



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Spokane County

Petitioner,

vs.

Union Pacific Railroad Company (aka UPRR)
Respondent

DOCKET NO. TR-

PETITION TO MODIFY WARNING
DEVICES AT A HIGHWAY-
RAILROAD GRADE CROSSING

USDOT: 662535B

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of warning devices at a highway-rail grade crossing.

Section 1 – Petitioner’s Information

Spokane County

Petitioner

Chariti Zlateff

Signature

1026 W. Broadway Avenue

Street Address

Spokane, WA 99260

City, State and Zip Code

(same)

Mailing Address, if different than the street address

Chariti Zlateff

Chariti Zlateff

Contact Person Name & Signature

(509) 477-7254 czlateff@spokanecounty.org

Contact Phone Number and Email Address

Section 2 – Respondent’s Information

Union Pacific Railroad Company Respondent
457 Atkinson Street Street Address
Roseville, CA 95747 City, State and Zip Code
 Mailing Address, if different than the street address
Mary R Schroll Contact Person Name
(916) 789-6111 mrschrol@up.com Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Existing highway/roadway <u>Wellesley Avenue</u>
2. Existing railroad <u>Union Pacific Railroad Company</u>
3. USDOT Crossing No. <u>662535B</u>
4. GPS location <u>47.70033, -117.077540</u>
5. Railroad mile post (nearest tenth) <u>16.73</u>
6. City <u>Otis Orchards</u> County <u>Spokane</u>

Section 4 – Vehicle Traffic

1. Name of highway Wellesley Avenue

2. Road authority Spokane County

3. Average annual daily traffic (AADT) 3193

4. Number of lanes 2

5. Roadway speed 35

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

7. If so, trucks are what percent of total daily traffic? N/A

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

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

10. Describe any changes to the information in 1 through 7, above, expected within ten years:

No significant changes are expected within ten years.

Section 5 – Current Crossing Information

1. Railroad company Union Pacific Railroad Company

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 9

 Authorized freight train speed 25 to 50 Operated freight train speed 50

6. Average daily train traffic, passenger 0

 Authorized passenger train speed Operated passenger train speed

7. Describe any changes to the information in 1 through 4, above, expected within ten years:

No changes known at this time

8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?

Sight distance >400 ft in all quadrants

9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

Section 6 – Current Warning Devices

Provide a complete description of the warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry and any other warning devices.

Westbound approach has 4 sets of flashers (2 on cantilever in NE quadrant, 2 on opposing cantilever) and bells.

Eastbound approach has 4 sets of flashers (2 on cantilever in SW quadrant, 2 on opposing cantilever) and bells .

The two (2) approaches along the roads each have their own set of flashers on independent post in SE quadrant. There are no gates located at this crossing.

Existing rXr pavement markings, stop bars, and approach w10-1 signage are located on Wellesley Ave.

No approach signage is apparent on Railroad Ave approach.

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates or other warning devices, and/or changes to train detection circuitry. Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. (Attach additional information sheets, if needed.)

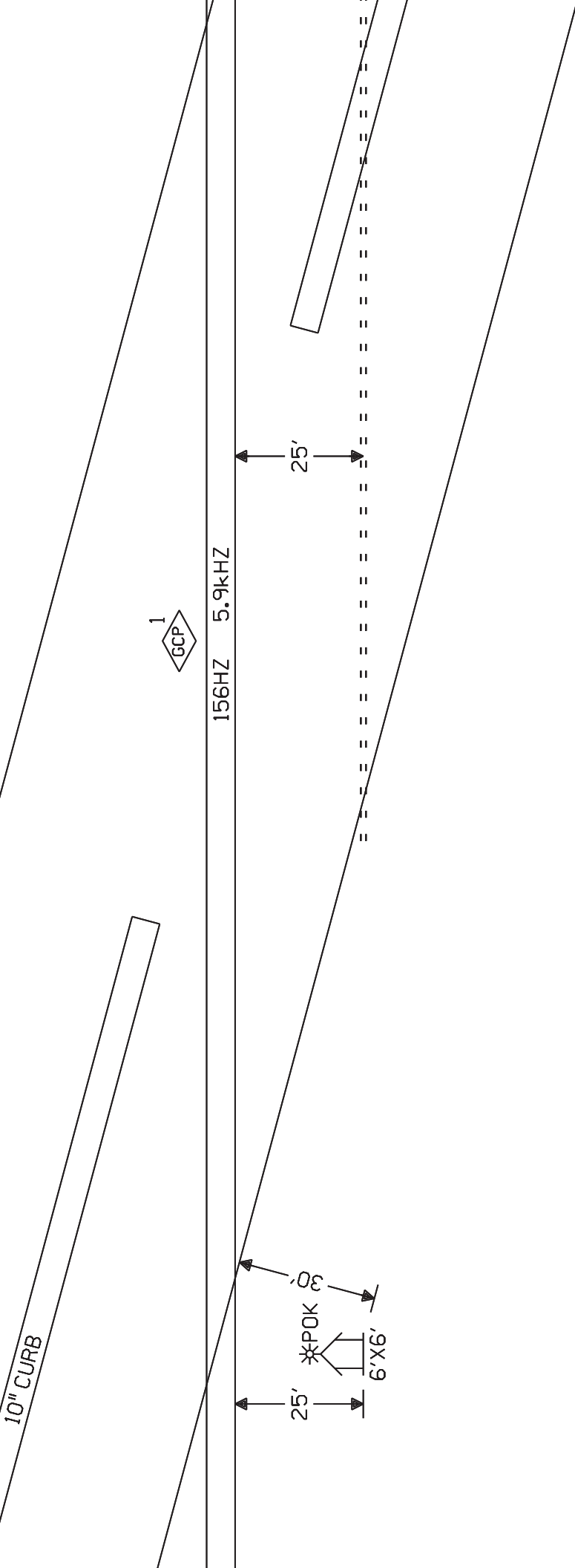
Project proposes removal of existing traffic control devices in NE and SW quadrant and replacement with automatic gate/flasher assemblies with bells. Flasher in SE quadrant to be protected in place.

Project also includes curbing and right-turn only raised channelization on Railroad Ave.

All signage and pavement marking to be replaced/refreshed as needed per the MUTCD
No changes to the crossing surface are proposed however.

Section 8 – Illustration of Proposed Warning Devices

Attach a detailed design diagram, drawing, map or other illustration showing all proposed modifications, including signals, signage, pavement markings, sidewalks, etc.



1. TRENCH,
 CONTRACTOR'S

ELEVATION
 MAY & NO
 THE GROUND.

6' FLEX
 ALL GROUND

E #10 "AWG FLEX".
 GALLOW GROUNDING.

0
 FLI

430HZ
17.5KHZ
GCP

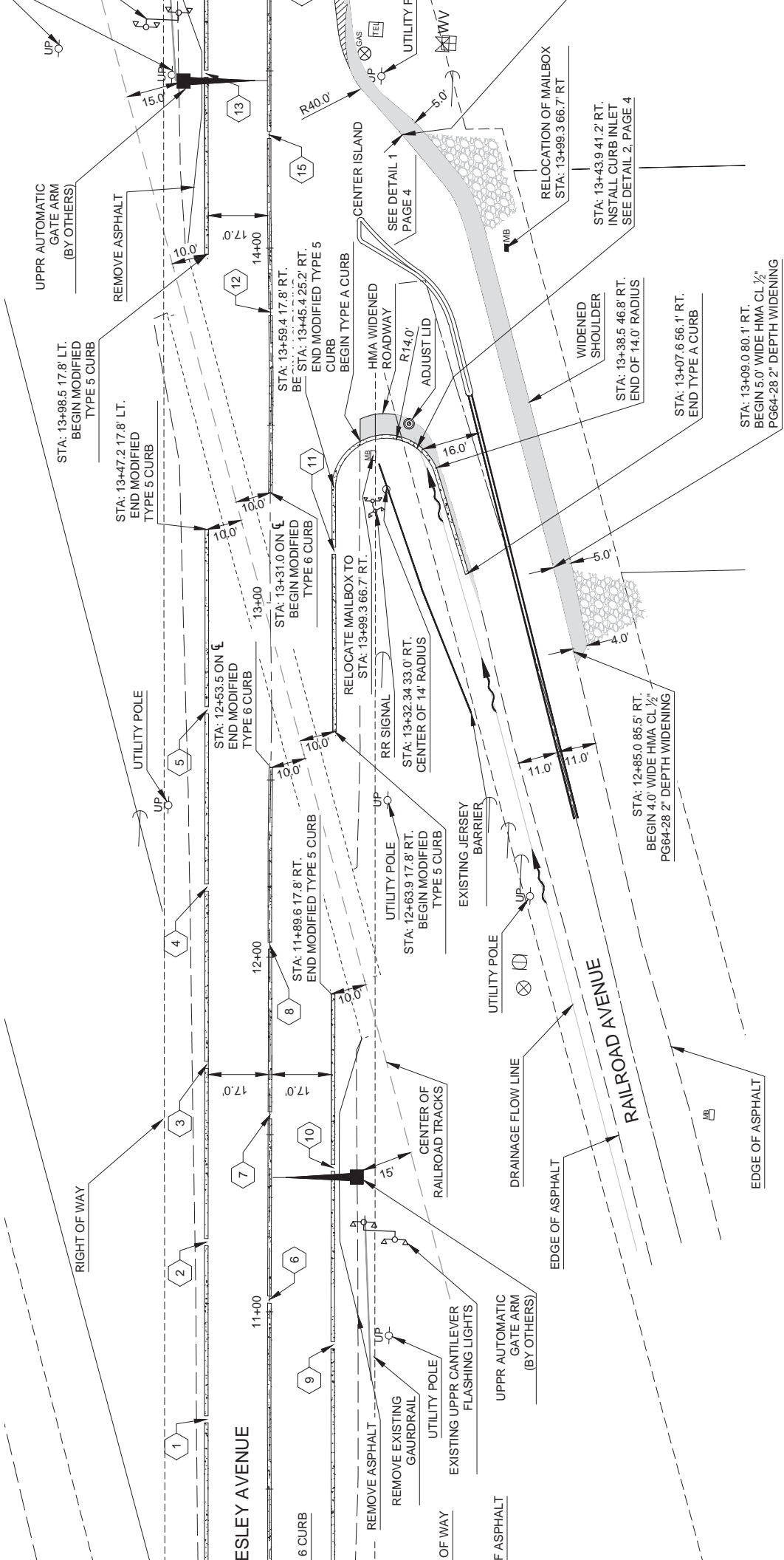
CONNECTS TO SHEET 1

±

2074' +/-

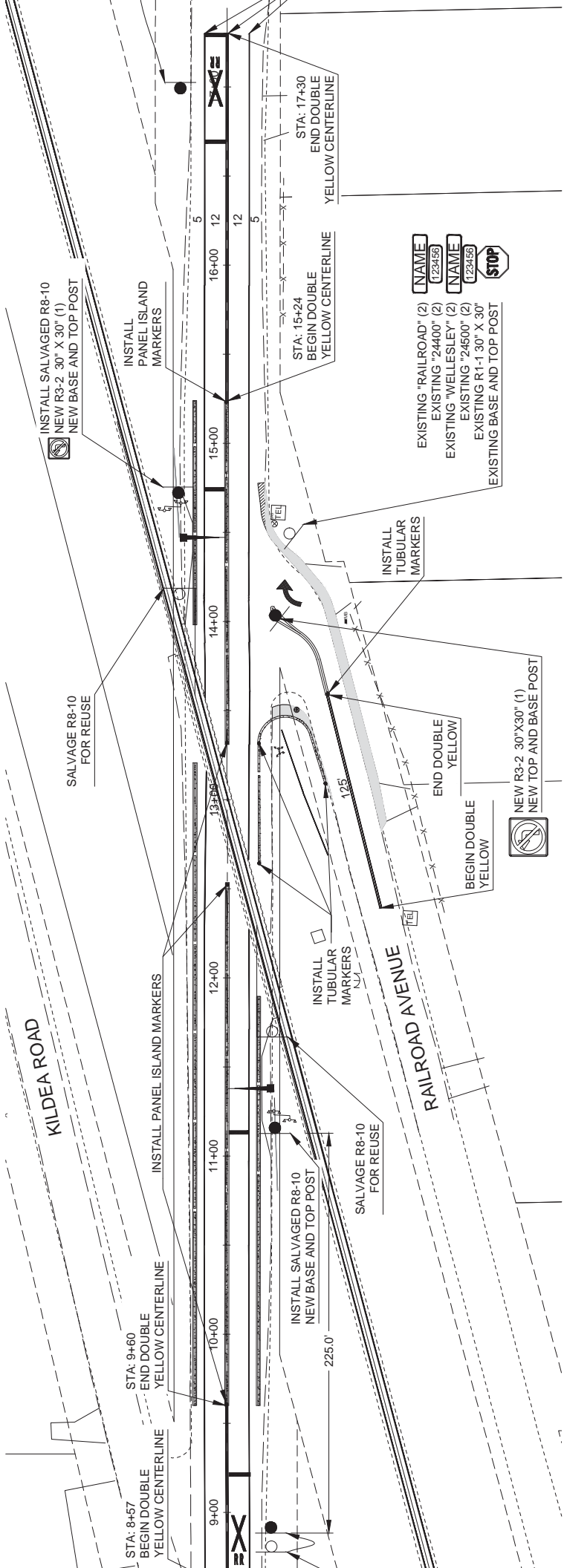
1368' +/-





CENTER OF 2' CURB OPENINGS

STRUCTURE NUMBER	CENTER STATION	OFFSET
1	10+69.7	17.8' LT.
2	11+19.6	17.8' LT.
3	11+69.6	17.9' LT.
4	12+19.7	17.8' LT.
5	12+69.6	18.3' LT.
6	11+03.4	ON ξ
7	11+55.4	ON ξ
8	12+03.3	ON ξ
9	10+90.6	17.87' RT.
10	11+40.7	17.81' RT.
11	13+14.8	18.05' RT.
12	13+82.0	ON ξ
13	14+49.2	17.81' LT.
14	14+89.3	17.80' LT.



NOTES:

- SEE W.S.D.O.T. SIGN FABRICATION MANUAL (M55-05), TYPE III/IV OR BETTER.
- FOR CONVENTIONAL ROADS UNLESS OTHERWISE NOTED.
- SEE W.S.D.O.T. SIGN FABRICATION MANUAL (M55-05), TYPE III/IV OR BETTER.
- FOR RAILROAD CROSSINGS LAYOUT.
- SEE M.U.T.C.D. SECTION 2A:18 FOR MINIMUM MOUNTING HEIGHT. 11 FOOT GREATER THAN MINIMUM.
- FOLLOWING A SIGN REMOVAL OR RELOCATION SHALL BE PULLED.
- ARE SHOWN TO DESCRIBE WORK ON A PLATE. EXISTING PLATES IDENTIFIED WITH THE POST.

CENTERLINE TUBULAR MARKER YELLOW

- CORE 2 3/4" CENTER CONCRETE EXTRUDED CURB, 15' SPACING BETWEEN PANEL ISLAND MARKERS LOCATED AT THE END OF EACH CURB.

PAVEMENT MARKING NOTES:

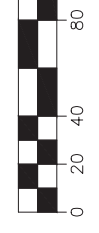
- SEE W.S.D.O.T. STD. PLAN M-20.10-02 FOR PAVEMENT MARKING PATTERNS. CENTERLINE SHALL BE 4 INCHES.
- STOP LINE LOCATION WILL BE DETERMINED BY ENGINEER.
- STRIPING EQUIPMENT SHALL USE A 2-GUN SYSTEM.
- ALL DIMENSIONS ARE TO THE CENTER OF THE LINE OR CENTER OF A SET C.
- RAILROAD CROSSING SYMBOL, STOP LINES, AND ARROWS SHALL BE TYPE
- CENTER LINE, WIDE LINE, AND EDGE LINE SHALL BE PAINT, UNLESS OTHER
- CONTRACTOR SHALL PROVIDE PAVEMENT MARKING LAYOUT. COUNTY INSR TO PAVEMENT MARKING INSTALLATION.

SHEET TOTALS (SIGNS)

ITEM	QUANTITY	UNIT
TOP POST	8	EACH
BASE POST	8	EACH
SIGN PLATE	36	S.F.

LEGEND

	EXISTING SIGN
	NEW SIGN
	TYPE 2SR PER M-24.40-02



Section 9 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signal system at the following crossing.

USDOT Crossing No. 662535B

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 agree the warning signal system should be modified and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the 13th day of
May, 20 20.

Mary Schroll
Printed name of Respondent

DocuSigned by:
Mary Schroll
B16C8D1A8C52459...
Signature of Respondent's Representative

Manager I, Engineering - Public Projects
Title

See Section 2
Phone number and e-mail address

See Section 2
Mailing address

Certificate Of Completion

Envelope Id: 5EF6C130048B48CB981F0787BDBF2D42 Status: Completed
 Subject: Please Review & Execute: Signal/Surface > WA > SPOKANE > WELLESLEY AVENUE > DOT 662535B
 Source Envelope:
 Document Pages: 10 Signatures: 1 Envelope Originator:
 Certificate Pages: 5 Initials: 0 Alex Campbell
 AutoNav: Enabled acampbe@upcontractor.up.com
 Envelopeld Stamping: Enabled IP Address: 198.47.204.138
 Time Zone: (UTC-06:00) Central America

Record Tracking

Status: Original Holder: Alex Campbell Location: DocuSign
 5/13/2020 7:22:59 AM acampbe@upcontractor.up.com

Signer Events

Mary Schroll
 MRSCHROL@up.com
 Security Level: Email, Account Authentication (None)

Signature


 B16C6D1A8C52459...
 Signature Adoption: Pre-selected Style
 Using IP Address: 45.54.251.213

Timestamp

Sent: 5/13/2020 7:27:41 AM
 Viewed: 5/13/2020 5:51:00 PM
 Signed: 5/13/2020 5:51:51 PM

Electronic Record and Signature Disclosure:
 Accepted: 5/13/2020 5:51:00 PM
 ID: 027b43a1-643e-4992-8915-93c62a08fd42

Alex Campbell
 acampbe@upcontractor.up.com
 Contractor-Agreement Manager
 Union Pacific
 Security Level: Email, Account Authentication (None)

Completed

Using IP Address: 45.54.164.196

Sent: 5/13/2020 5:51:52 PM
 Viewed: 5/14/2020 8:15:34 AM
 Signed: 5/14/2020 8:15:47 AM

Electronic Record and Signature Disclosure:
 Accepted: 11/4/2019 5:23:14 PM
 ID: d2cf0902-e167-404e-bbb2-910f9a12626b

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	5/13/2020 5:51:52 PM
Certified Delivered	Security Checked	5/14/2020 8:15:34 AM
Signing Complete	Security Checked	5/14/2020 8:15:47 AM

Envelope Summary Events	Status	Timestamps
Completed	Security Checked	5/14/2020 8:15:47 AM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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