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Washington Utilities and Transportation Commission

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Puyallup Petitioner, vs. BNSF Railway Co. Respondent 1 Central Puget Sound Transportation Auth Respondent 2	DOCKET NO. TR- PETITION TO MODIFY WARNING DEVICES AT A HIGHWAY-RAILROAD GRADE CROSSING USDOT: 085699A

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 Puyallup
Petitioner

Signature

333 S MERIDIAN
Street Address

Puyallup, WA, 98371
City, State and Zip Code

Mailing Address, if different than the street address

Hans Hunger
Contact Person Name

253-435-3640 HHunger@PuyallupWA.gov
Contact Phone Number and Email

Section 2 – Respondent's Information

BNSF Railway Co.
Respondent 1

1310 W. 11th St.
Street Address

Vancouver, WA. 98660
City, State and Zip Code

Mailing Address, if different than the street address

Kyle Leatham
Contact Person Name

206-625-6152 kyle.leatham@bnsf.com
Contact Phone Number and Email

Central Puget Sound Transportation Authority (Sound Transit)
Respondent 2

401 S. Jackson St.
Street Address

Seattle, WA 98104
City, State, Zip Code

Mailing Address, if different than the street address

Rick Sarkany
Contact Person Name

rick.sarkany@soundtransit.org
Contact Phone Number and Email

Section 3 – Crossing Location

1. Existing highway/roadway: 5th St. NW
2. Existing railroad: BNSF Railway Co.
3. USDOT Crossing No.: 085699A
4. GPS location: 47°11'35.9"N 122°17'56.5"W
5. Railroad mile post (nearest tenth): 32.05
6. City: Puyallup County: Pierce

Section 4 – Highway Information

1. Name of highway: 5th St. NW

2. Road authority: City of Puyallup

3. Average annual daily traffic (AADT): 9,364

4. Number of lanes: 2

5. Roadway speed: 30

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? 15

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

None, that I'm aware of.

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?

Northbound - 426 feet although there is a signal control 93 feet south of that stop bar attached to pedestrian overpass.
Southbound - 93 feet looking west toward north side track.

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.

Sight distance for southbound traffic is less than 400 feet and obstacle is building at 504 W. Stewart.

Section 5 – Railroad Information

1. Railroad company: BNSF Railway Co.

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: 2

5. Average daily train traffic, freight: 26

   Authorized freight train speed: 79 Operated freight train speed: 50

6. Average daily train traffic, passenger: 15

   Authorized passenger train speed: 79 Operated passenger train speed: 79

7. Describe any changes to the information in 1 through 6 above, expected within ten years:

None, that I'm aware of.

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.

Existing Intersection of 5th St NW and BNSF RR
Currently this intersection has no traffic signals. 5th and Stewart to the north is currently signalized.

Present warning devices in the NW Quadrant crossing:
Cantilever with flashers for South bound traffic and RR gate arm for South bound traffic.
(see dwgs. F1592-CPD183)

Present warning devices in the NE Quadrant crossing:
Existing Signs
W10-1 (RAILROAD CROSSING)
(see dwgs. F1592-CNP301, F1592-CP302, F1592-CNS301)

Present warning devices in the SE Quadrant of crossing:
BNSF Bungalow
(see dwgs. F1592-CPD138, F1592-TSP202)
Cantilever structure with flashers and Railroad Gate Arm.
(see dwgs. F1592-CPD138)
Existing Signs
R8-8 (DO NOT STOP ON TRACKS)
R10-4 (PUSH BUTTON FOR WALK SIGNAL)
W16-7PR (ARROW)
W16-7PL (ARROW)
W11-2 (ADVANCE PEDESTRIAN CROSSING)
W11-2 (ADVANCE PEDESTRIAN CROSSING)
W10-1 (RAILROAD ADVANCE SIGN)
(see dwgs. F1592-CNP301, F1592-CP302, F1592-CNS301)

Present waring devices in the SW Quadrant of the intersection:
Existing Signs
R8-8 (DO NOT STOP ON TRACKS
W11-2 (ADVANCE PEDESTRIAN CROSSING)
W16-9P (AHEAD)
R10-4 (PUSH BUTTON FOR WALK SIGNAL)
W16-7PR (ARROW)

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.

Proposed Changes to 5th St NW and BNSF RR Intersection
Intersection of 5th St NW and BNSF RR will have traffic signals added, additional traffic signals will be added to 5th St NW and 2nd.
New traffic signals will be interconnected to BNSF Equipment to allow for preemption.

Proposed changes to the NW Quadrant of the intersection:
Added Signs
W10-1 (RAILROAD CROSSING)
R10-6 L (STOP HERE ON RED)
ST R3 (CAUTION LOOK BOTH WAYS)
(see dwgs. F1592-CNP301, F1592-CP302, F1592-CNP308, F1592-CNP308)
Detectable Warning surface applied over existing sidewalk
Track Panel extension that provides 6-'0" from edge of pedestrian travel path
Existing Gate Arm to be Upgraded in place
(see dwg. F1592-CPD138)

Proposed changes to the NE Quadrant of the intersection:
Added Signs
ST R3 (CAUTION LOOK BOTH WAYS)
Existing Sign to be maintained
W10-1 (RAILROAD CROSSING)
(see dwgs. F1592-CNP301, F1592-CP302, F1592-CNP308)
Pole No. G (Type II) Traffic Signal installed for North Bound Traffic
(see dwg. F1592-TSP202.)
Detectable Warning surface applied over existing sidewalk
Off Quadrant Flasher installed
(see dwg. F1592-CPD138)

Proposed changes to the SW Quadrant of the intersection:
Added Signs
R9-3 (NO PEDESTRIAN CROSSING)
R9-3B R (USE CROSSWALK)
R9-3B R (USE CROSSWALK)
R9-3B L (USE CROSSWALK)
ST R3 (CAUTION LOOK BOTH WAYS)
R9-3 (NO PEDESTRIAN CROSSING)
R9-3B L (USE CROSSWALK)
Sign and Post to be relocated

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)

The need for improved interconnected signal at 5th/4th St NW & W. Stewart was because of the new Sound Transit Parking garage constructed on the south side of the BNSF tracks between 5th & 7th St. NW. The parking garage included a pedestrian overpass which obstructed clear sight path to crossing warning devices. Signal heads were installed on northbound pedestrian overpass to mitigate this.

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)

$900,000.00

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)

$10,000 this includes expected costs of signal control components.

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's Signature: DocuSigned by: Hans Hunger 1D7EB0CED63645D...

Respondent 1 Signature: Signed by: kyle Leatham 95363D8FEFEA418...

Respondent 2 Signature: Signed by: Rick Sarkany 03DB39F42B67427...

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. 085699A

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 1 day of January 2023.

BNSF Railway Co.

Printed Name of Respondent 1

Signed by: kyle leatham 95363D8FEFEA418...

Signature of Respondent's Representative

Public Projects Manager

Title

(206) 625-6152

Phone Number

kyle.leatham@bnsf.com

Email

1310 W. 11th St
Vancouver, WA 98660

Mailing Address

Central Puget Sound Transportation Authority (Sound Trans

Printed Name of Respondent 2

Signed by: Rick Sarkany 03DB39F42B67427...

Signature of Respondent's Representative

Construction Manager

Title

Phone Number

rick.sarkany@soundtransit.org

Email

401 S. Jackson St.
Seattle, WA 98104

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 via EFiling.

Questions: For questions, please contact:

Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572	**Tyler Whitcomb** Transportation Planning Specialist tyler.whitcomb@utc.wa.gov (564) 669-0943