

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

)	DOCKET TR-121779
)	
CITY OF SPOKANE VALLEY,)	ORDER 01
)	
Petitioner,)	ORDER GRANTING PETITION TO
)	MODIFY WARNING DEVICES AND
UNION PACIFIC RAILROAD,)	INSTALL SIDEWALKS AT A PUBLIC
)	HIGHWAY-RAIL GRADE CROSSING
)	AT PINES ROAD/STATE ROUTE 27
Respondent.)	
)	
)	USDOT: #662519S
.....)	

BACKGROUND

- 1 On November 5, 2012, the City of Spokane Valley (City or Petitioner) filed with the Washington Utilities and Transportation Commission (Commission), a petition seeking approval to modify a railroad-highway grade crossing. The crossing is identified as USDOT #662519S and is located at the intersection of Pines Road/State Route 27 (SR-27) and Union Pacific Railroad’s (UPRR) tracks in the city of Spokane Valley.

- 2 Respondent UPRR, consented to entry of an Order by the Commission without further notice or hearing.

- 3 Current railroad warning devices at the crossing consist of cantilever mounted LED lights and gates and “Do Not Stop on Tracks” signage. The railroad warning devices are also interconnected with a nearby traffic light and utilize simultaneous preemption.

- 4 SR-27 is a four-lane roadway with a posted vehicle speed limit of 35 miles per hour. Average annual daily traffic through the crossing is estimated at 18,000 vehicles, which includes six percent commercial motor vehicles and 10 school buses.

- 5 UPRR operates ten freight trains per day at up to 49 miles per hour over the single track mainline crossing. No passenger trains operate over the crossing.

- 6 The City proposes to reconfigure the crossing by adding and extending a southbound left turn lane north of the crossing. The existing two southbound lanes will be shifted to the

west approximately eight feet. The existing center traffic island will also be extended and widened to accommodate a new shoulder mounted lights and gate signal mast. This shoulder mounted lights and gate signal mast will protect this new third roadway lane. The existing cantilever located on the west side of the crossing will be replaced with new equipment and relocated to accommodate the new crossing configuration.

7 The train detection will be upgraded from motion to constant warning. The existing simultaneous pre-emption has been evaluated by the Washington State Department of Transportation and it will be maintained at the current level.

8 In addition to the changes to the active warning devices, the City proposes to add an additional six foot sidewalk to the west side of the crossing to provide safe passage for pedestrian users traveling in either direction along the roadway. The new sidewalk will be located behind the cantilever structure. There will be no changes to the east side of the crossing.

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 Pines Road/State Route 27 grade crossing, identified as USDOT #662519S, is a public railroad-highway grade crossing within the state of Washington.

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 or upgrading active crossing warning signals or devices within the state of Washington.

12 (4) Commission Staff investigated the petition and recommended that it be granted with conditions.

13 (5) After examination of the petition filed by the City of Spokane Valley on November 5, 2012, 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 the City of Spokane Valley to modify a railroad-highway grade crossing at the intersection of Pines Road/State Route 27 and the Respondents' tracks in the city of Spokane Valley is granted. Approval of the petition is subject to the following conditions:
- (1) The modifications must conform to those described and attached to the revised petition.
 - (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) Upon completion of the authorized construction, Petitioner must notify the Commission within 30 days. 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 set forth in this order.

The Commissioners, having determined that this filing complies with the requirements of WAC 480-62-150(1)(f), WAC 480-62-150(2)(b) and RCW 81.53.030, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective November 27, 2012.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

DAVID W. DANNER, 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).