

requires traffic on 1st Street turning left onto Park Street, as well as traffic on Park Street turning right onto 1st Street, to cross the Simpson Timber Company tracks.

- 5 Respondent maintains one mainline track through the crossing. Average daily train traffic is estimated at eight freight trains, including operations related to switching. The maximum timetable speed for trains in the vicinity is ten mph.
- 6 Warning devices at the crossing consist of cantilever-mounted flashing light signals and required warning signs. No changes to the warning devices are proposed in the petition.
- 7 Petitioner seeks to construct an additional lane that will serve as a left-turn only lane for motorists traveling northbound on 1st Street and proceeding west on Park Street. If the petition is approved, the crossing approaches would include: one northbound thru lane, one northbound left-turn lane, and one southbound thru lane – including right turns onto 1st Street from Park Street. The proposal also entails improving the radius at the southern corner of the 1st Street/Park Street roadway intersection, which includes a portion of the railroad-highway grade crossing.
- 8 The improvements require that the crossing surface be lengthened approximately four feet on the east side and approximately 12 feet on the west side. The crossing surface at the 1st Street crossing is constructed of concrete and is approximately 28 feet long. After project implementation, the crossing surface would be approximately 44 feet long.
- 9 The proposed improvements are related to a larger roadway safety project that extends from the 1st Street/Mill Street intersection, located south of the grade crossing, to the 1st Street/Park Street intersection. The intersection geometry improvements and the addition of dedicated left-turn lanes along this roadway corridor will improve traffic safety and efficiency within the city.

FINDINGS AND CONCLUSIONS

- 10 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having jurisdiction over public railroad-highway grade crossings within the state of Washington. *Chapter 81.53 RCW.*
- 11 (2) The 1st Street grade crossing, identified as USDOT 856745E, is a public railroad-highway grade crossing within the state of Washington.
- 12 (3) RCW 81.53.060 requires that the Commission grant approval prior to any alterations in the roadway approaches to a public railroad-highway grade crossing within the state of Washington.
- 13 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 14 (5) This matter was brought before the Commission at its regularly scheduled meeting on June 23, 2004.
- 15 (6) After examination of the petition filed by the city of Shelton on June 4, 2004, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

- 16 The petition of the city of Shelton to reconstruct a railroad-highway grade crossing at the intersection of 1st Street and the tracks of the Simpson Timber Company, in Shelton, Washington, is granted, subject to the following conditions:

- (1) The reconstruction must conform to the plans filed in this proceeding.

- (2) The crossing must be hard-surfaced between the rails, and for a distance of one foot outside each rail for the full width of the traveled roadway, including the shoulders and sidewalks.
- (3) To the extent practicable, the roadway approaches must be level with the plane created by the top of the rails.
- (4) All traffic control devices, including signals, signs, and pavement markings must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (5) Traffic control devices, instrument housing, and switch equipment must be located in such a manner as to provide required clearances from both the roadway and railroad tracks.
- (6) Upon completion of the reconstruction authorized herein, petitioner must notify the Commission. Acceptance of the reconstruction is subject to inspection by Commission Staff, verifying that the crossing is in full compliance with applicable laws, regulations, and the conditions specified herein.

The Commissioners, having determined that this filing complies with the requirements of RCW 81.53.060, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 23rd day of June, 2004.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary