

traffic through the crossing is estimated at 1100 vehicles, including truck and school bus traffic.

4 Petitioner maintains a one branch line track and one siding track through the crossing. Average daily train traffic includes two freight trains operating at a maximum speed of 10 mph.

5 Warning devices at the crossing consist of rotatable cantilever-mounted flashing light signals. The existing grade crossing signals are interconnected to the highway traffic signals at the Bayview-Edison Road so that vehicle queues originating from the roadway intersection and extending back over the tracks can be cleared when trains approach the crossing. Petitioner proposes to upgrade the warning devices by installing new shoulder-mounted flashing light signals with gates. The new signals will also be interconnected to the highway traffic signals. The upgrades are being proposed in the interest of improving safety for highway users.

FINDINGS AND CONCLUSIONS

6 (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.*

7 (2) The Bayview-Edison Road grade crossing, designated as USDOT 092241R, is a public railroad-highway grade crossing within the state of Washington.

8 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to modifying or upgrading warning signals and devices at a railroad-highway grade crossing.

9 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.

- 10 (5) This matter was brought before the Commission at its regularly scheduled meeting on March 26, 2003.
- 11 (6) After examination of the petition filed by the Burlington Northern Santa Fe Railway Company on February 5, 2003, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

- 12 The petition of the Burlington Northern Santa Fe Railway Company for upgrading warning devices at a railroad-highway grade crossing, located at the intersection of Bayview-Edison Road and the Petitioner's tracks in Skagit County, Washington, is granted, subject to the following conditions:
- (1) All changes and upgrades must conform to the plans filed in this proceeding.
 - (2) Traffic control devices must comply with all 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 Washington State Department of Transportation must ensure that the timing of each railroad preemption phase for the highway traffic signals is sufficient to clear any vehicle queues that may extend from the Bayview-Edison/SR-20 roadway intersection back over the railroad tracks, as determined by an engineering analysis.

- (5) Upon completion of the upgrades 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.

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 26th day of March, 2003.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary