

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

BNSF Railway Co.,)	DOCKET TR-140380
)	
Petitioner,)	ORDER 01
)	
)	ORDER GRANTING PETITION TO
)	RECONSTRUCT A PUBLIC
ADAMS COUNTY,)	HIGHWAY-RAIL GRADE CROSSING
)	AT HAMPTON ROAD IN ADAMS
Respondent.)	COUNTY
)	
)	USDOT: 089682K
.....)	

BACKGROUND

- 1 On March 10, 2014, BNSF Railway Co. (BNSF or Petitioner) filed a petition with the Utilities and Transportation Commission (Commission) seeking approval to reconstruct a railroad-highway grade crossing at Hampton Road in Adams County. BNSF proposes to extend a second main line track by 1.93 miles for a total of 16 miles of double track for this segment of the line.
- 2 Adams County (County) consented to entry of an Order by the Commission without further notice or hearing.
- 3 Hampton Road is a two-lane rural access road with one lane in each direction. The County estimates average daily vehicle traffic over the crossing at four vehicles. Hampton Road is not a designated truck or school bus route. The posted legal speed limit is 50 miles per hour.
- 4 BNSF currently maintains one main line track at this location. The authorized speed limit for passenger and freight trains is 60 miles per hour. Up to 31 freight trains and two passenger trains operate over the crossing on a daily basis.
- 5 Railroad warning devices at the Hampton Road crossing consist of crossbucks, yield and advance warning signs.
- 6 BNSF proposes to add a second main line track on the west side of the existing track. In addition, BNSF will remove the dip in the road on this approach to the crossing which will provide a level, smoother transition for vehicle users to the crossing. The addition of the second track will increase rail capacity between Spokane and Pasco by reducing the time

trains are parked on either end of Hatton Canyon while waiting for trains traveling through the canyon.

- 7 BNSF proposes to replace the yield signs with stop signs and relocate the crossbucks to accommodate installation of the second track. Upgrading to stop signs will provide a higher level of warning and protection for crossing users. The sight distance is unobstructed in all quadrants of the crossing which allows crossing users full view of oncoming trains.
- 8 The new crossing surface will be concrete which is consistent with the existing crossing surface. Given the low vehicle traffic, BNSF is working with the County and adjacent landowners to determine if alternate access to the area from the Hatton Road crossing is an option. The Hatton Road crossing is located one-half mile south of the Hampton Road crossing. If access via the Hatton Road crossing is viable and all stakeholder concerns can be addressed, BNSF will work toward closure of the Hampton Road crossing.
- 9 The proposed upgrades are in the interest of improving safety and convenience for roadway users.

FINDINGS AND CONCLUSIONS

- 10 (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.*
- 11 (2) The proposed reconstruction of a crossing involves a public railroad-highway grade crossing, as defined in RCW 81.53.010.
- 12 (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.
- 13 (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.*
- 14 (5) After examination of the petition filed by BNSF Railway Co. on March 10, 2014, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

15 The petition of BNSF Railway Co. to reconstruct a railroad-highway grade crossing at Hampton Road and the Respondent's tracks in Adams County 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 30, 2014.

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).