

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

UNION PACIFIC RAILROAD,)	DOCKET TR-150640
)	
)	ORDER 01
Petitioner,)	
)	ORDER GRANTING PETITION TO
)	UPGRADE WARNING DEVICES AT
CITY OF SPOKANE VALLEY,)	A PUBLIC HIGHWAY-RAIL GRADE
)	CROSSING AT PARK ROAD IN
Respondent.)	SPOKANE VALLEY
)	
)	USDOT: 662510F
.....)	

BACKGROUND

- 1 On April 21, 2015, the Union Pacific Railroad (UPRR or Petitioner) filed a petition with the Washington Utilities and Transportation Commission (Commission) seeking approval to upgrade the warning devices at a railroad-highway grade crossing at Park Road in Spokane Valley. UPRR proposes to remove the cantilever-style signal structure and replace it with shoulder-mounted lights and gates.
- 2 The City of Spokane Valley (City), consented to entry of an Order by the Commission without further notice or hearing.
- 3 Park Road is a two-lane collector arterial roadway with a single lane in each direction. The average daily vehicle traffic over the crossing is 2,100 vehicles. Park Road is a designated school bus route with up to 120 buses per day using the crossing. Park Road is not a designated truck route but approximately 100 trucks per day use the crossing. The posted legal speed limit is 35 miles per hour.
- 4 UPRR currently maintains one mainline track at this location. Up to seven freight trains per day traveling up to 49 miles per hour operate over the crossing. No passenger trains travel over the crossing.
- 5 Railroad warning devices at the Park Road crossing consist of crossbucks, cantilever-mounted LED lights, pavement markings, and advance warning signs.
- 6 UPRR proposes to remove the cantilever-mounted lights and replace them with shoulder-mounted LED lights and gates. Shoulder-mounted active warning devices are the industry standard for two-lane roadways and are an upgrade to the current configuration. In addition

to this upgrade, gates will be added which will provide a physical barrier between vehicles and the train. There will be no change to the current constant warning train detection.

7 Also, UPRR proposes to relocate the bungalow from the northeast quadrant of the crossing to the southeast quadrant which will improve sight distance from 100 to 1,000 feet for crossing users.

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

FINDINGS AND CONCLUSIONS

9 (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.*

10 (2) The proposed upgrade of warning devices involves a public railroad-highway grade crossing, as defined in RCW 81.53.010.

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

12 (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.*

13 (5) After examination of the petition filed by Union Pacific Railroad on April 21, 2015, 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 Union Pacific Railroad to upgrade warning devices at the railroad-highway grade crossing at Park Road and the Respondents' tracks in Spokane Valley 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 May 8, 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).