

SERVICE DATE
NOV 18 1997

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CITY OF SNOQUALMIE)	
)	DOCKET NO. TR-971268
Petitioner)	
)	ORDER GRANTING PETITION
)	TO CONSTRUCT A NEW
PUGET SOUND RAILWAY)	RAILROAD CROSSING
HISTORICAL ASSOCIATION)	
)	
Respondent)	WUTC
)	DOT
.....))	

By petition filed with the Commission on July 28, 1997, the City of Snoqualmie seeks authority for constructing a new public at grade crossing. The location is the highway-railway crossing at grade at the intersection of Snoqualmie Ridge Parkway (a proposed roadway) and respondent's track at Mile Post 32.7 located in the SW 1/4 of the NE 1/4 of Section 30, Township 24 N., Range 8 E. W.M., in King County, Washington. Funding is to be pursuant to an agreement between parties. The City of Snoqualmie is the lead agency for SEPA review of the project. It has approved an environmental impact statement for the construction of Snoqualmie Ridge Parkway, which includes construction of the proposed crossing.

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

In the vicinity of the crossing, Snoqualmie Ridge Parkway will be a four lane, two way principal arterial running east and west. Approximately 25 feet east of the crossing, SR 202 intersects with Snoqualmie Ridge Parkway. The crossing project will include signalization of the intersection of Snoqualmie Ridge Parkway and SR 202. The traffic signals will be intertwined with the new railroad signals. Within twenty years, traffic is projected to increase to 15,300 daily.

Respondent maintains a main line at the crossing for an excursion railroad. Ten passenger trains will use the crossing on weekends. Maximum train speed at the crossing is 10 mph.

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.

ORDER

THE COMMISSION ORDERS that the petition of the City of Snoqualmie filed on July 28, 1997 for authority to construct a public grade crossing at the above-described crossing and install railroad signals shall be, and the same is hereby, granted; subject to the following minimum conditions.

1. The constructed 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 evaluation.
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 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." An additional pair of flashing lights shall be installed on the east signal at 45 degrees.
5. In addition, the east median will include a post mounted flashing light with two pairs of flashing lights mounted at 45 degrees for SR202 visibility. The west median will include a post mounted flashing light with two one-way flashing railroad signals.
6. Automatic gates shall be installed in the right approach quadrant on each side of the crossing. The gates shall be of sufficient length to completely cover all lanes of travel in their respective directions.
7. Installation shall be performed by private third party pursuant to agreement with the respondent and petitioner.
8. A reflectorized advance warning sign shall be installed in the right approach quadrant on both sides 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 both

sides of the crossing. A "Do Not Stop on Tracks" sign shall be posted on both sides of the crossing.

9. 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.

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

11. The crossing and signals shall be constructed in accordance with specifications filed in this matter.

12. 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.

DATED at Olympia, Washington, and effective this 18th day of November, 1997.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION



ANNE LEVINSON, Chair



WILLIAM R. GILLIS, Commissioner