

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO

PROCEEDING NO. 24A-0160R

IN THE MATTER OF THE APPLICATION OF THE CITY OF ENGLEWOOD FOR
AUTHORITY TO COMPLETE AN UPGRADE TO THE TRAFFIC SIGNALS FOR THE
INTERSECTION/CROSSING FROM A SPAN WIRE TO A MAST MOUNTED SIGNALS
WHILE KEEPING THE EXISTING RAILROAD SIGNALS (245358A) IN THE CITY OF
ENGLEWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO.

**COMMISSION DECISION
GRANTING APPLICATION**

Issued Date: September 3, 2025
Adopted Date: August 27, 2025

I. BY THE COMMISSION

A. Statement

1. This matter comes before the Public Utilities Commission (“Commission”) for consideration of the final plans filed on July 21, 2025 for the application (“Application”) filed by the City of Englewood (“Englewood”) on April 2, 2024, requesting approval to upgrade the current span wire traffic signal for the intersection/crossing to mast mounted signals while keeping the existing railroad signals at the intersection/crossing West Dartmouth Avenue and South Tejon Street with the tracks of the BNSF Railway Company (“BNSF”) Sheridan Branch, railroad milepost 7.447, National Inventory No.245358A, in Englewood, County of Arapahoe, State of Colorado.

2. On July 1, 2024, BNSF filed the cost estimate and state sketch as ordered by the Commission in Decision No. C24-0419-I to cure BNSF’s opposition to the Application.

3. On July 21, 2025, Englewood filed its final plans including the cost estimate and state sketch from BNSF.

4. No responses to the final plans were filed in this proceeding.

5. The Commission has jurisdiction in this matter under §§ 40-4-106(2)(a) and (3)(a), C.R.S.

6. Now being fully advised in the matter, we grant the Application.

B. Findings of Fact

7. Englewood proposes to replace the existing span wire traffic signal for the intersection/crossing of West Dartmouth Avenue and South Tejon Street with the tracks of the BNSF to mast mounted signals at the intersection/crossing while keeping the existing railroad signals at the intersection/crossing. The traffic signal will continue to operate normally with green given to the movements on West Dartmouth Avenue and then changing to amber and red before providing green to South Tejon Street and then changing to amber and red. When a train is detected by the track circuitry, the traffic signal will transfer to the right-of-way from the vehicle traffic movements turning all vehicle movements to red and then providing a double green signal to the railroad to proceed into and through the crossing. When the train has moved through the crossing and off the island circuit, the train will receive a double red signal, and the intersection will proceed back to normal operations. The proposed changes are to enhance roadway and traffic signal infrastructure while incorporating safety upgrades for pedestrians and bicyclists and to install Americans with Disabilities Act requirements.

8. Englewood states there are 17,282 vehicles per day (“VPD”) using the crossing with approximately 7 percent heavy vehicles and no school buses crossing the track per day at a posted speed limit of 35 miles per hour (“MPH”). Englewood estimates the traffic volume will

increase to 18,164 VPD in 5-years and 21,087 VPD in 20-years. There are currently one to two trains per week using the crossing at a maximum timetable speed of 10 MPH with no projections for any increases or decreases in the future.

9. There have been seven accidents at the crossing since 1975 including two injury accidents in 2001 and 2003, and five property damage only accidents in 1979, 1984, 1997, 1998, and 2008.

10. Englewood estimates the cost of the civil engineering work for the project at the West Dartmouth Avenue/South Tejon Street intersection/crossing at \$731,080 and the railroad related work at \$44,572 with Colorado Department of Transportation and Englewood funds paying for the project.

11. We have reviewed the final plans for this project and do not see any unacceptable changes to the plan and will approve the plans.

12. Englewood provided the final plans for bid on June 27, 2025. Based on the delay in filing the final plans for review and approval, we will require the construction and maintenance agreement for this project to be filed by November 30, 2025, prior to starting the construction at the crossing and will initially expect the letter informing the Commission that the project is complete by May 31, 2026.

C. Conclusions

13. The Commission has jurisdiction in this matter under §§ 40-4-106(2)(a) and (3)(a), C.R.S.

14. Based on the Findings of Fact, we find good cause exists to grant the Application as amended with the final plans and railroad cost estimate.

II. ORDER

A. The Commission Orders That:

1. The Application (“Application”) filed by the City of Englewood (“Englewood”) on April 2, 2024, as amended with the final plans filed July 21, 2025 requesting authority to upgrade the current span wire traffic signal for the intersection/crossing to mast mounted signals while keeping the existing railroad signals at the intersection/crossing West Dartmouth Avenue and South Tejon Street with the tracks of the BNSF Railway Company (“BNSF”) Sheridan Branch, railroad milepost 7.447, National Inventory No.245358A, in Englewood, County of Arapahoe, State of Colorado is granted.

2. Englewood is required to file the signed Construction and Maintenance agreement with BNSF by November 30, 2025, before starting construction at the crossing.

3. Englewood is required to inform the Commission in writing when the project is complete and operational. The Commission will expect this letter to be filed by May 31, 2026.

4. The Commission retains jurisdiction to enter further decisions as necessary.

5. This Decision is effective upon its Issued Date.

**B. ADOPTED IN COMMISSIONERS' WEEKLY MEETING
August 27, 2025.**

(S E A L)



ATTEST: A TRUE COPY

Rebecca E. White,
Director

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

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MEGAN M. GILMAN

TOM PLANT

Commissioners