

6 CRC will install concrete crossing panels, crossbucks, advance warning signs, and
pavement markings, as well as active warning devices including shoulder-mounted
flashing lights, gates, pedestrian bells, and an island circuit warning system.

7 The City of Woodland, as State Environmental Policy Act (SEPA) lead agency for the
proposal, has issued a Determination of Non-significance thereby completing the SEPA
procedures for the opening of a grade crossing.

8 RCW 81.53.020 requires that all new highway-railroad grade crossings be grade
separated where practicable. Highway-railroad grade crossings may be authorized at-
grade by the Commission but only upon finding that grade separation is impracticable.

9 Commission staff (Staff) investigated CRC's Petition. Staff recommends that the
Commission find grade separation impracticable at this location based on the low train
traffic, constraints of the track geometry, site elevation, the location of the current CRC
track, and the location of the facility. In addition, Staff utilized the Federal Highway
Administration's Grade Separation Guidelines and determined that construction of a
grade separated crossing at North Pekin Road does not meet the minimum threshold.
CRC is proposing to install active warning devices when the crossing is constructed to
address site-specific safety issues.

10 Staff recommends granting the Petition subject to the following conditions:

- (a) CRC must install emergency notification signs (I-13), as required by the U.S.
Department of Transportation *Manual on Uniform Traffic Control Devices*
(MUTCD).
- (b) Traffic control devices, active warning devices, advance warning signs, and
pavement markings must comply with applicable standards specified in the
MUTCD.

FINDINGS AND CONCLUSIONS

11 (1) The Commission is an agency of the State of Washington having jurisdiction over
public railroad-highway grade crossings within the state of Washington. RCW
81.53.

12 (2) The proposed construction of a crossing involves a public railroad-highway grade
crossing, as defined in RCW 81.53.010.

- 13 (3) RCW 81.53.030 and WAC 480-62-150(1)(a) require the Commission grant approval prior to constructing a public railroad-highway grade crossing within the state of Washington.
- 14 (4) RCW 81.53.020 requires all new railroad-highway grade crossings to be grade separated where practicable. The Commission finds that it is not practicable to build the tracks over or under North Pekin Road.
- 15 (5) Commission Staff conducted an investigation and recommends the Petition be granted subject to the following conditions:
- (a) CRC must install emergency notification signs (I-13), as required by the MUTCD.
 - (b) Traffic control devices, active warning devices, advance warning signs, and pavement markings must comply with applicable standards specified in the MUTCD.
- 16 (6) After examining the Petition CRC filed on January 20, 2017, and giving consideration to all relevant matters, the Commission determines that construction of a public railroad-highway grade crossing at North Pekin Road is reasonable and CRC's Petition should be granted.

O R D E R

THE COMMISSION ORDERS:

- 17 (1) Columbia River Carbonates' Petition to construct a public railroad-highway grade crossing at North Pekin Road in the city of Woodland, Washington, is granted, subject to the following conditions:
- (a) All construction and installation must substantially conform to the petition and engineering design plans filed in this Docket.
 - (b) Columbia River Carbonates must install emergency notification signs (I-13), as required by the U.S. Department of Transportation's *Manual on Uniform Traffic Control Devices*.
 - (c) Traffic control devices, active warning devices, advance warning signs, and pavement markings must comply with applicable standards specified

in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.

- (d) Upon completion of the authorized construction, Columbia River Carbonates must notify the Commission within 30 days. 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 set forth in this order.

The Commissioners, having determined this Order to be consistent with the public interest, directed the Secretary to enter this Order.

Dated at Olympia, Washington, and effective February 9, 2017.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

STEVEN V. KING, Executive Director and Secretary