

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

EWGR
Petitioner,

vs.

Spokane County
Respondent

DOCKET NO. TR-

PETITION TO CONSTRUCT A
HIGHWAY-RAIL GRADE
CROSSING

USDOT CROSSING NO.: TBD

The Petitioner asks the Washington Utilities and Transportation Commission (UTC) to approve construction of a highway-rail grade crossing as described in this petition.

Prior to submitting this petition to the UTC, State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:

(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

Section 1 – Petitioner’s Information

<u>Eastern Washington Gateway Railroad (EWGR)</u> Petitioner
<u>Signature</u>
<u>809 Madison Avenue</u> Street Address
<u>Davenport, WA 99122</u> City, State and Zip Code
<u>Mailing Address, if different than the street address</u>
<u>Contact Person Name</u>
<u>509-228-8979</u> <u>info@ewgrr.com</u> Contact Phone Number and E-mail Address

Section 2 – Respondent’s Information

<u>Spokane County</u> Respondent
<u>1026 W Broadway Ave</u> Street Address
<u>Spokane, WA 99260</u> City, State and Zip Code
<u>Mailing Address, if different than the street address</u>
<u>Marriane Barrentine</u> Contact Person Name
<u>509-477-7443</u> <u>mbarrentine@spokanecounty.org</u> Contact Phone Number and E-mail Address

Section 3 – Proposed Crossing Location

1. Existing highway/roadway Craig Road

2. Existing railroad EWGR

3. GPS location Latitude: 47°37'28"N Longitude: 117°36'15"W

4. Railroad mile post (nearest tenth) 0.66 on proposed track

5. City Spokane County Spokane County

Section 4 – Current Highway Traffic Information

1. Name of roadway/highway Craig Road

2. Roadway classification Rural Collector Arterial

3. Road authority Spokane County

4. Average annual daily traffic (AADT) 3,200 (Spokane County Traffic Counts, 2014)

5. Number of lanes 2

6. Roadway speed 45 mph

7. Is the road part of an established truck route? Yes X No _____

8. If so, trucks are what percent of total daily traffic? 42% (Spokane County Traffic Count, 2018, see Appendix B)

9. Is the road part of an established school bus route? Yes X No _____

10. If so, how many school buses travel over the crossing each day? 20

11. Describe any changes to the information in 1 through 9, above, expected within ten years:
Medical Lake School District is expecting an increase in 4-6 bus trips per day in the next couple of years.

Section 5 – Railroad Information

1. Railroad company Eastern Washington Gateway 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 Unknown (2 trains assumed in feasibility study, see Appendix A)
 Authorized freight train speed 20 mph Operated freight train speed 10 mph

6. Average daily train traffic, passenger 0
 Authorized passenger train speed NA Operated passenger train speed NA

7. Will the proposed crossing eliminate the need for one or more existing crossings?
 Yes No X

8. If so, state the distance and direction from the proposed crossing.

9. Does the petitioner propose to close any existing crossings?
 Yes No X

Section 6 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes No X

2. If so, describe the purpose of the crossing and the estimated time it will be needed

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes No X

Approximate date of removal _____

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?

Yes No

2. If a safer location exists, explain why the crossing should not be located at that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?

Yes No

There are scattered trees on the east side of the crossing. Trees which obstruct a motorist's view will be removed prior to the crossing becoming active.

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes No

6. If an over-crossing or under-crossing is not feasible, explain why.

Constructing an over or under crossing would not be economically feasible for the proposed track. It is also impractical due to the relatively flat terrain, limited space, and low rail traffic and speed. (see Feasibility Study - Appendix A)

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes No

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from North, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	1000 minimum
Right	200	1000 minimum
Right	100	1000 minimum
Right	50	1000 minimum
Right	25	1000 minimum
Left	300	225
Left	200	375
Left	100	550
Left	50	900
Left	25	1000 minimum

b. Approaching the crossing from South, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	125
Right	200	135
Right	100	200
Right	50	900
Right	25	1000 minimum
Left	300	1000 minimum
Left	200	1000 minimum
Left	100	1000 minimum
Left	50	1000 minimum
Left	25	1000 minimum

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. A level approach will be provided 4 feet from the center of the railway on both approaches to the crossing.

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the proposed crossing.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of the existing and proposed signage.

See Appendix C

Section 10 – Sidewalks

1. Provide the following information, if applicable:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

No sidewalks are proposed for the crossing. The proposed track crosses a rural arterial road that does not experience regular pedestrian traffic and does not currently have any sidewalks.

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting preemption, include the type of train detection circuitry, sequencing and advance preemption time.

The Trunk Rail Extension Project initiated by the Spokane International Airport proposes to extend a trunk line as far east from the Geiger Spur as their budget allows. As part of Phase 1, the project trunk line proposes to cross Craig Road but will remain inactive. Phase 1 includes installation of concrete crossing panels, pavement warning markings, advance warning signs, "Tracks Out of Service" signs, and an earthen bumper on the west side of Craig Road to prevent a train from crossing the road if a train were to mistakenly turn off of the Geiger Spur onto the trunk line. Phase 1 of the crossing is estimated to cost \$150,000 and is anticipated to be completed by the end of 2018. Phase 2 of the crossing will be constructed before the trunk line becomes active. The trunk line will become active following development of adjacent property by industries which facilitate freight rail transportation. Phase 2 work will consist of removing the "Tracks Out of Service" sign and earthen bumper, and installing active warning devices including a flashing-light signal and automatic gate meeting current MUTCD and railroad standards and train detection circuitry. Phase 2 is estimated to cost \$275,000.

2. Provide an estimate for maintaining the signals for 12 months. \$12,000

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes NA No

Section 12 – Additional Information

Provide any additional information supporting the proposal, including project-specific information such as the public benefits that would be derived from constructing a new crossing as proposed.

The Spokane International Airport's Trunk Rail Extension project, which is partially funded by the Washington State Department of Transportation, consists of extending a new track off the Geiger Spur that will extend over 5,000 feet onto the airport's property. The crossing will allow the track to extend to the east side of Craig Road where the airport is intending to attract industrial development. The trunk rail extension will promote and support industrial growth in the Spokane/Airway Heights area by allowing industrial facilities to have access to the Geiger Spur and ultimately connect to regional railroads. A USDOT crossing number will be assigned once construction of the crossing is approved.

Section 13 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct a highway-railroad grade crossing.

USDOT Crossing No.: TBD

We have investigated the conditions at the proposed crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed and consent to a decision by the commission without a hearing.

Dated at Spokane, Washington, on the 28TH day of August, 20 18.

Orin Coles
Printed name of Respondent

Orin Coles
Signature of Respondent's Representative

County Engineer
Title

Spokane County Public Works
Name of Company

ccoles@spokanecounty.org
Phone number and e-mail address

1026 W. Broadway

Spokane, WA 99205
Mailing address

DOCKET NO. TR-
 PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
 Appendix A – Supplemental Information

Project: Proposed at-grade crossing for the Spokane International Airport Trunk Line at Craig Road.

Background:

Craig Road is an urban major collector road that runs north and south between Fairchild Air Force Base and the Spokane International Airport. The proposed track will cross Craig Road between McFarlane Road and Thorpe Road. The land surrounding the proposed crossing is owned by the Spokane International Airport and consists of open field/pasture with lightly scattered trees. The speed limit on Craig Road is 45mph and the average annual daily traffic is about 3200.

Why is a Grade Separation Not Warranted?

1. The project does not meet the minimum threshold for FHWA Grade Separation Guidelines warranting a Grade Separation
 - a. Roadway Characteristics
 - b. Average Daily Vehicle Delay
 - c. Crossing Exposure Value
 - d. Accident Prediction

FHWA – Crossing Handbook

Grade separations should be considered in lieu of at-grade rail crossings if one or more of the following conditions are applicable:

Item	Yes/No
The State Route highway is part of the designated Interstate State Route System;	No
The State Route highway is otherwise designed to have full controlled access;	No
The posted State Route highway speed equals or exceeds 70mph;	No
AADT exceeds 100,000 in urban areas or 50,000 in rural areas;	No
Maximum authorized train speed exceeds 110mph;	No
An average of 150 or more trains per day or 300 Million Gross Tons per year;	No
An average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas;	No
Crossing exposure (the product of the number of trains per day and AADT) exceeds 1,000,000 in urban areas or 250,000 in rural areas;	No*
Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 800,000 in urban areas or 200,000 in rural areas.	No
The expected accident frequency (EAF) for active devices with gates, as calculated by the USDOT Accident Prediction Formula including 5-year accident history, exceeds 0.5; or	No*
Vehicle delay exceeds 40 vehicle hours per day	No*

Items marked with * have calculations provided in this appendix.

These conditions were analyzed using both the proposed at-grade crossing data as well as the 20 year at-grade crossing data shown below:

- Current (2018) road and rail traffic
 - AADT: 3200
 - The current speed limit is 45 mph
 - Expected trains per day: 2 (Assumed value, actual value unknown)
 - All train traffic will be freight trains operating at a maximum of 10 mph
- Future 20 year (2038) road and rail traffic

- AADT: 4200
 - AADT assumed to increase 1.5% annually
- Expected trains per day: 4 (Assumed value, actual value unknown)

The data above is used to predict if the at-grade crossing will meet the FHWA criteria when constructed in 2018 and in 2038 when road and rail traffic will be much greater. The expected accident frequency (EAF) values are calculated using the FHWA Accident Prediction model and U.S.DOT accident prediction factor values. The present and future EAF values are shown in Table 1 and are both below the 0.5 threshold.

Table1: USDOT Expected Accident Frequency

Scenario	Trains Per Day	AADT	Expected Number of Accidents per Year (EAF)
2018 Current Trains, Current Vehicles	2	3200	0.2168
2038 Future Trains, Future Vehicles	4	4200	0.2867

Estimated Vehicle Delay Time and Cost

Table 2: 2018 Estimated Delay and Crash Cost

2018 Estimated Delay and Crash Cost	
Variables	
L, Avg train length in miles ³	1.25
S = Avg train speed in MPH	10
T = Avg number of trains per day ⁵	2
AADT = Avg annual dally traffic ⁶	3200
T = Percent of Commercial Trucks ⁷	42
CMC = Cost per hour of vehicular delay, cars ¹	\$41.95
CMT = Cost per hour of vehicular delay, commercial trucks ¹	\$67.99
F = Cost of fuel, per gallon	\$3.29
C1= Average Cost of a Fatality Crash ¹	\$6,200,000
C2= Average Cost of Injury Only Crash ¹	\$141,000
Calculations - Delay Costs	
MT = Number of minutes crossing is blocked per train ²	15.84
M = Number of minutes per day crossing is blocked ²	31.67
P = Probability that a vehicle will be delayed ²	0.02200
N = avg number of vehicles delayed at the crossing per day ²	70.39
D = Total minutes of dally vehicular delay ²	557.38
C = Cost of vehicular delay per day	\$491.30
F = Cost of fuel consumed by waiting vehicles per day	\$29.34
Estimated vehicular delay and fuel cost per year	\$190,034.14
Dally Vehicular Delay, hours per day	9.29
Calculations - Crash Cost	
ECF= Estimated crash frequency per year ¹	0.008005
CC = Combine crash cost per crash	\$805,675
Estimated crash cost per year	\$6,449
Rounded Summary	
Dally Vehicular Delay, hours per day	9.3
Estimated crash cost per year	\$6,449
Exposure Value (AADT x # of Trains)	6400

Table 3: 2038 Estimated Delay and Crash Cost

2038 Estimated Delay and Crash Cost	
Variables	
L, Avg train length in miles ³	1.25
S = Avg train speed in MPH	10
T = Avg number of trains per day ⁵	4
AADT = Avg annual dally traffic ⁶	4200
T = Percent of Commercial Trucks ⁷	42
CMC = Cost per hour of vehicular delay, cars ^{1,4}	\$56.50
CMT = Cost per hour of vehicular delay, commercial trucks ^{1,4}	\$91.57
F = Cost of fuel, per gallon	\$4.43
C1= Average Cost of a Fatality Crash ^{1,4}	\$8,350,501
C2= Average Cost of Injury Only Crash ^{1,4}	\$189,907
Calculations - Delay Costs	
MT = Number of minutes crossing is blocked per train ²	15.84
M = Number of minutes per day crossing is blocked ²	63.35
P = Probability that a vehicle will be delayed ²	0.04399
N = avg number of vehicles delayed at the crossing per day ²	184.77
D = Total minutes of dally vehicular delay ²	1463.12
C = Cost of vehicular delay per day	\$1,736.99
F = Cost of fuel consumed by waiting vehicles per day	\$84.28
Estimated vehicular delay and fuel cost per year	\$664,765.41
Dally Vehicular Delay, hours per day	24.39
Calculations - Crash Cost	
ECF= Estimated crash frequency per year ¹	0.009387
CC = Combine crash cost per crash	\$805,675
Estimated crash cost per year	\$7,563
Rounded Summary	
Dally Vehicular Delay, hours per day	24.4
Estimated crash cost per year	\$7,563
Exposure Value (AADT x # of Trains)	16800

Notes

1. Estimated costs and calculations from reference (1)
2. Calculations are per reference (2)
3. Train length represents longest conceivable train length
4. Costs adjusted by 1.5% annually from 2018 costs
5. Variable has been assumed
6. AADT is per Spokane County Traffic GIS Map
7. Truck percent is per Appendix B

The results from Tables 2 and 3 show that the 2038 analysis has the higher controlling data and it meets the FHWA Crossing Handbook requirements. The crossing exposure is calculated to be 16,800 which is under the 250,000 rural area limit. The estimated daily vehicular delay is 24.29 hours per day which falls under the 40 hour per day limit.

Summary of Results

1. The project does not meet the minimum threshold for FHWA Grade Separation Guidelines warranting a Grade Separation
 - a. Average Daily Vehicle Delay (2038)
 - i. 24.29 hours < 40 hours
 - b. Crossing Exposure (2038)
 - i. 16,800 < 250,000
 - c. Expected Accident Frequency (2038)
 - i. 0.29 < 0.5

All results fall below the threshold for their respective criteria. Therefore, a grade separation at the Craig Road Crossing may not be warranted from a public benefit perspective.

References

1. Mid-America Transportation Center, Report # MATC-UNL:422, WBS:25-1121-0001-4222
2. National Cooperative Highway Research Program, Report 288 Evaluating Grade-Separated Rail and Highway Crossing Alternatives

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PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
Appendix B – Spokane County Traffic Study

Site: 0653-1-2913
 Thursday, 3/29/2018 10:00 AM -
 Friday, 3/30/2018 10:00 AM

Road Name : Craig Rd
 Location : North of McFarlane Rd
 Operator : GB

Classification Grand Totals

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	Hourly Averages NB									
						2 Axle 6 TIRE	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	7.0	0.0	4.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	8.0	0.0	5.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.0	0.0	1.0	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	8.0	0.0	6.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	11.0	1.0	5.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	34.0	0.0	19.0	8.0	0.0	6.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	35.0	0.0	15.0	10.0	0.0	7.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	97.0	0.0	46.0	25.0	5.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	92.0	1.0	47.0	23.0	4.0	16.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	95.0	1.0	42.0	33.0	1.0	17.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	90.0	0.0	44.0	26.0	3.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	84.0	0.0	35.0	29.0	1.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	88.0	0.0	38.0	24.0	3.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	87.0	0.0	33.0	29.0	1.0	19.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	107.0	0.0	42.0	37.0	1.0	26.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	150.0	3.0	80.0	34.0	7.0	23.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	106.0	1.0	50.0	27.0	1.0	26.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	101.0	1.0	54.0	33.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	63.0	1.0	29.0	24.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	50.0	2.0	22.0	17.0	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	42.0	0.0	24.0	13.0	0.0	4.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	20.0	0.0	13.0	5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	22.0	0.0	13.0	5.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	19.0	1.0	13.0	1.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1420.0	12.0	680.0	410.0	29.0	259.0	3.0	0.0	20.0	7.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

Total	1420	Motor Bikes	12	0.8%	Cars & Trailers	680	47.9%	2 Axle Long	410	28.9%	Buses	29	2.0%	2 Axle 6 TIRE	259	18.2%	3 Axle Single	3	0.2%	4 Axle Single	0	0.0%	<5 Axle Double	20	1.4%	5 Axle Double	7	0.5%	>6 Axle Double	0	0.0%	<6 Axle Multi	0	0.0%	6 Axle Multi	0	0.0%	>6 Axle Multi	0	0.0%
NB																																								

Road Name : Craig Rd
 Location : North of McFarlane Rd
 Operator : GB

Classification Grand Totals

Interval Start	Hourly Averages													
	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	10.0	0.0	9.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	7.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	10.0	0.0	8.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	8.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	35.0	1.0	21.0	10.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	70.0	0.0	49.0	14.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	66.0	0.0	49.0	13.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	53.0	0.0	34.0	13.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	42.0	0.0	28.0	11.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	57.0	0.0	36.0	11.0	2.0	5.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0
11:00 AM	54.0	0.0	33.0	13.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	50.0	0.0	36.0	10.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	72.0	3.0	42.0	13.0	2.0	4.0	0.0	1.0	5.0	1.0	1.0	0.0	0.0	0.0
2:00 PM	95.0	2.0	66.0	16.0	0.0	8.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
3:00 PM	123.0	1.0	81.0	19.0	5.0	14.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	78.0	0.0	57.0	15.0	1.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	70.0	0.0	55.0	10.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	48.0	0.0	38.0	6.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	33.0	1.0	26.0	5.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	38.0	0.0	28.0	9.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	28.0	0.0	23.0	3.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.0	0.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1073.0	8.0	751.0	201.0	18.0	65.0	11.0	3.0	12.0	1.0	3.0	0.0	0.0	0.0

Study Grand Totals

SB	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	1073	8	751	201	18	65	11	3	12	1	3	0	0	0
		0.7%	70.0%	18.7%	1.7%	6.1%	1.0%	0.3%	1.1%	0.1%	0.3%	0.0%	0.0%	0.0%

Road Name : Craig Rd
 Location : North of McFarlane Rd
 Operator : GB

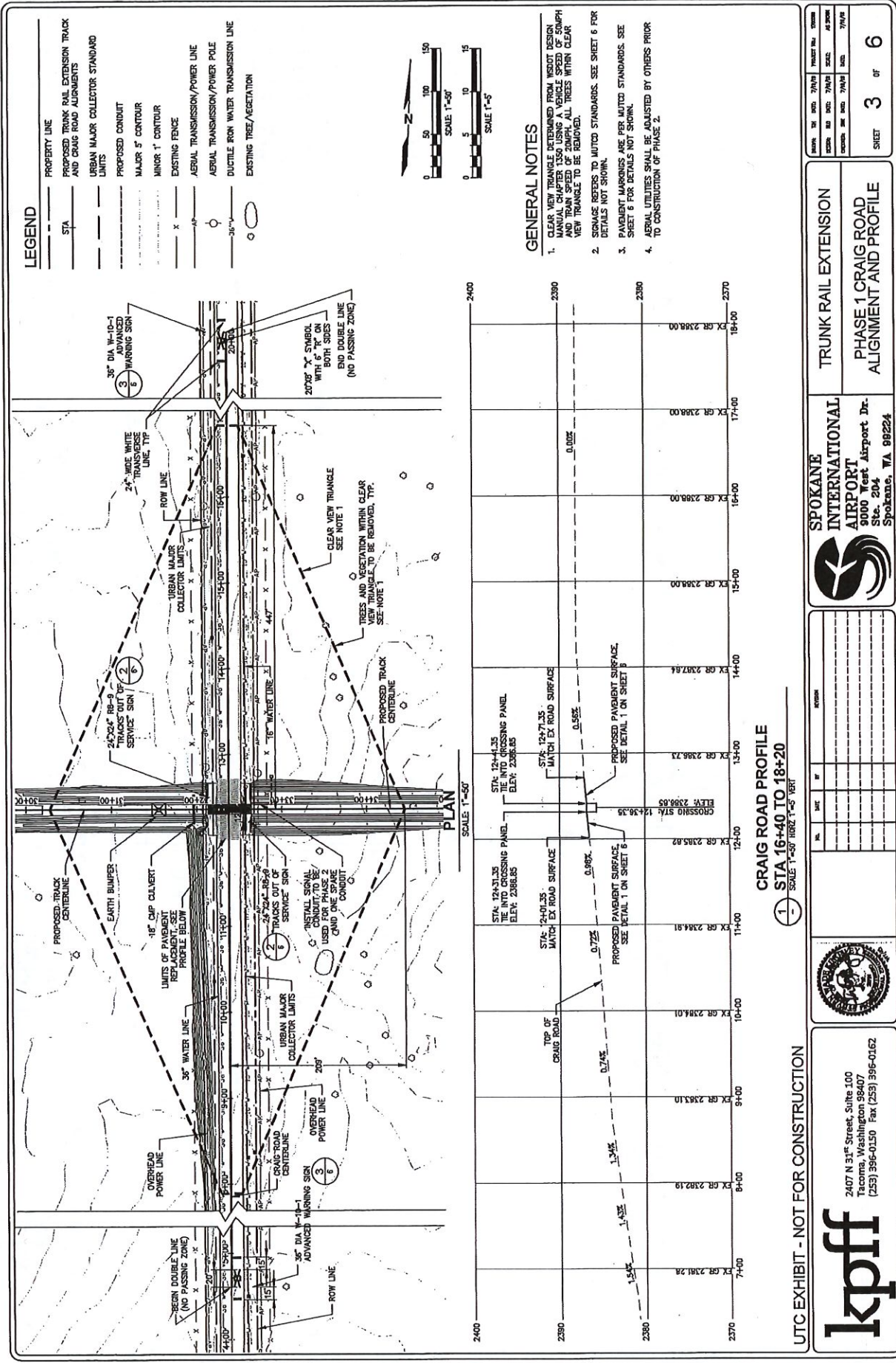
Classification Grand Totals

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	Hourly Averages Combined						6 Axle Multi	>6 Axle Multi
							3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi		
12:00 AM	17.0	0.0	13.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	15.0	0.0	11.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	5.0	0.0	2.0	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	18.0	0.0	14.0	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	19.0	1.0	11.0	4.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	69.0	1.0	40.0	18.0	0.0	9.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	105.0	0.0	64.0	24.0	1.0	11.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	163.0	0.0	95.0	38.0	5.0	23.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	145.0	1.0	81.0	36.0	7.0	19.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	137.0	1.0	70.0	44.0	1.0	17.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	147.0	0.0	80.0	37.0	5.0	22.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	138.0	0.0	68.0	42.0	3.0	23.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	138.0	0.0	74.0	34.0	3.0	16.0	2.0	0.0	5.0	4.0	0.0	0.0	0.0	0.0
1:00 PM	159.0	3.0	75.0	42.0	3.0	23.0	0.0	1.0	9.0	2.0	1.0	0.0	0.0	0.0
2:00 PM	202.0	2.0	108.0	53.0	1.0	34.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0
3:00 PM	273.0	4.0	161.0	53.0	12.0	37.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	184.0	1.0	107.0	42.0	2.0	29.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	171.0	1.0	109.0	43.0	2.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	111.0	1.0	67.0	30.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	83.0	3.0	48.0	22.0	1.0	8.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	80.0	0.0	52.0	22.0	0.0	5.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	48.0	0.0	36.0	8.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
10:00 PM	33.0	0.0	22.0	7.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	33.0	1.0	23.0	5.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Daily Average	2493.0	20.0	1431.0	611.0	47.0	324.0	14.0	3.0	32.0	8.0	3.0	0.0	0.0	0.0

Study Grand Totals

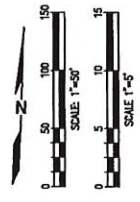
Category	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	2493	20	1431	611	47	324	14	3	32	8	3	0	0	0
		0.8%	57.4%	24.5%	1.9%	13.0%	0.6%	0.1%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%
NB	1420	12	680	410	29	259	3	0	20	7	0	0	0	0
		0.8%	47.9%	28.9%	2.0%	18.2%	0.2%	0.0%	1.4%	0.5%	0.0%	0.0%	0.0%	0.0%
SB	1073	8	751	201	18	65	11	3	12	1	3	0	0	0
		0.7%	70.0%	18.7%	1.7%	6.1%	1.0%	0.3%	1.1%	0.1%	0.3%	0.0%	0.0%	0.0%

DOCKET NO. TR-
PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
Appendix C - Drawings



LEGEND

- PROPERTY LINE
- PROPOSED TRUNK RAIL EXTENSION TRACK AND CRAIG ROAD ALIGNMENTS
- URBAN MAJOR COLLECTOR STANDARD UNITS
- PROPOSED CONDUIT
- MAJOR 5' CONTOUR
- MINOR 1' CONTOUR
- EXISTING FENCE
- AERIAL TRANSMISSION/POWER LINE
- DUCTILE IRON WATER TRANSMISSION LINE
- EXISTING TREE/VEGETATION



GENERAL NOTES

1. CLEAR VIEW TRIANGLE DETERMINED FROM WSDOT DESIGN MANUAL CHAPTER 1350 USING A VEHICLE SPEED OF 50MPH AND TRAILER BEHIND ALL TREES WITHIN CLEAR VIEW TRIANGLE TO BE REMOVED.
2. SIGNAGE REFERS TO AUTOD STANDARDS. SEE SHEET 6 FOR DETAILS NOT SHOWN.
3. PAVEMENT MARKINGS ARE PER AUTOD STANDARDS. SEE SHEET 6 FOR DETAILS NOT SHOWN.
4. AERIAL UTILITIES SHALL BE ADJUSTED BY OTHERS PRIOR TO CONSTRUCTION OF PHASE 2.

CRAIG ROAD PROFILE
 STA 16+40 TO 18+20
 SCALE 1"=50' HORIZ 1"=5' VERT



DATE	BY	CHKD	DATE	PROJECT NO.	SHEET
2018.03.20	MEG	MEG	03.20.18	1700089	3 OF 6
DATE	BY	CHKD	DATE	PROJECT NO.	SHEET
2018.03.20	MEG	MEG	03.20.18	1700089	3 OF 6

TRUNK RAIL EXTENSION
PHASE 1 CRAIG ROAD
ALIGNMENT AND PROFILE



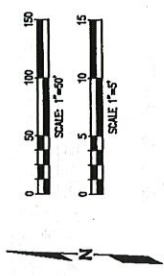
NO.	DATE	BY	REVISION

UTC EXHIBIT - NOT FOR CONSTRUCTION



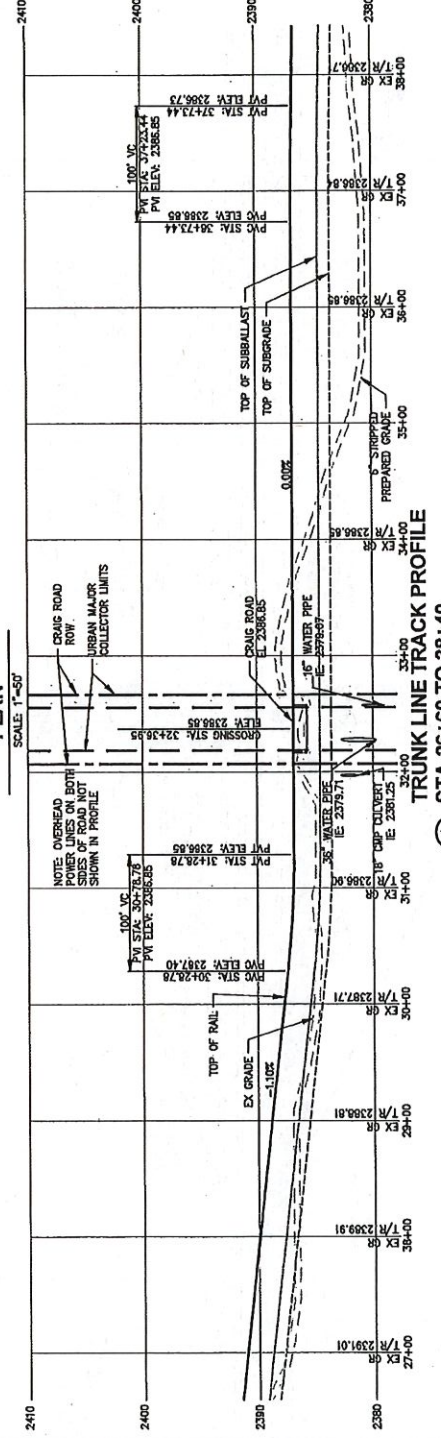
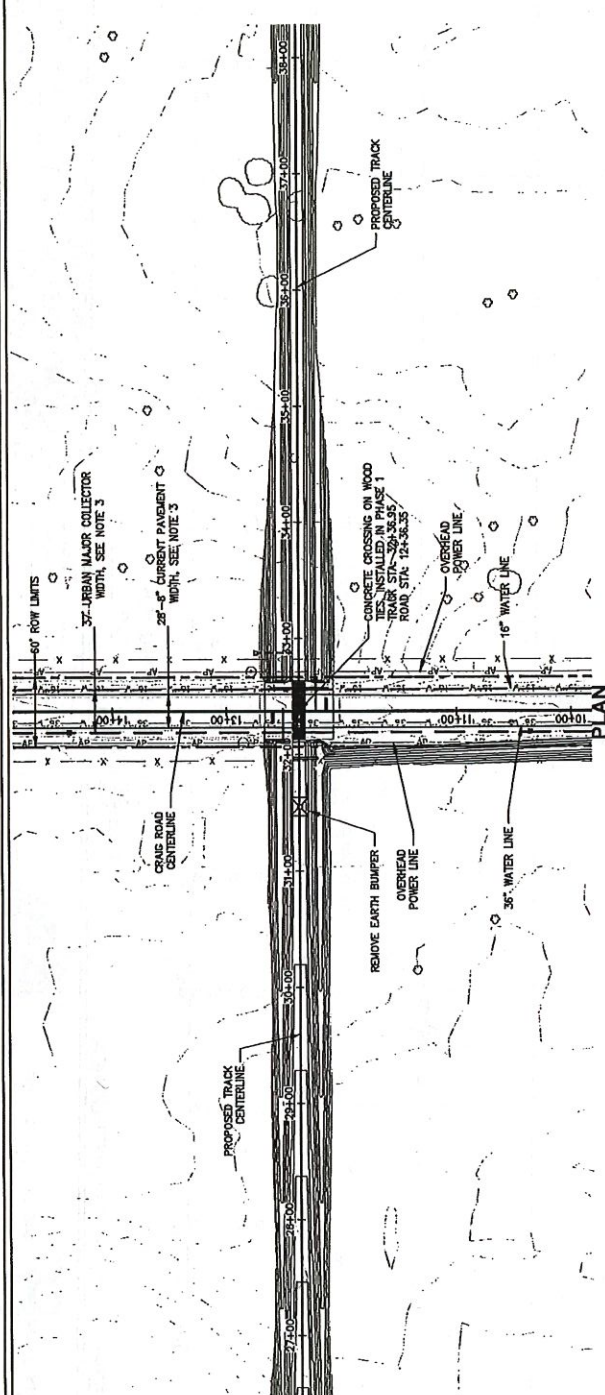
2407 N 31st Street, Suite 100
 Tacoma, Washington 98407
 (253) 396-0150 Fax (253) 396-0152

- LEGEND**
- PROPERTY LINE
 - PROPOSED TRUNK RAIL EXTENSION TRACK AND CRAG ROAD ALIGNMENTS
 - URBAN MAJOR COLLECTOR STANDARD LIMITS
 - PROPOSED CONDUIT
 - MAJOR 5' CONTOUR
 - MINOR 1' CONTOUR
 - EXISTING FENCE
 - AERIAL TRANSMISSION/POWER POLE
 - AERIAL TRANSMISSION/POWER LINE
 - DUCTILE IRON WATER TRANSMISSION LINE
 - EXISTING TREE/VEGETATION



GENERAL NOTES

1. CROSSING SIGNAGE AND SIGNALS ARE SHOWN ON SHEET 5.
2. STAGE 2 TO BE COMPLETED WHEN FIRST RAILROAD CUSTOMER IS ESTABLISHED.
3. CRAG ROAD IS CLASSIFIED AS AN URBAN MAJOR COLLECTOR AT THE CROSSING LOCATION PER SPOKANE COUNTY DESIGN STANDARDS. THE ROAD WIDTH IS 37' AND THE ROADWAY IS TO BE RECONSTRUCTED TO ACCOMMODATE SPOKANE COUNTY DESIGN STANDARDS. PAVEMENT SHALL BE REPLACED TO MATCH CURRENT PAVEMENT WIDTH.
4. AERIAL UTILITIES SHALL BE ADJUSTED BY OTHERS PRIOR TO CONSTRUCTION OF PHASE 2.



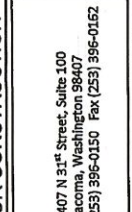
TRUNK LINE TRACK PROFILE
STA 26+60 TO 38+40
SCALE 1"=50' HORIZ, 1"=5' VERT

DATE	BY	CHKD.	APP'D.	SCALE	SHEET NO.	TOTAL SHEETS
02/20/17	JLH	JLH	JLH	AS SHOWN	4	6

TRUNK RAIL EXTENSION
PHASE 2 RAIL ALIGNMENT AND PROFILE



NO.	DATE	BY	REVISION



UTC EXHIBIT - NOT FOR CONSTRUCTION

Kpff

2407 N 31st Street, Suite 100
Tacoma, Washington 98407
(253) 396-0150 Fax (253) 396-0152

DOCKET NO. TR-
PETITION TO CONSTRUCT A HIGHWAY-RAIL GRADE CROSSING
Appendix D – SEPA DNS

WAC 197-11-970 Determination of Non-Significance (DNS)

DETERMINATION OF NON-SIGNIFICANCE

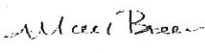
Description: Construction of Approx. 5000' Rail Extension off the Geiger Spur
Proponent: Spokane Airport Board
Location of proposal: 9000 W. Airport Drive
Spokane International Airport
Spokane, WA 99224
Lead agency: Spokane Airport Board

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be received by April 6, 2018

Responsible official: Matt Breen

Position/title: Director, Planning & Engineering Department
Address: 9000 W. Airport Drive, Suite 204, Spokane WA 99224

Date: March 13, 2018 Signature: 

You may appeal this determination in writing to: Matt Breen
Spokane Airports
9000 W. Airport Drive, Suite 204
Spokane, WA 99224

Not later than April 6, 2018. You should be prepared to make specific factual objections.

Contact Spokane Airports to read or ask about the procedures for SEPA appeals.

