



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Pacific

Petitioner,

vs.

Union Pacific Railroad Company

Respondent

DOCKET NO. TR-

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

USDOT: 396597R

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

Section 1 – Petitioner’s Information

City of Pacific

Petitioner

Signature

100 3rd Ave SE

Street Address

Pacific, WA 98047

City, State and Zip Code

same

Mailing Address, if different than the street address

Jim Morgan, Public Works Manager

Contact Person Name

(253) 929-1113; jmorgan@ci.pacific.wa.us

Contact Phone Number and Email

Section 2 – Respondent’s Information

Union Pacific Railroad Company
Respondent
9451 Atkinson St
Street Address
Roseville, CA 95747
City, State and Zip Code
same
Mailing Address, if different than the street address
Peggy Ygbuhay, Public Projects Manager
Contact Person Name
(916) 789-5033; pygbuhay@up.com
Contact Phone Number and Email

Section 3 – Crossing Location

1. Existing highway/roadway:	Stewart Road		
2. Existing railroad:	Union Pacific Railroad		
3. USDOT Crossing No.:	396597R		
4. GPS location:	Lat: 47.2501732 Long: -122.2464297		
5. Railroad mile post (nearest tenth):	0157.75 Seattle Subdivision		
6. City:	City of Pacific	County:	Pierce County

Section 4 – Highway Information

1. Name of highway: **Stewart Road**

2. Road authority: **City of Pacific**

3. Average annual daily traffic (AADT): **15900 (2017)**

4. Number of lanes: **2**

5. Roadway speed: **35 MPH**

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

7. If so, trucks are what percent of total daily traffic? **10%**

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? **N/A**

10. Describe any changes to the information in 1 through 9, above, expected within ten years:

This project widens the roadway from Valentine Ave to Butte Ave (on either side of the railroad crossing) to 4 lanes. A shared use path is added to the north side of the roadway and a sidewalk is added to the south side.

Due to development in the area AADT and percent trucks are expected to go up to 25,000 and 15%, respectively.

11. 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?

North - 400+ ft
South - 400+ ft

12. 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 5 – Railroad Information

1. Railroad company:	Union Pacific Railroad Company		
2. Type of railroad at crossing:	<input checked="" type="checkbox"/> Common Carrier	<input type="checkbox"/> Logging	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Passenger	<input type="checkbox"/> Excursion	
3. Type of tracks at crossing:	<input checked="" type="checkbox"/> Main Line	<input type="checkbox"/> Siding or Spur	
4. Number of tracks at crossing:	1		
5. Average daily train traffic, freight:	7		
Authorized freight train speed:	45	Operated freight train speed:	22-45
6. Average daily train traffic, passenger:	0		
Authorized passenger train speed:	N/A	Operated passenger train speed:	N/A
7. Describe any changes to the information in 1 through 6 above, expected within ten years:	None		

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.

Two shoulder mounted cantilevered flashing light with gate assemblies (one for EB & WB vehicular traffic)

Two W10-1 signs (one for EB & WB vehicular traffic)

No interconnection

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates, other warning devices, and/or changes to train detection circuitry. (RCW 81.53.271) 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.

Shoulder- and median mounted flashing light and gate assemblies for EB & WB vehicular traffic. Flashing light assemblies for EB & WB pedestrian traffic.

Interconnection with 24 seconds of advanced preemption to new roadway intersection devices at Butte Ave/Stewart Rd intersection.

Crossing surface widened to accommodate one additional lane in each direction and pedestrian facilities on either side of the crossing.

All signage and pavement markings to be update to current MUTCD guidance.

Approach, signage, and pedestrian facilities to be maintained by City.

Section 8 – Illustration of Crossing

Attach a detailed diagram, design drawing, map, or other illustration showing the current and proposed layout of the road, crossing surface, and railway in the vicinity of the crossing, including shoulders, sidewalks, lanes of travel, bike lanes, warning devices, pavement markings and any other applicable crossing conditions.

Section 9 – Traffic Signal Preemption

Are the railroad signals currently interconnected with a traffic signal(s)?

Yes No

Will this project interconnect railroad signals with a traffic signal(s) or modify the existing traffic signal preemption timing?

Yes No

If yes, attach documentation supporting the proposed traffic signal preemption timing calculations (e.g., TXDOT Guide for Determining Time Requirements for Traffic Signal Preemption at Highway Rail Grade Crossings or similar preemption worksheet/plan), which must be certified by a professional engineer.

Section 10 – Description of Public Safety Need

Describe and support the public safety need for the proposed changes. (RCW 81.53.261)

This project aims to reduce observed EB & WB queuing by providing improved traffic operations through implementation of interconnection with advanced preemption at newly signalized intersection of Butte Ave. Additionally, this project will improve traffic flow by adding an additional lane in each direction to meet increasing traffic volumes.

Pedestrian treatments at this location will complete pedestrian facilities on either side of the project area.

Section 11 – Approximate Cost of Installation and Related Work

Provide the approximate cost of installation and related work for the proposed changes to signals and/or warning devices. (RCW 81.53.271)

Signal Estimate (M9FAE_SEATTLE_157.75_STEWART RD SW_119896) = \$569,896
Surface Estimate (396597R Stewart Rd Sumner WA 157.75 Seattle Sub Surf Est) = \$210,192
Total = \$780,088

Section 12 – Approximate Cost of Annual Maintenance

Provide the approximate cost of annual maintenance for the signals and/or warning devices.
(RCW 81.53.271)

Signal Maintenance Estimate (annually) = \$11,050
Surface Maintenance Estimate (annually) = \$4,530
Total Maintenance Estimate (annually) = \$15,580
Maintenance costs to be borne by the railroad per the terms of the amended
Construction and Maintenance agreement.

Section 13 – Cost Apportionment

If the commission directs the installation of or changes to the warning devices requested in this petition, it will apportion installation and maintenance costs in accordance with the applicable statutes. (RCW 81.53.261-295)

Interested parties may instead enter into an agreement providing for the installation of signals or other warning devices or for the apportionment of the cost of installation and maintenance.
(RCW 81.53.261) **If the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:**

Petitioner Signature:  Respondent Signature: 

Section 14 – Waiver of Hearing by Respondent

Waiver of Hearing

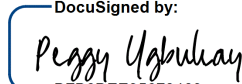
The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning devices at the following crossing.

USDOT Crossing No.

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 have reviewed and have no objection to the proposed traffic signal preemption timing calculations as submitted with this petition. We agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at , Washington, on the 9 day of

Printed Name of Respondent

DocuSigned by:

BFB6DEE35873469...

Signature of Respondent's Representative

Title

Phone Number

Email

Mailing Address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 13 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 14). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 8).
 - Proposed traffic signal preemption timing calculations, if applicable (described in Section 9), and identification or documentation that the calculations are certified by a professional engineer.
 - Any other relevant documents to support the petition, including but not limited to support of public need, project information, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents to records@utc.wa.gov.

Questions: For questions, please contact:

<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Betty Young Rail Safety Program Advisor betty.young@utc.wa.gov (360) 292-5470</p>
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