



9103 E. Frederick Avenue - Millwood, Washington 99206 - (509) 924-0960 - Fax (509) 927-2867

1-26-2017

To: Betty Young
Transportation Planning Specialist
Rail Safety - UTC

RE: Docket TR-161023

Betty,

The City of Millwood is requesting an extension on the completion date for the Marguerite crossing project docket TR-161023 from May 30, 2017 to a completion date of the end of 2017.

This extension request is due to unforeseen delays in the UPRR construction schedule.

I have attached a signed copy of the revised application for the petition to install highway-rail grade crossing active warning devices and disbursement of funds from the grade crossing protective fund.

Thanks for your consideration in this matter.

Paul Allen
Public Works Director
City of Millwood

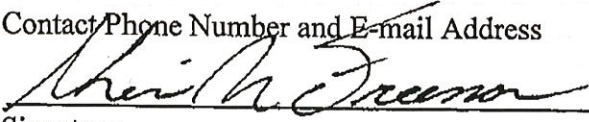
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-161023
)	
CITY OF MILLWOOD)	PETITION TO INSTALL HIGHWAY-
_____)	RAIL GRADE CROSSING ACTIVE
Petitioner,)	WARNING DEVICES AND
)	DISBURSEMENT OF FUNDS FROM
vs.)	THE GRADE CROSSING
)	PROTECTIVE FUND
UNION PACIFIC RAILROAD)	
_____)	
Respondent)	
)	USDOT NO.: 662513B
)	

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The Petitioner asks the Washington Utilities and Transportation Commission to approve installation of highway-rail grade crossing active warning signals and sidewalks, and disburse funds from the Grade Crossing Protective Fund.

Section 1 – Petitioner’s Information

City of Millwood
Petitioner
9103 E. Frederick Avenue
Street Address
Millwood, WA 99206
City, State and Zip Code
Mailing Address, if different than the street address
Paul Allen, Public Works Director
Contact Person Name
509-924-0960 / publicworks@millwoodwa.us
Contact Phone Number and E-mail Address

Signature
Kevin Freeman, Mayor

Section 2 – Respondent's Information

Union Pacific Railroad	_____
Respondent	_____
9451 Atkinson Street	_____
Street Address	_____
Roseville, CA 95747	_____
City, State and Zip Code	_____
_____	_____
Mailing Address, if different than the street address	_____
Terrel Anderson, Manager of Industry and Public Projects	_____
Contact Person Name	_____
916-789-5134 / taanders@up.com	_____
Contact Phone Number and E-mail Address	_____

Section 3 – Crossing Location

1. Existing highway/roadway	_____	Marguerite Street, City of Millwood	_____
2. Existing railroad	_____	Union Pacific Railroad	_____
3. USDOT Crossing No.	_____	662513B	_____
4. Located in the	SE	1/4 of the	SE1/4 of Sec. 6, Twp. 25, Range 44 W.M.
5. GPS location, if known	_____	47.68600467004151, -117.2853934764862	_____
6. Railroad mile post (nearest tenth)	_____	6.6	_____
7. City	_____	Millwood	Spokane County

Section 4 – Project Information

Please attach additional sheets as necessary that provide the following:

1. A detailed summary of the project. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

This project proposes to create a safer crossing for motorists and pedestrians as well as train traffic at Marguerite and Euclid by adding crossing lights and gates to this crossing which is only protected by signage. The UPRR transports oil and chemicals on this main route, although there has not been a recorded fatality at this location the UPRR has reported that there have been numerous “close call” incidents where drivers and pedestrians have crossed directly in front of oncoming trains at this location.

In 2014 Governor Jay Inslee issued directive 14-06 asking the UTC to, in part, assess the risks along rail lines transporting crude oil in Washington state and identify, prioritize and estimate costs to mitigate those risks. The study included both the BNSF and UPRR lines. This crossing was ranked # 8 overall and #2 on the UPRR line in the study for “At Risk Crossings”.

In May of 2015 the City met with representatives of the UTC, UPRR, and the city engineer to discuss proposed changes to upgrade the crossing protection to active warning devices.

After discussions the city worked with the UPRR to minimize the potential for collisions with a Short Term and Long Term plan which included:

Short Term Plan:

The addition of railroad warning signage, pavement markings to make desired changes to existing traffic patterns. Low ground clearance warning signs installed on eastbound and westbound Euclid Ave and northbound and southbound Marguerite Road. Signs were also installed on eastbound and westbound Euclid Ave to warn motorists of the adjacent railroad tracks and the limited storage space on Marguerite Road before the crossing location. Stop signs were removed from Marguerite Road and pavement markings included railroad crossing symbols and the addition of an eastbound right turn lane and westbound left turn lane on Euclid Ave to allow storage for vehicles turning south on Marguerite Road when the proposed railroad crossing gates are down. Widening of the existing asphalt was completed to provide the necessary width for the proposed changes. These improvements were completed and funded by the City of Millwood in 2015.

Long Term Plan:

Crossing lights and gates are proposed along Marguerite Road, 15’ from the centerline of the tracks. The UPRR requires a new subgrade and to replace and add additional concrete panels before a signal can be installed. Curb and gutter is proposed at the southwest corner of the intersection to allow for closer installation of the light and gate structure for a future sidewalk installation behind it. The City of Millwood will be funding the new subgrade, concrete panels, curb, gutter and sidewalk. The City of Millwood has been actively seeking funding from several sources both state and federal such as: TIB, SRTC, FHWA, FMSIB and UTC to assist in funding the crossing lights and gates as proposed by the UPRR.

Section 5 – Current Highway Traffic Information

Please complete all information in this section. Incomplete information may cause delays in the petition approval process.

1. Name of highway	<u>Marguerite Street</u>
2. Road authority	<u>City of Millwood</u>
3. Average annual daily traffic (AADT)	<u>1,517 vpd</u>
4. Number of lanes	<u>2</u>
5. Roadway speed	<u>25 mph</u>
6. Is the crossing part of an established truck route?	Yes _____ No <u>X</u>
7. If so, trucks are what percent of total daily traffic?	_____
8. Is the crossing part of an established school bus route?	Yes <u>historically</u> No _____
9. If so, how many school buses travel over the crossing each day?	<u>2, as needed</u>
10. Describe any changes to the information in 1 through 7, above, expected within ten years:	<u>Except as set forth in the drawings included pursuant to Section 9 of this petition,</u> <u>there are no other expected changes. Note: West Valley school district is planning on</u> <u>re-opening a school near by which may increase traffic at this crossing as well as add school buses</u> <u>especially if a gated crossing is installed.</u>

Section 6 – Current Crossing Information

1. Railroad company Union Pacific Railroad

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 6

 Authorized freight train speed 25 mph Operated freight train speed 0-25 mph

6. Average daily train traffic, passenger _____

 Authorized passenger train speed 30 mph Operated passenger train speed _____

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

No changes anticipated within ten years.

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?

Northbound- East: 2,000+ feet/West: 2,000 feet
Southbound- East: 2,000+ feet/West: 2,000 feet

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.

N/A

Section 7 – Current Warning Devices

1. Provide a complete description of the warning devices currently located at the crossing, including signs and any other warning devices.

The existing passive crossing has RR “cross buck” signs, stop signs, painted stop bars and painted RR warning symbols.

Section 8 – Description of Proposed Changes

1. Describe in detail the number and type of automatic signals, gates or proposed warning devices, including the proposed type of train detection. Provide a description of the type of sidewalks proposed. Describe who will maintain the sidewalks.

This project proposes to supply and install one pair of highway grade automatic flashing light signals with automatic gate mechanisms and arms up to 26 feet located 15’ from the centerline of the tracks. Curb and gutter is proposed at the southwest corner of the intersection to allow for closer installation of the light and gate structure for future sidewalk installation behind it. The sidewalk will be 5 foot wide with handicap ramps and curb terminus located on the west side of Marguerite. See attachment 9A. The sidewalk will be maintained by the City of Millwood.

Section 9 – Illustration of Proposed Warning Devices

Attach a detailed diagram, drawing, map or other illustration showing the proposed warning devices and sidewalks.

Please see the drawing attached hereto as Attachment 9A .

Section 10 – Project Cost Information

1. A cost estimate, including:
 - a. An itemized list of the total costs of the project.
 - b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.
 - c. The amount the applicant is requesting from the GCPF grant program.

<ol style="list-style-type: none">a. Signing, pavement marking, asphalt widening, curb, gutter and sidewalk: \$56,820 with project work performed and funded by City of Millwood. Railroad crossing surface - concrete panels to be \$134,657 designed and installed by the UPRR funded by the City of Millwood Railroad crossing signals, and gates: \$254,333 designed and installed by the UPRR funded by UTCb. \$191,477 contributed by the City of Millwood for project work performed by City of Millwood. Remainder of project cost to be funded by UTC and/or GCPF grant program.c. \$254,333 (most recent estimate by Union Pacific Railroad.)

2. The name of the party responsible for long-term maintenance.

Union Pacific Railroad

Section 11 – Project Completion

1. An estimated timeline of the project.

<p>The City of Millwood has already submitted all the plans to the UPRR and UTC for the crossing and sidewalk for comments and approval in a previous grant application in August of 2015. The surface preparation, gates and signals will be completed by the UPRR as soon as possible after the contract between the City of Millwood and the UPRR has been signed. The City of Millwood will work with the UPRR schedule to install the sidewalks, curb and gutter at the appropriate time. The goal is to have the crossing completed by September 30, 2017.</p>
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2. A description of how the project's success would be measured.

The safety factor of having a protected crossing vs. a non protected crossing would be a great success in its self.

The City of Millwood would ask the UPRR for annual incident reports at this crossing. The number of close call incidents reported by the UPRR should be severely reduced if not completely eliminated after the crossing is installed at this location.

3. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

The City of Millwood has had many years of successfully carrying out grant projects from many different agencies. All of the City office personnel, as well as the City's engineer (Welch-Comer) have experience acquiring and managing grants that have ranged from small \$2500 equipment grants to large \$400,000 - \$500,000 utility/street replacement grants.

The last grant received by the City was from the Transportation Improvement Board for \$240,000 to install sidewalks along Buckeye between Argonne and Bessie. This project was successfully completed and closed out.

4. Any other information the applicant believes would be useful to the Commission in considering the project.

The City of Millwood has been working with the UPRR, UTC and Welch-Comer engineers since 2014 to address safety concerns and remedies for this crossing. The City has been researching funding for this project since early 2015 when the crossing concept was developed. The City has been unable to find a funding source to complete this project.

Due to the number of rail cars that transport oil and chemicals through our community this has become a high priority project for the City. Given all the recent problems regarding oil trains and derailments that have created very hazardous conditions, it is our hope that the UTC will fund the signal and gate portion of this project to create a safer crossing in Millwood.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to install highway-rail grade crossing warning signals at the following crossing.

USDOT Crossing No. 662513B

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 signals should be installed and consent to a decision by the commission without a hearing.

Dated at Sparks, ^{Nevada}~~Washington~~, on the 30 day of January, 2017.

Tervel A Anderson

Printed name of Respondent

[Signature]

Signature of Respondent's Representative

Manager Industry + Public Projects

Title

Union Pacific Railroad

Company Name

775-356-2644

Phone number and email address

150 Pyramid Way

Sparks NV 89431

Mailing address

