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State of Washington
Utilities and Transportation Commission
621 Woodland Square Loop S.E.
Lacey, Washington 98503

RE: UTC Docket TR-240783 –Petition to Modify Warning Devices at Thurston Avenue East (US DOT 807857V)

Dear Utilities and Transportation Commission:

This letter serves to confirm that Union Pacific Railroad (UPRR) does not support the petition for the following reasons:

As mentioned to the City of Olympia in email correspondence dated 5/24/2024 (attached on separate page), a Diagnostic Meeting was requested and a preliminary engineering reimbursement agreement was requested, along with instructions to submit a formal inquiry into Union Pacific Railroad's Contact Center for Public Project. None of these actions were taken by the City of Olympia.

Moreover, the MUTCD Section 8A.05 was referenced in this correspondence, which requires an Engineering Study be performed when determining an appropriate traffic control system.

Very truly yours,

Amber Stoffels

Amber L. Stoffels
Manager I Industry and Public Projects, Engineering

cc: Nick Petersen, UPRR Contractor (npetersen@benesch.com)

Petersen, Nicholas

From: Petersen, Nicholas
Sent: Friday, May 24, 2024 8:19 AM
To: mmoore@ci.olympia.wa.us
Cc: Stefan Krastev; Amber Stoffels
Subject: 807853T Olympia Avenue Northeast & 807857V Thurston Avenue Northeast

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Moore

Hello and good morning!

I have been corresponding with Stefan regarding the City of Olympia's request to switch both of the referenced crossings from Yield to Stop signs.

When this occurs, an Engineering Study (Diagnostic Meeting) is required with all stakeholders. Please reference the MUTCD Section 8A.05. This references a Federal Guideline from the USDOT/Federal Highway Administration.

Section 8A.05 Engineering Studies at Grade Crossings

Standard:

- 01 The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (as applicable).

Option:

- 02 The regulatory agency with statutory authority (if applicable) may approve the grade crossing traffic control system.

Guidance:

- 03 Among the factors that should be considered in the determination by a Diagnostic Team of which traffic control devices would be appropriate to install at a grade crossing are road geometrics, stopping sight distance, clearing sight distance, the proximity of nearby roadway intersections (including the traffic control devices at the intersections), adjacent driveways, traffic volume across the grade crossing, extent of queuing upstream or downstream from the grade crossing, train volume, pedestrian and bicycle volumes, operation of passenger trains, presence of nearby passenger station stops, maximum allowable train speeds, variable train speeds, accelerating and decelerating trains, multiple tracks, high-speed train operation, number of school buses or hazardous material haul vehicles, and the crash history at or near the location.

Option:

- 04 The engineering study may include the Highway-Rail Intersection (HRI) components of the National Intelligent Transportation Systems (ITS) architecture, which is a USDOT accepted method for linking the highway, vehicles, and traffic management systems with rail operations and wayside equipment.

Support:

- 05 More detail on Highway-Rail Intersection components is available from the USDOT's Federal Railroad Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590, or www.fra.dot.gov.

With that said, and given the proposed work, the following need to be completed to advance the City's project.

- Submit a formal inquiry request via UPRR's Contact Center portal for Public Projects. [Link here.](#)
- A preliminary engineering/ reimbursement agreement for the general estimated amount of \$30,000.
 - i. The rationale of this stems from Union Pacific's Public Project Manual (screenshot below).

Table 11.1 Management and Design Review Costs

	UPRR General Cost Estimates for Project Management/Structure & Design Review								
PROJECT TYPE	TYPICAL				COMPLEX				EXPLANATIONS
	Prelim Eng	+	C&M/Project	<--Agreement Type	Prelim Eng	+	C&M/Project	<--Agreement Type	
	Design Phase	+	Construction Phase	TOTAL	Design Phase	+	Construction Phase	TOTAL	
Railroad Warning Devices	\$25,000	+	\$30,000	\$55,000	\$50,000	+	\$75,000	\$125,000	Typical – Standard Railroad Warning changes Complex – Signal Interconnect, Road Multiple agencies
Railroad Crossing Surface	\$10,000	+	\$15,000	\$25,000	\$15,000	+	\$15,000	\$30,000	Typical – Standard Railroad track and surface Complex – Regu Order Required
General Maintenance At Grade Crossing Roadway Work	\$5,000	+	\$10,000	\$15,000	\$10,000	+	\$10,000	\$20,000	Typical – General of roadway work, Complex – Regu Order Required
General Maintenance Bridge Roadway Work	\$25,000	+	\$25,000	\$50,000	\$50,000	+	\$50,000	\$100,000	Typical – Barrier renewal Complex – Deck Railroad Inner Gu
Grade Separation (RR Under)	\$25,000	+	\$50,000	\$75,000	\$200,000	+	\$200,000	\$400,000	Typical – Spans 1 Grade Separation Complex – Cross construction phases inner
Grade Separation (RR Over)	\$75,000	+	\$125,000	\$200,000	\$450,000	+	\$400,000	\$850,000	Typical – Single 1 track work Complex – Cross construction phases
									Typical – Levee and industrial tracks

Please let me know if you have any other questions.

Sincerely,

Nick Petersen
402-672-1463

Nick Petersen
Public Project Representative

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