and upgrading warning devices.

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 Marysville for authority to reconstruct and upgrade the railroad signals at 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 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. Shoulder mounted-automatic flashing light signals back-to-back with 12" lenses, operated by train activated devices, shall be install in the right approach quadrant in 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. Installation shall be performed by the respondent at its cost.
7. 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.
8. Standard reflectorized cross-buck signs shall be installed 15 feet from the outside rail in the right approach quadrant on each side of the crossing.
9. All devices shall be erected in such manner as to provide required clearances for both rail and vehicular traffic.

10. The crossing and signals shall be reconstructed in accordance with all specifications accompanying the petition filed in this matter. A traffic signal, of the same configuration as the one to be installed between the tracks and Smoky Point Blvd. shall be installed between the tracks and the railroad signal gate on the west side of the crossing.

11. Upon completing the installation 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 26<sup>th</sup> day of June, 1996.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



SHARON L. NELSON, Chairman



RICHARD HEMSTAD, Commissioner



WILLIAM R. GILLIS, Commissioner