



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Spokane Valley

Petitioner,

vs.

Union Pacific Railroad

Respondent

DOCKET NO. TR-

PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING

USDOT: 662526C

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of warning devices at a highway-rail grade crossing.

Section 1 – Petitioner’s Information

City of Spokane Valley, WA

Petitioner

[Handwritten Signature]

Signature

10210 E. Sprague Avenue

Street Address

Spokane Valley, WA 99206

City, State and Zip Code

Same as above

Mailing Address, if different than the street address

Rob Lochmiller

[Handwritten Signature]

Contact Person Name & Signature

509-720-5010, rlochmiller@spokanevalley.org

Contact Phone Number and Email Address

Section 2 – Respondent’s Information

Union Pacific Railroad Respondent
9451 Atkinson St Street Address
Roseville, CA 95747 City, State and Zip Code
 Mailing Address, if different than the street address
Mary Schroll Contact Person Name
(916) 789-6111 / mrschrol@up.com Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway: <u>Barker Road</u>
2. Existing railroad: <u>Union Pacific</u>
3. USDOT Crossing No.: <u>662526C</u>
4. GPS location: <u>Lat. 47.6864630 Long. -117.1544352</u>
5. Railroad mile post (nearest tenth) <u>12.99</u>
6. City: <u>Spokane Valley</u> County: <u>Spokane</u>

Section 4 – Vehicle Traffic

1. Name of highway: Barker Road

2. Road authority City of Spokane Valley

3. Average annual daily traffic (AADT) 8,600

4. Number of lanes: 2 lanes

5. Roadway speed: 35 mph

6. Is the crossing part of an established truck route? Yes _____ No X

7. If so, trucks are what percent of total daily traffic? 15%

8. Is the crossing part of an established school bus route? Yes X No _____

9. If so, how many school buses travel over the crossing each day? 5

10. Describe any changes to the information in 1 through 7, above, expected within ten years:

The traffic volumes will increase as the vacant land to the north is developed.

Section 5 – Current Crossing Information

1. Railroad company Union Pacific Railroad

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

3. Type of tracks at crossing Main Line Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 9

 Authorized freight train speed 49 Operated freight train speed 24-49

6. Average daily train traffic, passenger 0

 Authorized passenger train speed 0 Operated passenger train speed 0

7. Describe any changes to the information in 1 through 4, above, expected within ten years:

Unknown

8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?

> 400 ft

9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

Section 6 – Current Warning Devices

Provide a complete description of the warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry and any other warning devices.

One cantilever and one quad gate/flasher for each direction of travel. Southbound gate/flasher has side flashers for eastbound Euclid Avenue travel. One (1) driving lane southbound and one (1) driving lane northbound - Nine (9) flasher sets and two (2) bells total.

Two stop bars, two W10-1 approach signs, and two RR Xing pavement markings and W10-4 on the parallel roads, Euclid Avenue north and south sides of the tracks.

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates or other warning devices, and/or changes to train detection circuitry. Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. (Attach additional information sheets, if needed.)

One cantilever, and one quad gate/flasher for each direction of travel. Northbound cantilever provides flasher for both lanes. Southbound cantilever also has 2 sidelights for eastbound Euclid Avenue and westbound access road travel. Two (2) driving lanes northbound, one (1) driving lane southbound and one (1) multi-use path on east side to be maintained by City - Nine (9) flashers and three (3) bells total.

Two stop bars, two W10-1 approach signs, two W10-4 approach signs, two RR Xing pavement markings and other signage in accordance with the MUTCD.

Replace concrete crossing surface with new wider 81ft (10 panels) concrete crossing surface in order to accommodate traffic lanes and multi-use path.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed design diagram, drawing, map or other illustration showing all proposed modifications, including signals, signage, pavement markings, sidewalks, etc.

Section 9 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signal system at the following crossing.

USDOT Crossing No. 662526C

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning signal system should be modified and consent to a decision by the commission without a hearing.

Dated at _____, _____, on the _____ day of _____, 20 ____.

Printed name of Respondent

Signature of Respondent's Representative

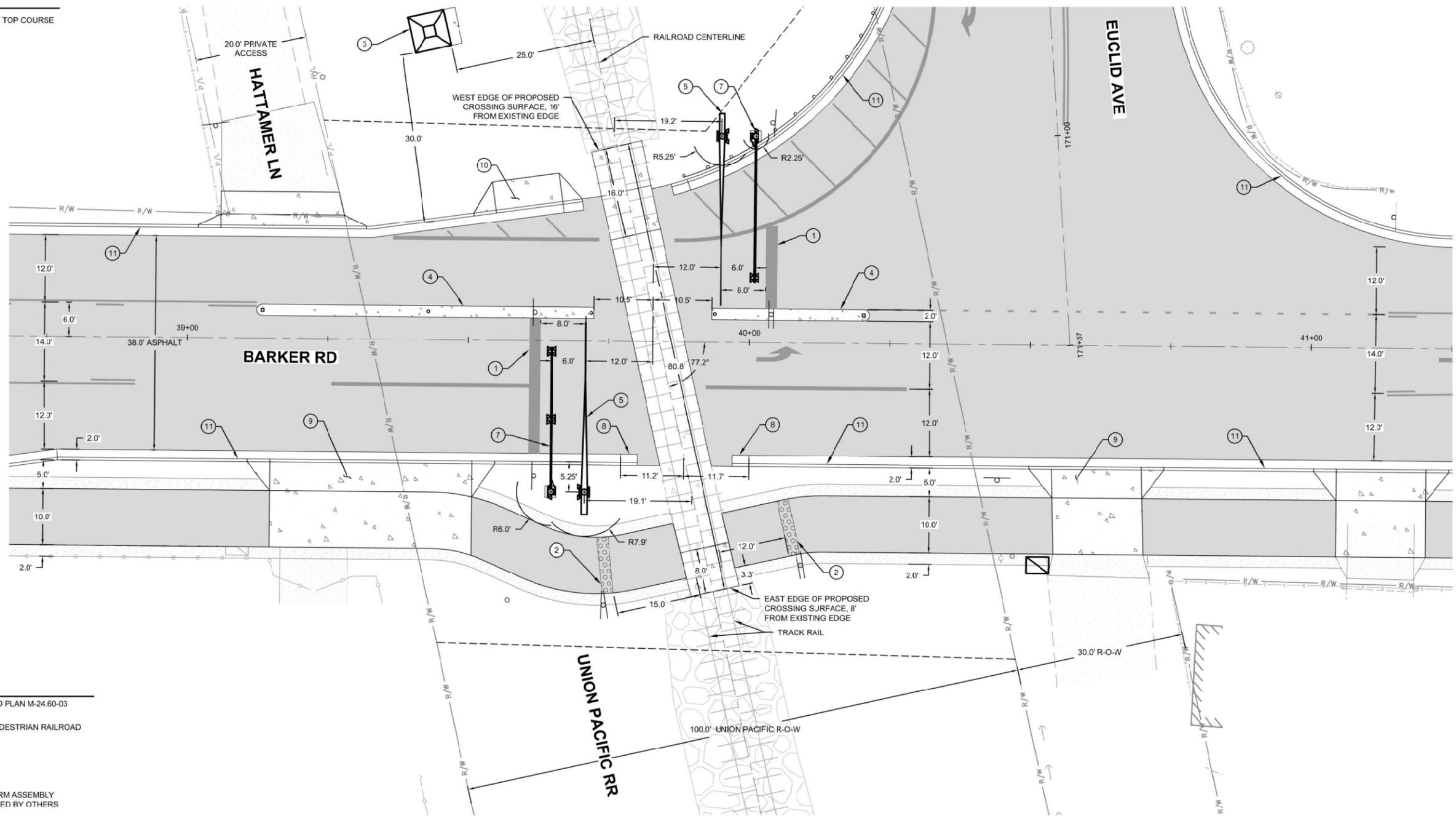
Title

Phone number and e-mail address

Mailing address

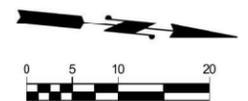
LEGEND

-  CRUSHED SURFACE TOP COURSE
-  CONCRETE
-  ARTERIAL HMA



KEYNOTES

- ① PLASTIC - STOP BAR, PER WSDOT STANDARD PLAN M-24.60-03 W: 2.0'
- ② 2' x 10' DETECTABLE WARNING SURFACE, PEDESTRIAN RAILROAD CROSSING, WSDOT STD PLAN F-45.10-02
- ③ SIGNAL CABINET
- ④ 8" HIGH CEMENT CONCRETE MEDIAN
- ⑤ ACTIVE TRAFFIC CONTROL DEVICE - GATE ARM ASSEMBLY (ARM LENGTH = 3'), PROVIDED AND INSTALLED BY OTHERS
- ⑥ NOT USED
- ⑦ ACTIVE TRAFFIC CONTROL DEVICE - CANTILEVER ASSEMBLY WITH FLASHERS, PROVIDED AND INSTALLED BY OTHERS
- ⑧ CURB TERMINATION, CTY STD PLAN S-R02
- ⑨ TYPE 1 CONCRETE APPROACH SEPARATED SIDEWALK, SPOKANE VALLEY STD PLAN R-110 RAMP DEPTH = 5' SIDEWALK DEPTH = 10'
- ⑩ CEMENT CONCRETE DRIVEWAY TYPE 4, WSDOT STD PLAN F-90.10-04 AND 4" CSTC DEPTH = 5'
- ⑪ CURB & GUTTER TYPE B, SPOKANE VALLEY STD PLAN R-102



LOCATION: P:\PUBLIC WORKS\CAPITAL PROJECTS\STREET PROJECTS\0313 - BARKER RD UNION PACIFIC CROSSING\DWG\0313_01_01.DWG, 8/17/2020 11:51 AM BY: JANDRE



REVISIONS			
NO.	DATE	DESCRIPTION	BY



CITY OF SPOKANE VALLEY
 COMMUNITY & PUBLIC WORKS DEPARTMENT
 10210 EAST SPRAGUE AVENUE
 SPOKANE VALLEY, WA. 99206
 (509) 720-5000

DRAWN BY: JAM
 DESIGNED BY: JAM
 EXHIBIT
 JULY 1, 2020

0313 BARKER - UNION PACIFIC CROSSING
UNION PACIFIC RR CROSSING LAYOUT
BARKER RD / UNION PACIFIC
CROSSING, SPOKANE VALLEY, WA
MP 0012.99, DOT 662526C

SHEET
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