

DEC 5 1996

## BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF VANCOUVER,	)	
	)	DOCKET NO. TR-961168
	)	
Petitioner,	)	ORDER GRANTING PETITION
	)	TO UPGRADE RAILROAD SIGNALS
	)	ON HILL STREET CROSSING
BURLINGTON NORTHERN	)	
RAILROAD COMPANY,	)	
	)	WUTC 3A 10.00
Respondent.	)	DOT 77-826D
. . . . .	)	

By petition filed with the Commission on September 17, 1996, the City of Vancouver seeks authority for the upgrade of the railroad warning devices on a railroad crossing. The location is the highway-railway crossing at grade at the intersection of Hill Street and respondent's track, designated as WUTC Grade Crossing No. 3A 10.00 and located in SE 1/4 of the NE 1/4 of Section 28, Township 2 N., Range 1 E., W.M., in Vancouver, Clark 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.

In the vicinity of the crossing, Hill Street is a two lane, two way minor arterial running north and south. Traveling north, the street ends at the entrance to the Amtrak parking lot approximately fifty feet after crossing the railroad tracks. An estimated 616 passenger vehicles currently use the crossing daily. No trucks or school busses use the crossing. Within three years, traffic is expected to increase to 3500 vehicles daily. No trucks or school busses are expected to use the crossing. Traffic consists entirely of vehicles entering or leaving the Amtrak parking lot. The legal posted vehicle speed limit is 25 mph for all vehicles.

Respondent maintains two mainline tracks at the crossing. Fifty three freight trains and two passenger trains daily use the crossing. Legal or operating maximum train speed at the crossing is 10 mph for all trains.

Existing warning devices at the crossing consist of two X-Bucks, and one pavement marking on the south side of the crossing. Petitioner proposes upgrading the warning devices by installing two automatic flashing light traffic control devices, shoulder mounted, with gates and train activation 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 Vancouver for authority to 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 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 center line 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 five percent.

4. Shoulder-mounted flashing light signals, back-to-back with 12" lenses, 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."

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. A reflectorized advance warning sign shall be installed in the right approach quadrant on the south 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. A pavement marking and stop bar shall be placed on the North side of the crossing.

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 signals shall be constructed in accordance with all specifications accompanying the petition filed in this matter.

11. Upon completing the installation herein authorized, respondent 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 shall be subject to the provision of RCW 81.53.261, .271, .281 and .295, as amended.

DATED at Olympia, Washington, and effective this 4<sup>th</sup> day of December, 1996.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



RICHARD HEMSTAD, Commissioner



WILLIAM R. GILLIS, Commissioner