BEFORE THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION HEARINGS BOARD

CITY OF SPOKANE VALLEY, a municipal corporation,  

Complainant,  

v.  

UNION PACIFIC RAILROAD COMPANY (aka UPRR)  

Respondent.  

DKT. NO. TR-210814  
TR-210809  

PREFILED TESTIMONY OF ROBERT LOCHMILLER

Please state your full name and job title.

My name is Robert Lochmiller. I am the Senior Engineer for the City of Spokane Valley Engineering Division.

Are you familiar with the Barker Road Corridor Improvement Project?

Yes. I am familiar with the project. In my role as Senior Engineer, I was the project manager for and oversaw the design of the Barker Road Corridor Improvement Project, including the improvements to the Barker Road and Euclid Avenue intersection.

Can you explain the current warning devices at the rail crossing?

Currently, there is one cantilever and one quadrant gate with a flasher for each direction of travel. The southbound quadrant gate has side flashers for eastbound Euclid Avenue travel. There is one driving lane southbound and one driving lane northbound and a
total of nine flasher sets of lights and two warning bells. There are two stop bars, two W10-1 approach signs, two RR Xing pavement markings and a W10-4 approach sign on the parallel roads, Euclid Avenue north and south sides of the tracks. Photos of the existing warning devices are attached as Exhibit A.

**Can you explain the proposed modifications at the rail crossing?**

When it comes to the actual warning devices, the proposed modifications include one cantilever and one quadrant gate with flashers for each direction of travel. The northbound cantilever will provide flashers for both lanes of travel. The southbound cantilever also has two sidelights for eastbound Euclid Avenue and the westbound access road. In total, there will be nine flashers and three warning bells. The City will also install 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 Manual on Uniform Traffic Control Devices (“MUTCD”).

When it comes to other improvements at the crossing, the City will add eight-inch high concrete medians on Barker Road to both the southbound and northbound approaches to block traffic from trying to go around the railroad crossing arms while they are down. The median curb also extends further south to block left turns out from Hattamer Lane. This was specifically requested by UPRR in order to block traffic from making a left turn onto Barker Road and who may not see the flashing warning devices on Barker Road when a train is approaching. Next, the City will provide additional railroad warning flashers in the direction of the driveway on the east side of Barker Road, north of the tracks, to notify vehicles of trains approaching and crossing. The City will also increase the roadway’s radius for eastbound Euclid Avenue traffic turning southbound on Barker Road. The City
will also increase the southbound lane width. This allows for larger trucks to make the right
turn from Euclid Avenue onto Barker Road without encroaching into opposite lanes of travel
and/or jumping over the curb/guardrail and hitting the railroad crossing structures on the
inside of the turn.

There will also be a northbound left turn pocket on Barker Road for turns onto
Euclid Avenue. This provides storage for traffic and helps reduce rear-end collisions for
northbound Barker Road. There will also be a paved pedestrian multi-use path off the
roadway. This path will be separated from the lanes of traffic by a curb and gutter.

Currently there are no pedestrian facilities for pedestrians to cross the railroad, only a
narrow shoulder. The City will also pay UPRR to replace the concrete crossing surface with
a new wider 81 foot concrete panel crossing surface in order to accommodate traffic lanes
and multi-use path. Lastly, the City will add additional driveway approaches for railroad
staff to access the area and pull off the roadway. The City’s approved crossing layout is
attached as Exhibit B.

Why did the City design those specific improvements?

The City designed these specific improvements at the request of and with the help of
UPRR. The City contacted UPRR in July of 2019 to begin the process of acquiring a
construction and maintenance agreement to allow construction of the road improvements.
UPRR then told the City all of the required improvements that the City was going to have to
fund. The City will construct all road improvements up until the concrete panels abutting
the railroad line. UPRR will then construct the concrete panels and all of the new signal and
gate equipment needed for the revised crossing, which the City will reimburse UPRR for.

With the exception of the additional turning lane and pedestrian path, the additional road and
crossing improvements were included as UPRR was concerned about traffic safety as there
had been nine blocked crossings, 18 unsafe motorists, and one vehicle on the tracks reported
at this location.

DECLARATION

I, ROBERT LOCHMILLER, declare under penalty of perjury under the laws of the
State of Washington that the foregoing PREFILED TESTIMONY OF ROBERT
LOCHMILLER is true and correct to the best of my knowledge and belief.

DATED THIS 17th day of March, 2022.

ROBERT LOCHMILLER
EXHIBIT A