

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE)	DOCKET TR-141094
DEPARTMENT OF)	
TRANSPORTATION,)	ORDER 01
)	
Petitioner,)	ORDER GRANTING PETITION TO
)	MODIFY A PUBLIC HIGHWAY-RAIL
)	GRADE CROSSING AT STATE
BNSF RAILWAY CO.,)	ROUTE 241 IN MABTON
)	
Respondent.)	USDOT: 104534G
)	
.....)	

BACKGROUND

- 1 On May 15, 2014, the Washington State Department of Transportation (WSDOT or
Petitioner) filed a petition with the Utilities and Transportation Commission (Commission)
seeking approval to modify a railroad-highway grade crossing at State Route 241 (SR-241)
in Mabton. WSDOT proposes to widen the crossing surfaces to accommodate stop refuges
on both approaches and upgrade the active warning devices.

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

- 3 SR-241 is a two-lane roadway with a posted speed limit of 35 miles per hour. Average
annual daily traffic through the crossing is estimated at 2,722 vehicles which includes ten
school bus trips per day. SR-241 is a designated truck route with 9.6 percent of the traffic
composed of commercial motor vehicles.

- 4 BNSF currently maintains one main line and one spur track at this location. The authorized
speed limit for freight trains operating on the main line is 49 miles per hour. Trains
operating on the spur line operate at a significantly lower speed. Seven freight trains operate
over the crossing on a daily basis. No passenger trains operate over the crossing.

- 5 Railroad warning devices at the SR-241 main line crossing consist of shoulder mounted
lights and gates and crossbucks. The spur track is protected by crossbucks. Advance warning
signs are located on both approaches to the crossing.

- 6 In addition to adding stop refuge/pull-out lanes on both approaches to the crossing, WSDOT
proposes to replace the shoulder mounted lights and gates with cantilever mounted LED

lights and gates. Upgrading to cantilever mounted lights and gates is necessary because the vehicle travel lanes are increasing from two to four lanes. In order to comply with requirements in the *2009 Manual on Uniform Traffic Control Devices*, 90 percent lane coverage is required by the active warning devices. BNSF will also extend the crossing surface to match up with expanded roadway footprint. A “Do Not Stop on Tracks” sign will be installed for southbound traffic approaching State Route 22.

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

FINDINGS AND CONCLUSIONS

8 (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*.

9 (2) The proposed modification of a crossing involves a public railroad-highway grade crossing, as defined in RCW 81.53.010.

10 (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.

11 (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*.

12 (5) After examination of the petition filed by Washington State Department of Transportation on May 15, 2014, 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 the Washington State Department of Transportation to modify a railroad-highway grade crossing at State Route 241 and the Respondent’s tracks in Mabton 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 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 June 27, 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).