## BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

NORTHWEST RAILWAY MUSEUM	) DOCKET I	NO. TR-010922	
Petitioner,	) ORDER G	ORDER GRANTING PETITION	
v.	) TO RECO	NSTRUCT A GRADE	
	) CROSSING	G AT NORTH BEND	
CITY OF NORTH BEND and KING	) WAY		
COUNTY	)		
	) D.O.T.	092036K	
Respondents	)		
1	) W.U.T.C.	29A 34.71	

## **BACKGROUND**

- On May 22, 2001, the Northwest Railway Museum filed a petition with the Commission, seeking authority to reconstruct a highway-rail grade crossing. The crossing is located at the intersection of the petitioner's tracks and North Bend Way in the NE ¼ of the SE ¼ of Section 5, Township 23, Range 8, W.M.
- 2 Respondents have consented to an entry of an order by the Commission without further notice or hearing.

## **DISCUSSION**

- In the vicinity of the crossing, North Bend Way is classified as a principal arterial road, consisting of 4 lanes and a vehicle speed limit of 50 mph. Daily traffic through the crossing averages 8,060, including 1,200 trucks and 26 school bus trips. This volume is expected to increase to 16,000 vehicles by 2006. North Bend Way also intersects with SE 106<sup>th</sup> Place within 100 feet west of the crossing, requiring that warning of approaching trains also apply to motorists making right turns onto North Bend Way from SE 106<sup>th</sup> Place.
- Petitioner maintains a single main track across North Bend Way. The tracks cross North Bend Way at an obtuse angle, thereby diminishing sight distance down the tracks for motorists to some extent. Train operations average 12 trains per day, and consist primarily of weekend excursion operations.
- Currently, warning devices at the crossing include old-style "rotatable" cantilever-mounted flashing light signals. Petitioner proposes to replace the signals with new walk-out type cantilevers with gates. The new cantilever signal will include additional flashing lights, providing a set over each roadway lane. In addition, the petitioner proposes upgrading the train detection circuitry with solid state equipment and replacing the jointed rail through the crossing with welded rail. The upgrades will improve the reliability and effectiveness of the crossing's warning system.

- Funding for the upgrades is pursuant to the Federal TEA-21 Railroad Crossing Program (Section 130).
- 7 Commission Staff investigated the petition and recommend that it be approved, subject to specified conditions.
- The Commissioners have reviewed the petition and have been fully advised in the matter. They believe that granting the petition is in the public interest, and direct the Secretary to issue the order, subject to the following conditions.

## **ORDER**

- THE COMMISSION GRANTS the petition of the Northwest Railway Museum for the reconstruction of a grade crossing, located at the intersection of North Bend Way and the tracks of the Northwest Railway Museum at railroad mile post 34.71, subject to the following conditions:
  - (1) The installations must conform to the plans filed in this proceeding.
  - (2) All devices must be installed in such a manner as to provide required clearances for both rail and vehicular traffic.
  - (3) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
  - (4) Upon completion of the reconstruction authorized herein, petitioner must notify the Commission. Acceptance of the changes is subject to a compliance inspection, verifying that the grade crossing is in full compliance with law and regulation, and the conditions specified herein.

DATED at Olympia, Washington and effective this 11th day of July, 2001.

THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION