

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

IN THE MATTER OF THE)	DOCKET TR-070023
PETITION OF SPOKANE COUNTY)	
TO CONSTRUCT A PUBLIC)	ORDER 01
RAILROAD-HIGHWAY GRADE)	
CROSSING AT THORP ROAD)	ORDER GRANTING PETITION TO
)	CONSTRUCT A PUBLIC RAILROAD-
)	HIGHWAY GRADE CROSSING AT
)	THORPE ROAD
)	
)	USDOT: 922987F
.....)	

BACKGROUND

- 1 On January 2, 2007, Spokane County (county) filed a petition with the Utilities and Transportation Commission (Commission), seeking approval to construct a public railroad-highway grade crossing. The construction of this crossing is part of the Geiger Spur Connection project. The location of the crossing is Milepost 2.25 at Thorpe Road in Spokane County, Washington.

- 2 Spokane County has consented to an entry of an Order by the Commission without further notice or hearing.

- 3 Thorpe Road is classified as a local access road with a speed limit of 35 miles per hour. The county estimates no daily traffic through the crossing in a 24-hour period once the crossing is constructed. The county estimates daily traffic will increase over the crossing in the next 20 years to 20 vehicles, with five trucks and no school busses.

- 4 The county will maintain one spur track through the crossing. Average daily train traffic consists of one freight train traveling at a maximum speed of 20 miles per hour. No passenger trains will use the tracks at this crossing.

- 5 The county does not propose to install active warning devices because of the low vehicle and train traffic at the crossing. It proposes to install cross bucks at the crossing.

- 6 The Geiger Spur Connection project is a partnership between Spokane County and the Washington State Department of Transportation (DOT). The project is currently funded through a 2003 Legislative Transportation Package of 3.5 million dollars and 2005

Partnership Funding (Weight Fees) of 1.5 million dollars for a total project cost of 5 million dollars. The project will replace deteriorating track, relocate and install new track which will bypass Fairchild Air Force Base for security reasons, and preserve rail service to several industrial customers in the Airway Heights Industrial Park.

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. *RCW 81.53*.
- 8 (2) The proposed construction of a crossing involves a public railroad-highway grade crossing, as defined in *RCW 81.53.010*.
- 9 (3) *RCW 81.53.060* requires the Commission grant approval prior to constructing a public railroad-highway grade crossing within the state of Washington.
- 10 (4) Commission staff investigated the petition and recommends that it be granted, subject to the following conditions:
- In addition to the cross bucks and on the same sign post, the county must install a standard “yield” sign.
 - The county must install advance railroad warning sign W10-1 and pavement markings, which tells travelers a crossing is approaching in advance of the cross bucks.
 - The county must install advance railroad warning sign W10-13, which tells travelers the crossing is not equipped with gates or lights.
 - The county must install emergency notification sign I-13 or I-13a to provide emergency notification information.
- 11 (5) This filing complies with the requirements of *WAC 480-62-150*, *RCW 81.53.030* and *RCW 81.53.271*.

- 12 (6) After examination of the petition filed by Spokane County on January 2, 2007, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition with the conditions identified below.

ORDER

THE COMMISSION ORDERS:

- 13 The petition of Spokane County to construct a public railroad-highway grade crossing at Thorpe Road, Spokane County, Washington, is granted, subject to the following conditions:

- (1) All construction and installations must conform to the plans filed in this proceeding.
- (2) In addition to the cross bucks and on the same sign post, the county must install a standard “yield” sign.
- (3) The county must install pavement markings, advance railroad warning signs W10-1 and W10-13 in accordance with highway engineering standards.
- (4) The county must install emergency notification sign I-13 or I-13a.
- (5) Advance warning and emergency notification signs must comply with applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (6) Upon completion of the authorized construction, 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 as specified in this order.

The Commissioners, having determined that this filing complies with the requirements of RCW 81.53.030, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective March 14, 2007.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Executive Secretary