

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

CITY OF MARYSVILLE,)	DOCKET TR-150460
)	
Petitioner,)	ORDER 01
)	
BNSF RAILWAY CO.,)	ORDER GRANTING PETITION TO
)	RECONSTRUCT A PUBLIC
Respondent.)	HIGHWAY-RAIL GRADE CROSSING
)	AT STATE AVENUE IN
)	MARYSVILLE
)	
)	USDOT: 092077P
.....)	

BACKGROUND

- 1 On March 20, 2015, the City of Marysville (City or Petitioner) filed a petition with the Washington Utilities and Transportation Commission (Commission) seeking approval to reconstruct a railroad-highway grade crossing at State Avenue in Marysville. The City proposes to add a sidewalk and widen the roadway through the State Avenue crossing.

- 2 On April 7, 2015, BNSF Railway Co. (BNSF) consented to entry of an Order by the Commission without further notice or hearing.

- 3 State Avenue is a three-lane principal arterial roadway with a single lane in each direction and a center turn lane. The center turn lane is not currently used and access is restricted by a raised median. The City estimates average daily vehicle traffic over the crossing at 18,000 vehicles with up to two percent commercial motor vehicles traveling over the crossing. Up to 50 school buses travel over the State Avenue crossing on a daily basis. The posted legal speed limit is 35 miles per hour.

- 4 BNSF currently maintains one branch-line at this location. Up to two freight trains per day traveling up to 10 miles per hour operate over the crossing. No passenger trains travel over the crossing.

- 5 Railroad warning devices at the State Avenue crossing consist of crossbucks, cantilever-mounted LED lights, pavement markings, and advance warning signs.

- 6 The City proposes to widen the roadway to five lanes and install a sidewalk on the east side of the crossing. Expanding the roadway and adding a sidewalk along State Avenue is a part

of the City's long-range transportation plans and is supported by a three million dollar grant from the State Transportation Improvement Board.

7 The City proposes to install new cantilever-style signal equipment on the east side of the crossing, replacing the old style equipment with current standardized equipment. The cantilever-style signal equipment on the west side of the crossing will remain untouched because it meets current standards. The train detection will also be upgraded to constant warning and the concrete crossing surface will be extended to accommodate the wider roadway and proposed sidewalk.

8 The expanded roadway will provide vehicle drivers with two lanes in each direction and a two-way center turn lane. Median islands will be installed to prevent motorists from using the center turn lane, consistent with the current lane restriction at the crossing. Expanding the travel lanes to two lanes in each direction will facilitate the movement of vehicles traveling State Avenue, alleviating congestion.

9 The new fivefoot sidewalk will be installed along the east side of State Avenue and will be located behind the cantilever-style signal equipment at the crossing. The City proposes to install a dedicated pedestrian signal at the location where the sidewalk intersects the tracks. In addition, the sidewalk is designed to intersect the tracks at a 90-degree angle, which improves visibility of oncoming trains for pedestrians. Roadway lighting will be installed at the crossing to improve the overall visibility of the crossing for both motorists and pedestrians. The City will be responsible for construction and maintenance of the sidewalk.

10 The proposed upgrades are in the interest of improving the safety and convenience for roadway users.

FINDINGS AND CONCLUSIONS

11 (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.*

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

13 (3) RCW 81.53.261 and WAC 480-62-150 require that the Commission grant approval prior to reconstructing a public railroad-highway grade crossing within the state of Washington.

- 14 (4) Commission staff investigated the petition and recommends that it be granted. All traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *2009 Manual on Uniform Traffic Control Devices*.
- 15 (5) After examination of the petition filed by the City of Marysville on March 20, 2015, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

16 The petition of the City of Marysville to reconstruct a railroad-highway grade crossing at State Avenue and the Respondents' tracks in Marysville is granted, as follows:

- (1) The modifications must conform to those described in the petition.
- (2) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *2009 Manual on Uniform Traffic Control Devices*.
- (3) Petitioner must notify Commission Staff within 30 days upon completion of this modification project.

The Secretary of the Commission has delegated authority over this matter pursuant to Order 03 in Docket A-090485. The Secretary finds this Order to be consistent with the public interest.

DATED at Olympia, Washington, and effective April 20, 2015.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

STEVEN V. KING, Executive Director and Secretary

NOTICE: This is an order delegated to the Secretary for decision. In addition to serving you a copy of the decision, the Commission will post on its Internet Web site for at least fourteen (14) days a listing of all matters delegated to the Secretary for decision. You may seek Commission review of this decision. You must file a request for Commission review of this order no later than fourteen (14) days after the date the decision is posted on the Commission's Web site. The Commission will schedule your request for review for consideration at a regularly scheduled open meeting. The Commission will notify you of the time and place of the open meeting at which the Commission will review the order.

The Commission will grant a late-filed request for review only on a showing of good cause, including a satisfactory explanation of why the person did not timely file the request. A form for late-filed requests is available on the Commission's Web site.

This notice and review process is pursuant to the provisions of RCW 80.01.030 and WAC 480-07-904(2) and (3).