



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Spokane Valley
Petitioner,

vs.
BNSF Railway Company
Respondent

DOCKET NO. TR-

PETITION TO CONSTRUCT OR
RECONSTRUCT A RAILROAD-
HIGHWAY GRADE SEPARATION
(OVERCROSSING OR
UNDERCROSSING)

USDOT CROSSING NO.: 977804N

State Of WASH.
UTIL. AND TRANSP.
COMMISSION

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The Petitioner asks the Washington Utilities and Transportation Commission (UTC) to approve

Construction Reconstruction

of a railroad-highway grade separation (overcrossing or undercrossing¹) as described in this petition. *RCW 81.53.060.*

Section 1 – Petitioner’s Information

City of Spokane Valley Petitioner
 Signature
10210 E. Sprague Avenue Street Address
Spokane Valley, WA 99206 City, State and Zip Code
 Mailing Address, if different than the street address
Robert Lochmiller Contact Person Name
509-720-5010, rlochmiller@spokanevalley.org Contact Phone Number and Email Address

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 Company
Respondent
2454 Occidental Avenue, Suite #2D 1A ^{mt}
Street Address
Seattle, WA 98134
City, State and Zip Code
Mailing Address, if different than the street address
Stephen Semenick
Contact Person Name
206-625-6125, Stephen.Semenick@BNSF.com
Contact Phone Number and Email Address

Section 3 – Proposed Crossing Location

1. Name of highway/roadway	<u>Barker Road</u>		
2. USDOT number	<u>066244T 977804N mt</u>		
3. GPS location	<u>47.6992252, -117.1550559</u>		
4. Railroad mile post (nearest tenth)	<u>58.96</u>		
5. City	<u>Spokane Valley</u>	County	<u>Spokane County</u>

Section 4 – Current Highway Traffic Information

1. Name of highway Barker Road

2. Road authority City of Spokane Valley

3. Average annual daily traffic (AADT) 4,900 (2019)

4. Number of lanes 2

5. Roadway speed 45 mph

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

7. If so, trucks are what percent of total daily traffic? 16%

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?

Section 5 – Proposed Crossing Traffic 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 53
 Authorized freight train speed 60 mph Operated freight train speed 60 mph

8. Average daily train traffic, passenger 4 2MT
 Authorized passenger train speed 79 mph Operated passenger train speed 79 mph

Section 6 – Description of Crossing Construction/Reconstruction

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

Constructing a grade separation replaces an existing at-grade crossing with an overpass of BNSF railroad tracks, this will eliminate the risk of collisions between the existing 4,900 vehicles/day and 52 trains per day using the current at-grade crossing. Providing the grade separation also eliminates approximately 8,800 vehicle hours of delay per year that is associated with vehicles stopping at the tracks and waiting for the train traffic to pass.

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

One mile west of Barker Road there is a crossing on Flora Road. However, this crossing is proposed to be eliminated once the grade separation is open to traffic on Barker Road. The next closest crossing is on Sullivan Road, 2 miles west of Barker Road

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

The crossing at Sullivan Road is an overpass crossing of the BNSF tracks. The driving distance to use Sullivan Road instead of Barker Road is 3.5 miles, a 8 minute drive on the south side of the tracks and 2.1 miles, a 3 min drive on the north side.

4. If new construction, 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.

066244T Barker Road and 066245A Flora Road (1 mile west)

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.

During construction of the overpass, Barker Road will be closed to public traffic. The crossing will only be used by the City's contractor and BNSF for access during construction of the overpass. At some point in the construction and still during the road closure, the automatic gate arms and signal equipment will be removed by BNSF as part of the project. At that time, the contractor will use BNSF flaggers in order to cross the tracks with their personnel and/or equipment. Once the overpass is constructed, and prior to opening to the road to the public, the existing asphalt approaches, surface crossings, signage and signal equipment of the existing t-grade crossing will be removed.

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

City of Spokane Valley

Section 7 – Illustration of Crossing

Attach a diagram, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. If this is a reconstruction, include design-level drawings of the proposed changes to the grade separation.

If this is a new grade separation, 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.

#1
Mr. & Mrs. Wright
13915 N Downing Road
Mead, WA 99021-9777

#2
Jovi, LLC
PO Box 490
Otis Orchards, WA 99027

#3
Bradley Cassell
4717 N. Barker Road
Spokane Valley, WA

#4
HIGH-EST, LLC
PO Box 30907
Spokane, WA 99223

Section 8 – Waiver of Hearing by Respondent

Waiver of Hearing

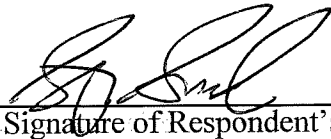
The undersigned represents the Respondent in this petition to construct a highway-rail grade separation.

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 do not oppose the proposed grade-separated crossing and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 20th day of
March, 20 20.

Stephen Semenick

Printed name of Respondent



Signature of Respondent's Representative

Manager Public Projects

Title

206-625-6152; stephen.semenick@bnsf.com

Phone number and email address

2454 Occidental Ave S, Suite 1A, Seattle, WA 98134

Mailing address