

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

CITY OF MARYSVILLE,	)	DOCKET NO. TR-031022
	)	
Petitioner,	)	ORDER NO. 01
	)	
v.	)	
	)	ORDER GRANTING PETITION TO
THE BURLINGTON NORTHERN	)	UPGRADE RAILROAD WARNING
SANTA FE RAILWAY	)	DEVICES AT 116 <sup>TH</sup> STREET
COMPANY,	)	
	)	USDOT: 084654P
Respondent.	)	WUTC: 2B 42.04
.....	)	

**BACKGROUND**

- 1 On June 24, 2003, the City of Marysville filed a petition with the Commission, seeking approval to upgrade warning devices at a railroad-highway grade crossing. The crossing is located at the intersection of 116<sup>th</sup> Street and tracks of the Burlington Northern Santa Fe Railway Company (BNSF), in the SE ¼ of the NW ¼ of Section 9, Township 30 N., Range 5 E., W.M., in Marysville, 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, 116<sup>th</sup> Street is classified as a minor arterial road. The portion of the roadway crossing the BNSF tracks consists of two eastbound lanes and one westbound lane. The 116<sup>th</sup> Street/State Avenue roadway intersection is located approximately 40 feet east of the railroad-highway grade crossing. Average daily traffic through the crossing is estimated at 13,500 vehicles, including 1,000 trucks and 18 school bus trips. Daily traffic volumes are expected to reach 20,000 by 2020.

- 4 Respondent maintains one mainline track through the crossing. Average train traffic includes ten freight trains and four passenger trains traveling at maximum speeds of 50 mph and 79 mph respectively.
- 5 Warning devices at the crossing consist of cantilever-mounted flashing light signals with gates. In addition, the 116<sup>th</sup> Street/State Avenue roadway intersection is controlled by highway traffic signals that are interconnected with the railroad warning signals. The signal interconnection serves to clear vehicular queues that originate from the roadway intersection and extend back over the tracks when trains approach the crossing.
- 6 The City of Marysville has determined that additional safety measures are needed at the railroad-highway grade crossing due to insufficient space between the 116<sup>th</sup> Street/State Avenue roadway intersection and the railroad-highway grade crossing to safely queue vehicles without infringing on the BNSF mainline track. To address this concern, the city proposes to install an additional highway traffic signal (pre-signal) immediately west of the grade crossing. When trains approach the crossing, the pre-signal will turn red before the railroad warning signals activate, thereby preventing eastbound traffic from continuing onto the tracks. The highway traffic signals at the 116<sup>th</sup> Street/State Avenue roadway intersection will then clear any vehicles that may be queued between the roadway intersection and pre-signal.
- 7 The proposal also includes replacing the existing cantilever-mounted flashing lights with shoulder-mounted flashing lights to reduce potential confusion from too many signals in the vicinity of the grade crossing. Although cantilever-mounted signals are typically used at crossings with multiple lanes, the pre-signal and its operation in conjunction with the shoulder-mounted signals and gates will compensate for the substitution.

## 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 116<sup>th</sup> Street grade crossing, identified as USDOT 084654P, 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 making changes 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 July 23, 2003.
- 13 (6) After examination of the petition filed by the City of Marysville on June 24, 2003, 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 City of Marysville to upgrade railroad warning devices at a railroad-highway grade crossing, located at the intersection of 116<sup>th</sup> Street and the tracks of the Burlington Northern Santa Fe Railway Company, in Marysville, Washington, is granted, subject to the following conditions:
- (1) The upgrades must conform to the plans filed in this proceeding.

- (2) Traffic control devices, including passive signs and markings, 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 from both the roadway and railroad tracks.
- (4) The City of Marysville must ensure that the timing of each railroad preemption phase for the highway traffic signals is sufficient to clear any vehicular queues that may extend from the 116<sup>th</sup> Street/State Avenue roadway intersection back over the railroad tracks, as determined by an engineering analysis.
- (5) The pre-signal must be programmed in such a way as to not conflict with the railroad warning signals (i.e. not display a green signal when the railroad warning signals are activated).
- (6) Upon completion of the upgrades 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 23<sup>rd</sup> day of July, 2003.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary