

**BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION**

THE BURLINGTON NORTHERN)	DOCKET NO. TR-041690
SANTA FE RAILWAY)	
COMPANY,)	ORDER NO. 01
)	
Petitioner,)	ORDER GRANTING PETITION TO
)	RECONSTRUCT A RAILROAD-
v.)	HIGHWAY GRADE CROSSING AT
)	WEST CLARK STREET
CONNELL, WASHINGTON,)	
)	USDOT: 089686M
Respondent.)	WUTC: 1B 110.10
.....)	

BACKGROUND

- 1 On September 17, 2004, The Burlington Northern Santa Fe Railway Company (BNSF) filed a petition with the Commission, seeking approval to reconstruct a railroad-highway grade crossing. The crossing is located at the intersection of West Clark Street and the petitioner's tracks, in the SW ¼ of the SW ¼ of Section 25, Township 14 N., Range 31 E., W.M., in Connell, Washington.
- 2 Respondent has consented to an entry of an Order by the Commission without further notice or hearing.
- 3 In the vicinity of the crossing, West Clark Street is classified as a minor collector roadway, with one lane for each direction of traffic and a vehicle speed limit of 35 mph. The roadway crosses BNSF tracks at a right angle. Average daily traffic through the crossing is estimated at 200 vehicles, including school bus and truck traffic.
- 4 Petitioner maintains four tracks through the crossing, including one mainline track and three siding tracks. Average daily train traffic through the crossing includes 25 freight trains and two passenger trains traveling at maximum speeds of 60 mph and 79 mph, respectively.

- 5 Warning devices at the crossing include cantilever-mounted flashing light signals with gates. The signals and gates are located such that they provide warning at the three western tracks, including the mainline track and two siding tracks. The remaining siding track is located 62 feet east of the closest signalized track and serves an industry located in the northeast quadrant of the crossing. The eastern siding is equipped with its own crossbuck sign on the westbound roadway approach. All train traffic over the passive portion of the crossing is stopped and flagged across West Clark Street.
- 6 West Clark Street includes sidewalks on both sides of the roadway, except for the portion that crosses the BNSF tracks. West of the crossing, the sidewalks end 50 feet from the westernmost rail. East of the crossing, the sidewalks end 62 feet from the easternmost rail. The proposal is related to a plan by the city of Connell to continue the sidewalks across the BNSF tracks on both sides of the roadway so that an uninterrupted pedestrian facility is available along West Clark Street. The project will require that the traveled roadway be widened by a total of 12 feet.
- 7 Widening the traveled portion of the roadway will require that the cantilever-mounted signal located in the crossing's northeast quadrant be relocated to the east, relative to the edge of the new sidewalk. The signal located in the southwest quadrant is currently located to allow for the widening without the need for relocation. The widening will also require longer gate arms consistent with federal rules.

FINDINGS AND CONCLUSIONS

- 8 (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.*

- 9 (2) The West Clark Street grade crossing, identified as USDOT 089686M, is a public railroad-highway grade crossing within the state of Washington.
- 10 (3) RCW 81.53.261 requires that the Commission grant approval prior to any change in the method and manner of traffic control at public railroad-highway grade crossings within the state of Washington.
- 11 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 12 (5) This matter was brought before the Commission at its regularly scheduled meeting on November 10, 2004.
- 13 (6) After examination of the petition filed by the Burlington Northern Santa Fe Railway Company on September 17, 2004, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

- 14 The petition of the Burlington Northern Santa Fe Railway Company to reconstruct a railroad-highway grade crossing, located at the intersection of West Clark Street and the petitioner's tracks, in Connell, Washington, is granted, subject to the following conditions:
- (1) The upgrades must conform to the plans and specifications filed in this proceeding.
 - (2) The crossing must be hard-surfaced between the rails and for a distance of at least one foot outside each rail for the full width of the traveled roadway, including the sidewalks.

- (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) Traffic control devices and instrument housing must be installed in such a manner as to provide required clearances from both the roadway and railroad tracks.
- (5) Upon completion of the reconstruction authorized herein, petitioner must notify the Commission. Acceptance of the changes 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 81.53.261, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 10th day of November, 2004.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary