

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

THE PUGET SOUND AND	)	DOCKET NO. TR-032030
PACIFIC RAILROAD COMPANY,	)	
	)	ORDER NO. 01
Petitioner,	)	
	)	ORDER GRANTING PETITION TO
v.	)	UPGRADE RAILROAD WARNING
	)	DEVICES AT MOORE ROAD
GRAYS HARBOR COUNTY,	)	
	)	USDOT: 096648V
Respondent.	)	WUTC: 40E 51.50
.....	)	

**BACKGROUND**

- 1 On December 9, 2003, the Puget Sound and Pacific Railroad Company filed a petition with the Commission, seeking approval to upgrade warning devices at a railroad-highway grade crossing. The crossing is located at the intersection of Moore Road and tracks of the Puget Sound and Pacific Railroad Company, in Section 31, Township 18 N., Range 6 W., W.M., in Grays Harbor County, Washington. Funding for the upgrades is pursuant to the Inter-modal Surface Transportation Efficiency Act, in cooperation with the Washington State Department of Transportation.
- 2 Respondent has consented to an entry of an Order by the Commission without further notice or hearing.
- 3 In the vicinity of the crossing, Moore Road is classified as a rural local road, with one lane for each direction of traffic and a vehicle speed limit of 25 mph. The petitioner's tracks cross Moore Road at an obtuse angle, and sight distance at the crossing is obscured by vegetation in the crossing's northeast quadrant. Both roadway approaches to the crossing consist of 3-4% grades, resulting in a slightly "humped" crossing. Average daily traffic through the crossing is estimated at 306 vehicles, including 30 trucks and two school bus trips.

4 Petitioner maintains one mainline track through the crossing. Average daily  
train traffic includes two freight trains, traveling at a maximum speed of 40 mph.

5 Warning devices at the crossing consist of passive devices, including stop signs.  
Petitioner seeks to install shoulder-mounted flashing light signals with gates and  
motion detection-type train detection circuitry. The signalization of the Moore  
Road grade crossing also necessitates a train detection circuitry upgrade at the  
Monte-Elma Road grade crossing, located approximately ½ mile to the west. The  
relatively close proximity of the two crossings and the fact that the circuits have  
to overlap require that motion detection circuitry be installed at both crossings.  
The upgrades are proposed in the interest of improving safety for roadway users.

#### FINDINGS AND CONCLUSIONS

- 6 (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.*
- 7 (2) The Moore Road grade crossing, identified as USDOT 096648V, is a public  
railroad-highway grade crossing within the state of Washington.
- 8 (3) RCW 81.53.261 requires that the Commission grant approval prior to a  
change in the method and manner of traffic control at public railroad-  
highway grade crossings within the state of Washington.
- 9 (4) Commission Staff investigated the petition and recommended that it be  
granted, subject to specified conditions.
- 10 (5) This matter was brought before the Commission at its regularly scheduled  
meeting on January 14, 2004.
- 11 (6) After examination of the petition filed by the Puget Sound and Pacific  
Railroad Company on December 9, 2003, and giving consideration to all

relevant matters and for good cause shown, the Commission grants the petition.

## ORDER

### THE COMMISSION ORDERS:

12 The petition of the Puget Sound and Pacific Railroad Company to upgrade warning devices at a railroad-highway grade crossing, located at the intersection of Moore Road and the petitioner's tracks, in Grays Harbor County, Washington, is granted, subject to the following conditions:

- (1) The upgrades must conform to the plans filed in this proceeding.
- (2) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices*.
- (3) Traffic control devices and instrument housing must be installed in such a manner as to provide required clearances from both the roadway and railroad tracks.
- (4) Upon completion of the upgrades authorized herein, 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 specified herein.

The Commissioners, having determined that this filing complies with the requirements of RCW 81.53.261, directed the Secretary to enter this Order.

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DATED at Olympia, Washington, and effective this 14<sup>th</sup> day of January, 2004.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary