



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

<input type="text" value="City of Spokane Valley"/> Petitioner,	DOCKET NO. TR-
vs.	PETITION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE SEPARATION (OVERCROSSING OR UNDERCROSSING)
<input type="text" value="BNSF Railway"/> Respondent 1	USDOT CROSSING NO.: <input type="text" value="982823D"/>
<input type="text" value="Washington State Dept of Transportation"/> Respondent 2	

By filing this petition with the Washington Utilities and Transportation Commission (UTC), the Petitioner alleges that public safety requires the construction of a highway-rail grade separated crossing (overcrossing or undercrossing) under [RCW 81.53.060](#).

Section 1 – Petitioner’s Information

<input type="text" value="City of Spokane Valley"/> Petitioner
<input type="text" value="Erica Amsden"/> Signature
<input type="text" value="10210 E Sprague Avenue"/> Street Address
<input type="text" value="Spokane, Valley 99206"/> City, State and Zip Code
<input type="text" value="N/A"/> Mailing Address, if different than the street address
<input type="text" value="Erica Amsden"/> Contact Person Name
<input type="text" value="509-720-5012 eamsden@spokanevalleywa.gov"/> Contact Phone Number and Email

¹ An overcrossing means any point or place where a highway crosses a railroad by passing above the same, or any point or place where one railroad crosses another railroad not at grade. An undercrossing means any point or place where a highway crosses a railroad by passing under the same, or any point or place where one railroad crosses another not at grade. [RCW 81.53.010](#)

Section 2 – Respondent’s Information

BNSF Railway

Respondent 1

1310 W 11th Street

Street Address

Vancouver, WA 98660

City, State and Zip Code

N/A

Mailing Address, if different than the street address

Kyle Leatham

Contact Person Name

206-625-6152 kyle.leatham@bnsf.com

Contact Phone Number and Email

Washington State Dept of Transportation

Respondent 2

310 Maple Park Ave SE, Suite 2B

Street Address

Olympia WA 98504-7329

City, State and Zip Code

PO Box 47329 Olympia WA 98504-7329

Mailing Address, if different than the street address

Connie Raezer

Contact Person Name

Connie.Raezer@wsdot.wa.gov

Contact Phone Number and Email

Section 3 – Proposed Crossing Location

1. Name of highway/roadway:	Pines Road (State Route 27)	
2. USDOT number:	982823D	
3. GPS location:	47.6889289, -117.239702	
4. Railroad mile post (nearest tenth):	0062.95	
5. City:	Spokane Valley	County: Spokane

Section 4 – Current Highway Traffic Information

1. Name of highway: Pines Road (SR-27)

2. Road authority: Washington State Dept of Transportation

3. Average annual daily traffic (AADT): 15,800 (2023)

4. Number of lanes: 4

5. Roadway speed: 35 MPH

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

7. If so, trucks are what percent of total daily traffic? 6.11 %

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

9. If so, how many school buses travel over the crossing each day? 40

Section 5 – Railroad Information

1. Name of railroad(s) operating at crossing: BNSF Railway

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

5. Type of tracks at crossing: Main Line Siding or Spur

6. Number of tracks at crossing: 1

7. Average daily train traffic, freight: 46

Authorized freight train speed: 40 Operated freight train speed:

8. Average daily train traffic, passenger: 2

Authorized passenger train speed: 40 Operated passenger train speed:

Section 6 – Description of Crossing Construction/Reconstruction

1. Describe in detail the public safety need and reasons for constructing a grade separation at this location (attach additional information sheets to petition as needed):

Approximately 16,000 vehicles pass over the tracks per day along with about 35,000 vehicles through the adjacent Pines/Trent intersection, including freight trucks from Canada and northern Idaho. Current train traffic results in nearly 31,000 vehicle hours of delay each year, including emergency vehicles. BNSF is planning construction of second main track to the existing rail line which will likely further increase train traffic and vehicle delays. Grade Separating the BNSF tracks from the roadway will ease congestion, decrease delays, increase safety by eliminating the risk of train with vehicle/school bus/pedestrian collisions at the crossing, make adjacent neighborhoods quieter by eliminating the need for train horns at the crossing along with improving access to I-90, key arterials, surrounding schools and neighborhoods.

2. How far is the nearest alternate access across the tracks from the crossing?

University Road is approximately 1.1 miles west of the site.

3. Describe the alternate access route, including distance and driving time:

From Trent, the drive is approximately 3 minutes. At the intersection of Trent and University Road, Trent is 5 lane roadway with 2 lanes in each direction and a center turn lane. University Road has 1 lane in each direction and is a stop controlled intersection. To the south, the crossing can be accessed from Pines to Mansfield to Montgomery to University for a distance spanning approximately 2.2 miles and taking about 6 minutes to drive.

4. Will the proposed crossing eliminate the need for one or more existing crossings?

Yes No N/A

5. If so, identify the crossing(s) by USDOT number and state the distance and direction from the proposed crossing.

066367E Pines Road

6. If the grade separation is replacing an existing at-grade crossing, describe what will happen with the existing crossing during construction of the grade separation, as well as what will happen with the crossing surface, signage, and signal equipment once the grade separation is complete.

The project will realign the Trent and Pines intersection to the east. The BNSF crossing and new roadway is also shifted to the east per the attached exhibit. The current Pines and BNSF track crossing will remain open for traffic to continue to utilize Pines Road until the tie ins to the new Pines Road alignment are constructed. Once the new roadway can be utilized, the existing Pines crossing will be closed, and the signal equipment and signage can be removed.

7. Who is responsible for long-term maintenance of the grade separation?

BNSF will maintain its roadbed, track, railway drainage and all other railroad facilities. The City will maintain the structure. The City and WSDOT will maintain the roadway under the structure.

Section 7 – Illustration of Grade Separated Crossing

Attach a diagram, design drawing, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. Include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 8 – Cost Apportionment

If the commission approves the construction of the grade separated crossing requested in this petition, it will apportion costs in accordance with the applicable statutes. (*RCW 81.53.130*).

In the alternative, if the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:

Petitioner's Signature:

Respondent 1 Signature:

Respondent 2 Signature:

Section 9 – Respondent's Review

The undersigned represents the Respondent in this petition to construct a highway-rail grade separation.

USDOT Crossing No.: 982823D

We have investigated the conditions at the proposed crossing site. We are satisfied the conditions are the same as described by the Petitioner. We consent to a decision by the commission based on a review of the documents filed in this docket.

Dated at Vancouver, Washington, on the 1 day of November 2024

BNSF Railway

Printed name of Respondent 1

Kyle Leatham

Signature of Respondent's Representative

Manager Public Projects

Title

206-625-6152

Phone Number

Kyle.Leatham@BNSF.com

Email

1310 W 11th St
Vancouver, WA 98660

Mailing Address

Washington State Dept of Transportation

Printed Name of Respondent 2

Connie Raezer

Signature of Respondent's Representative

Railroad Liaison

Title

360-705-7459

Phone Number

connie.raezer@wsdot.wa.gov

Email

PO Box 47329 Olympia WA 98504-7329

Mailing Address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 8 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Respondent's Review (Section 9). *If the respondent fails to sign this section, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 7).
 - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents via [EFiling](#).

Questions: For questions, please contact:

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Tyler Whitcomb

Transportation Planning Specialist

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(564) 669-0943