

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

In the Matter of the Petition of)	DOCKET NO. TR-051088
)	
SNOHOMISH COUNTY,)	ORDER NO. 01
A MUNICIPAL CORPORATION)	
)	
Petitioner,)	
)	
v.)	
)	
BNSF RAILWAY CO.,)	
)	ORDER GRANTING PETITION TO
Respondent,)	INTERCONNECT RAILROAD
)	WARNING SIGNALS AND
For Approval to Interconnect)	HIGHWAY TRAFFIC SIGNALS
Railroad Warning Signals and)	
Highway Traffic Signals at a)	USDOT: 091811X
Railroad Highway Grade Crossing)	WUTC: 1G 26.82
.....)	

BACKGROUND

- 1 On July 22, 2005, Snohomish County filed a petition with the Commission seeking approval to interconnect railroad warning signals and highway traffic signals at a railroad-highway grade crossing. The crossing is located at the intersection of the Respondent’s tracks and 240th Street SE in the NE ¼ of the SE ¼ of Section 34, Township 27 N., Range 5 E., W.M., in Snohomish County, Washington.
- 2 Respondent consented to an entry of an order by the Commission without further notice or hearing.
- 3 In the vicinity of the crossing, 240th Street SE has one lane for each direction of traffic and a vehicle speed limit of 25 mph. Average daily traffic through the crossing, existing and expected, is less than 2,000 vehicles. The road ends in a “T” intersection with State Route 9 approximately 85 feet west of the crossing.

Westbound traffic is required to stop 45 feet west of the tracks. Westbound vehicles traveling on 240th are controlled at the intersection by a stop sign.

- 4 Respondent maintains one branch line set of tracks through the crossing. Average daily train traffic is one train per day. The maximum speed is 25 mph.
- 5 Warning devices at the crossing consist of shoulder mounted flashing lights for both directions, crossbucks and static signing, including "Do not stop on tracks" signs.
- 6 Snohomish County is installing traffic signals at the intersection of 240th Street SE and State Route 9 to replace the stop signs. This is required to accommodate a Costco store that will open just east of the crossing in late August 2005. Because the potential exists for the highway traffic signals and the railroad warning signals to display conflicting indications, it is necessary to interconnect the two systems so that they operate in a complementary fashion. The petition specifies that simultaneous preemption will be provided when highway traffic signals are installed. After interconnection, an approaching train will activate the railroad warning signals while simultaneously preempting the highway traffic signals. When preemption occurs, the highway traffic signals, which include presignals on the east side of the crossing, are designed to cycle to clear vehicles queued on the crossing and to prevent vehicles from crossing the tracks in either direction.

FINDINGS AND CONCLUSIONS

- 7 (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.*
- 8 (2) The 240th Street SE grade crossing, identified as USDOT 091811X, is a public railroad-highway grade crossing within the state of Washington.

- 9 (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.
- 10 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.
- 11 (5) This matter was brought before the Commission at its regularly scheduled meeting on August 17, 2005.
- 12 (6) After examination of the petition filed by Snohomish County on July 14, 2005, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

- 13 The petition of Snohomish County to interconnect railroad warning signals and highway traffic signals at a railroad-highway grade crossing, located at the intersection of 240th Street SE and the Respondent's tracks, in Snohomish County, Washington, is granted, subject to the following conditions:
- (1) All installations and operations must conform to the plans and specifications filed in this proceeding.
 - (2) During preemption, the highway traffic signals must not conflict with the railroad warning signals, except to the extent necessary for signal right-of-way change and compliance with minimum time requirements.
 - (3) Upon completion of the signal interconnection, 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 17th day of August, 2005.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary