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**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

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3 total of nine flasher sets of lights and two warning bells. There are two stop bars, two W10-
4 1 approach signs, two RR Xing pavement markings and a W10-4 approach sign on the
5 parallel roads, Euclid Avenue north and south sides of the tracks. Photos of the existing
6 warning devices are attached as Exhibit A.

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

8
9 When it comes to the actual warning devices, the proposed modifications include one
10 cantilever and one quadrant gate with flashers for each direction of travel. The northbound
11 cantilever will provide flashers for both lanes of travel. The southbound cantilever also has
12 two sidelights for eastbound Euclid Avenue and the westbound access road. In total, there
13 will be nine flashers and three warning bells. The City will also install two stop bars, two
14 W10-1 approach signs, two W10-4 approach signs, two RR Xing pavement markings and
15 other signage in accordance with the Manual on Uniform Traffic Control Devices
16 (“MUTCD”).

17
18 When it comes to other improvements at the crossing, the City will add eight-inch
19 high concrete medians on Barker Road to both the southbound and northbound approaches
20 to block traffic from trying to go around the railroad crossing arms while they are down.
21 The median curb also extends further south to block left turns out from Hattamer Lane. This
22 was specifically requested by UPRR in order to block traffic from making a left turn onto
23 Barker Road and who may not see the flashing warning devices on Barker Road when a
24 train is approaching. Next, the City will provide additional railroad warning flashers in the
25 direction of the driveway on the east side of Barker Road, north of the tracks, to notify
26 vehicles of trains approaching and crossing. The City will also increase the roadway’s
27 radius for eastbound Euclid Avenue traffic turning southbound on Barker Road. The City
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3 will also increase the southbound lane width. This allows for larger trucks to make the right
4 turn from Euclid Avenue onto Barker Road without encroaching into opposite lanes of travel
5 and/or jumping over the curb/guardrail and hitting the railroad crossing structures on the
6 inside of the turn.

7
8 There will also be a northbound left turn pocket on Barker Road for turns onto
9 Euclid Avenue. This provides storage for traffic and helps reduce rear-end collisions for
10 northbound Barker Road. There will also be a paved pedestrian multi-use path off the
11 roadway. This path will be separated from the lanes of traffic by a curb and gutter.
12 Currently there are no pedestrian facilities for pedestrians to cross the railroad, only a
13 narrow shoulder. The City will also pay UPRR to replace the concrete crossing surface with
14 a new wider 81 foot concrete panel crossing surface in order to accommodate traffic lanes
15 and multi-use path. Lastly, the City will add additional driveway approaches for railroad
16 staff to access the area and pull off the roadway. The City's approved crossing layout is
17 attached as Exhibit B.
18

19 **Why did the City design those specific improvements?**

20 The City designed these specific improvements at the request of and with the help of
21 UPRR. The City contacted UPRR in July of 2019 to begin the process of acquiring a
22 construction and maintenance agreement to allow construction of the road improvements.
23 UPRR then told the City all of the required improvements that the City was going to have to
24 fund. The City will construct all road improvements up until the concrete panels abutting
25 the railroad line. UPRR will then construct the concrete panels and all of the new signal and
26 gate equipment needed for the revised crossing, which the City will reimburse UPRR for.
27
28 With the exception of the additional turning lane and pedestrian path, the additional road and
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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

Exh. RL-2


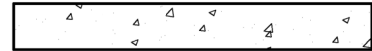

EXHIBIT A

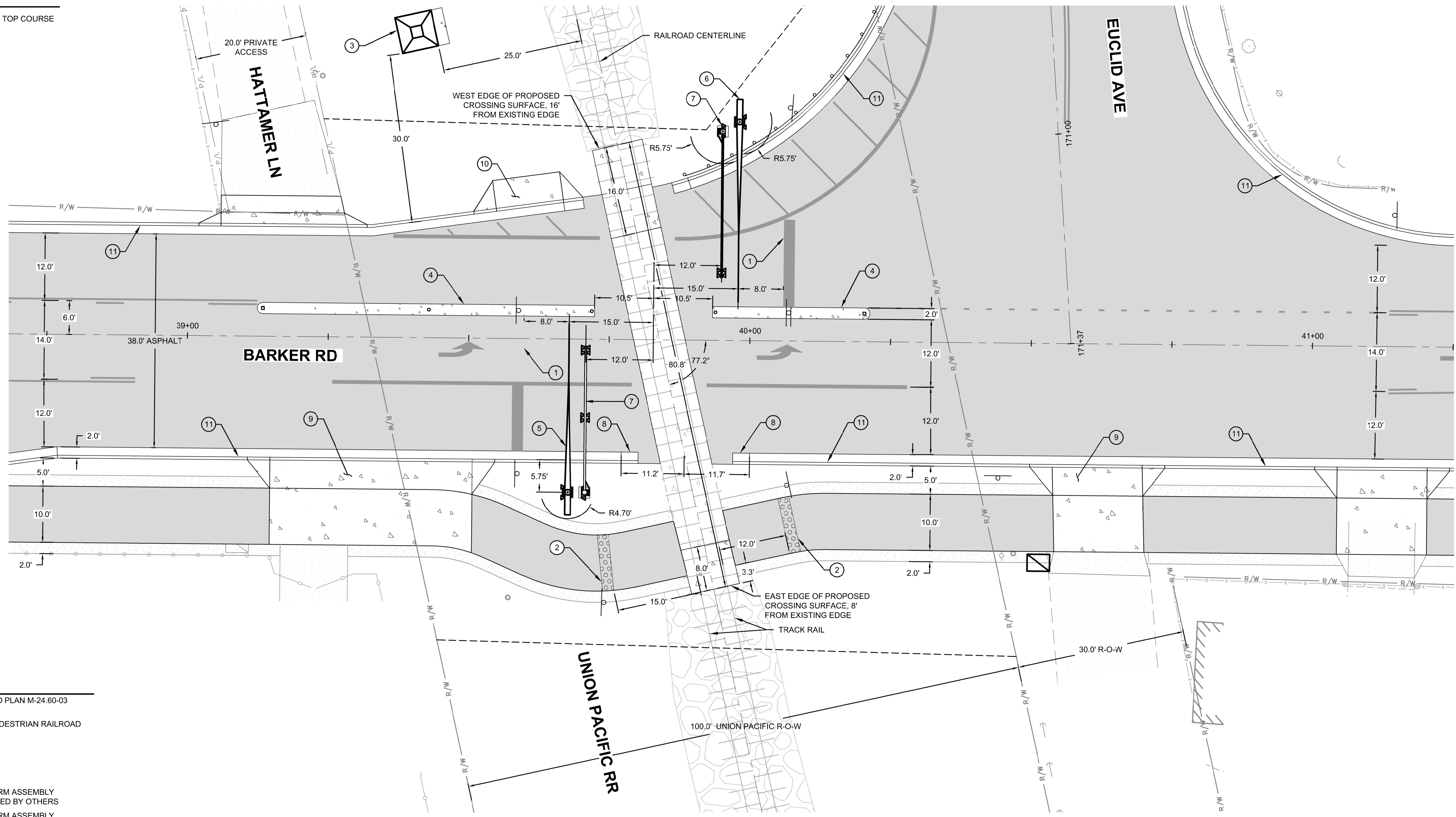




EXHIBIT B

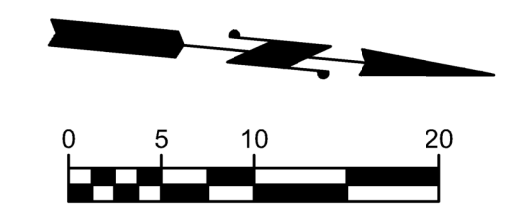
LEGEND

-  CRUSHED SURFACE TOP COURSE
-  CONCRETE
-  ARTERIAL HMA



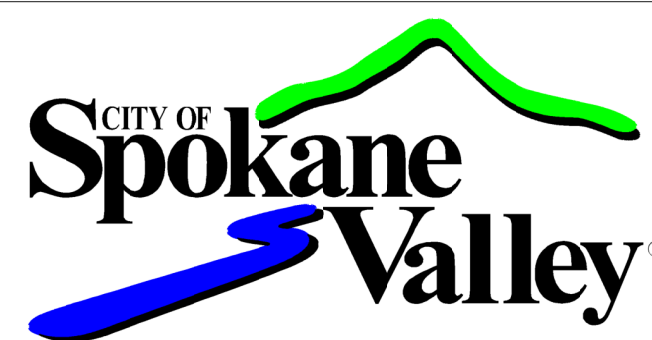
KEYNOTES

- 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 = 30'), PROVIDED AND INSTALLED BY OTHERS
- ⑥ ACTIVE TRAFFIC CONTROL DEVICE - GATE ARM ASSEMBLY (ARM LENGTH = 32'), PROVIDED AND INSTALLED BY OTHERS
- ⑦ ACTIVE TRAFFIC CONTROL DEVICE - CANTILEVER ASSEMBLY WITH FLASHERS, PROVIDED AND INSTALLED BY OTHERS
- ⑧ CURB TERMINATION, CITY 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-80.10-04 AND 4" CSTC DEPTH = 5'
- ⑪ CURB & GUTTER TYPE B, SPOKANE VALLEY STD PLAN R-102



Know what's below
Call before you dig.

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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