

**BEFORE THE WASHINGTON  
UTILITIES AND TRANSPORTATION COMMISSION**

WASHINGTON STATE	)	DOCKET TR-141434
DEPARTMENT OF	)	
TRANSPORTATION,	)	ORDER 01
	)	
Petitioner,	)	ORDER GRANTING PETITION TO
	)	MODIFY A PUBLIC HIGHWAY-RAIL
EASTERN WASHINGTON	)	GRADE CROSSING AT STATE
GATEWAY RAILROAD,	)	ROUTE 2 IN GRANT COUNTY
	)	
Respondent.	)	
	)	USDOT: 066106E
.....	)	

**BACKGROUND**

- 1     On July 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 2 (SR-2) in  
Grant county. WSDOT proposes to upgrade the train detection and raise the height of the  
cantilevers at this crossing.
  
- 2     Eastern Washington Gateway Railroad (EWGRR), the railroad operator, consented to entry  
of an Order by the Commission without further notice or hearing.
  
- 3     SR-2 is a two-lane roadway with stop refuge lanes and a posted speed limit of 60 miles per  
hour. Average annual daily traffic through the crossing is estimated at 1,100 vehicles which  
includes 12 school bus trips per day. SR-2 is a designated truck route with 14 percent of the  
traffic composed of commercial motor vehicles.
  
- 4     EWGRR currently maintains one main line track at this location. The authorized speed limit  
for freight trains is 25 miles per hour. Two freight trains operate over the crossing on a daily  
basis. No passenger trains operate over the crossing.
  
- 5     Railroad warning devices at the SR-2 crossing consist of cantilever mounted lights and gates  
and crossbucks. Advance warning signs are located on both approaches to the crossing.
  
- 6     WSDOT proposes to upgrade the train detection from DC to PMD-3, a motion detection  
system. In addition, the height of the cantilevers will be raised two feet to allow for adequate  
clearance for large farm vehicles operating on the roadway. Currently, there are two farm  
vehicle access approaches located in the northwest and southeast quadrants of the crossing.

Operators of the large farm equipment use the access approaches to avoid driving under the existing cantilever structure. Raising the height of the cantilevers will eliminate the possibility of the farm equipment striking the overhead warning devices. WSDOT will eliminate the farm vehicle approach accesses once the cantilever structures are modified.

7 The proposed upgrades are in the interest of improving safety and convenience for roadway 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 July 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 2 and the Respondent's tracks in Grant 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 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 July 23, 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).