

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

THE BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY	DOCKET NO. TR-020907
Petitioner,	ORDER GRANTING PETITION TO RECONSTRUCT THE SHERLOCK STREET HIGHWAY- RAIL GRADE CROSSING
v.	
HARRINGTON, WASHINGTON	D.O.T. 065719E
Respondent.	W.U.T.C. 2A 1527.80

BACKGROUND

- 1 On July 15, 2002, the Burlington Northern Santa Fe Railway Company (BNSF) 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 Sherlock Street, in the SE ¼ of the SE ¼ of Section 15, Township 23 N., Range 36 E., W.M., in Harrington, Washington.
- 2 Respondent has consented to an entry of an order by the Commission without further notice or hearing.

DISCUSSION

- 3 Sherlock Street, in the vicinity of the crossing, is classified as a minor arterial roadway. The roadway consists of one lane for each direction of traffic and a vehicle speed limit of 30 mph. Average daily traffic through the crossing is estimated at 1,400 vehicles, including 350 trucks and six school bus trips.
- 4 BNSF maintains two main-line tracks and two spur tracks through the crossing. Daily train traffic includes 25 freight trains and two passenger trains, operating at a maximum timetable speed of 40 MPH.
- 5 The proposal is related to a City of Harrington plan to widen Sherlock Street seven feet on its south side in order to improve a roadway curve east of the crossing. The widening will provide trucks with an improved turning radius when entering Harrington via Sherlock Street. Although the roadway is being widened, there is no proposed change in the number of lanes through the crossing.
- 6 Warning devices at the crossing include cantilever-mounted flashing light signals with gates. The roadway widening requires that the signal located in the southwest quadrant of the crossing be relocated with respect to the new edge of the traveled

roadway resulting from the widening. In addition to the signal relocation, longer gate arms will be installed so that they extend fully across each lane after the widening occurs.

7 Commission Staff investigated the petition and recommend that it be granted, subject to specified conditions.

8 This matter was brought before the Commission at its regularly scheduled open meeting on August 14, 2002. The Commissioners have reviewed the petition and have been advised in the matter. They believe that granting the petition, subject to the conditions set forth below, is in the public interest, and direct the Secretary to issue the Order.

ORDER

9 THE COMMISSION GRANTS the petition of the Burlington Northern Santa Fe Railway Company to reconstruct a highway-rail grade crossing, designated as WUTC 2A 1527.80 and located at the intersection of Sherlock Street and the Petitioner's tracks in Harrington, Washington, subject to the following conditions:

- (1) The upgrades must conform to the plans filed in this proceeding.
- (2) Traffic control devices must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (3) Traffic control devices and instrument housing must be installed in such a manner as to provide required clearances for both rail and vehicular traffic.
- (4) The crossing must be hard-surfaced between each set of tracks and for a distance of at least one foot outside of each set of tracks for the full width of the traveled roadway.
- (5) Upon completion of the reconstruction authorized herein, Petitioner must notify the Commission. Acceptance of the changes is subject to a compliance inspection by Commission Staff, verifying that the crossing is in full compliance with law, regulation, and the conditions specified herein.

DATED at Olympia, Washington and effective this 14th of August, 2002.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary