

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

<p>City of Kent <hr/> Petitioner,</p> <p>vs. BNSF Railway <hr/> Respondent</p>	<p>DOCKET NO. TR-</p> <p>PETITION TO CONSTRUCT OR RECONSTRUCT A RAILROAD- HIGHWAY GRADE SEPARATION (OVERCROSSING OR UNDERCROSSING)</p> <p>USDOT CROSSING NO.: 085627W</p>
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The Petitioner asks the Washington Utilities and Transportation Commission (UTC) to approve

Construction Reconstruction

of a railroad-highway grade separation (overcrossing or undercrossing¹) as described in this petition. *RCW 81.53.060.*

Section 1 – Petitioner’s Information

City of Kent <hr/> Petitioner
Signature <hr/>
220 4 th Ave S. <hr/> Street Address
Kent, WA. 98032-5895 <hr/> City, State and Zip Code
<hr/> Mailing Address, if different than the street address
Mark Madfai <hr/> Contact Person Name
253-856-5521, mmadfai@kentwa.gov <hr/> Contact Phone Number and Email Address

¹ An overcrossing means any point or place where a highway crosses a railroad by passing above the same, or any point or place where one railroad crosses another railroad not at grade. An undercrossing means any point or place where a highway crosses a railroad by passing under the same, or any point or place where one railroad crosses another not at grade. *RCW 81.53.010*

Section 2 – Respondent's Information

BNSF Railroad
Respondent
2454 Occidental Ave. S. Suite 1A
Street Address
Seattle, WA. 98134
City, State and Zip Code
Mailing Address, if different than the street address
Megan McIntyre
Contact Person Name
206-625-6413, Megan.McIntyre@BNSF.com
Contact Phone Number and Email Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway <u>S.228th St.</u>
2. GPS location <u>Lat. 47.3975525, Long. -122.2335878</u>
3. Railroad mile post (nearest tenth) <u>015.187</u>
4. City <u>Kent</u> County <u>King</u>

Section 4 – Current Highway Traffic Information

1. Name of highway S. 228th St.

2. Road authority City of Kent

3. Average annual daily traffic (AADT) 14285

4. Number of lanes 4

5. Roadway speed 40 MPH

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

7. If so, trucks are what percent of total daily traffic? 8%

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

Section 5 – Crossing Traffic Information

1. Name of railroad(s) operating at crossing:

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

5. Type of tracks at crossing Main Line Siding or Spur

6. Number of tracks at crossing 3

7. Average daily train traffic, freight 64 Combined Freight/Pass.
Authorized freight train speed _____ Operated freight train speed _____

8. Average daily train traffic, passenger 64 Combined Freigh/Pass.
Authorized passenger train speed 79M/H Operated passenger train speed 1-79 MPH

Section 6 – Description of Crossing Construction/Reconstruction

1. Describe in detail the reasons for constructing or reconstructing a grade separation at this location (attach additional information sheets to petition as needed):

The grade separation at this location is part of the east/west corridor along S. 228th St. that connects the warehouse/Industrial area at the heart of the Kent Valley to the ports of Seattle, Tacoma, Sea-Tac Airport and I-5. It eliminates one of the hurdles on the corridor to provide a seamless route for freight and commuters through the Kent Valley.

The Kent valley is the second largest warehouse/Industrial center on the west coast. The City of Kent is trisected by two sets of mainline railroad tracks through the City, The Union Pacific and the BNSF. Having a grade separated corridor through the Kent valley is critical for the timely distribution of goods to and from this critical economic hub. The City of Kent only has one other fully grade separated corridor across both sets of mainline tracks.

2. How far is the nearest alternate access across the tracks from the crossing?

The nearest grade separated crossing is at S. 196th St. which is approximately 32 blocks away or about 2 miles.

3. Describe the alternate access route, including distance and driving time:

For a vehicle traveling from the west via the Ports of Seattle, Tacoma, Sea-Tac airport or I-5 that would normally travel along S.228th St. and across a grade separated crossing would alternatively need to travel east along S. 231st Way to S.228th St. then north along West Valley Highway to S. 196th St. then east across both sets of grade separated railroad tracks to 84th Ave. S. then south to S. 228th St. and west. This would reversed for a vehicle traveling westbound. The total driving time would be approximately 30 minutes.

4. If new construction, will the proposed crossing eliminate the need for one or more existing crossings?

Yes No N/A

5. If so, identify the crossing(s) by USDOT number and state the distance and direction from the proposed crossing.

085627W The project is at this crossing.

6. If the grade separation is replacing an existing at-grade crossing, describe what will happen with the existing crossing during construction of the grade separation, as well as what will happen with the crossing surface, signage, and signal equipment once the grade separation is complete.

The existing crossing gates remained in service and functional during construction for construction related traffic. S. 228th St. was closed to through traffic. When the project was completed the BNSF Railroad Company removed the existing crossing arms, concrete surface crossing, signage and signal equipment.

6. Who is responsible for long-term maintenance of the grade separation?

The City of Kent

Section 7 – Illustration of Crossing

Attach a diagram, map, or other illustration showing the location of the railroad and the proposed/existing location of the crossing. If this is a reconstruction, include design-level drawings of the proposed changes to the grade separation.

If this is a new grade separation, include the parcels of private property located on both sides of the proposed crossing for a distance of 500' from the crossing and the name and mailing address of each property owner.

Section 8 – Waiver of Hearing by Respondent


Waiver of Hearing

The undersigned represents the Respondent in this petition to construct a highway-rail grade separation.

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 do not oppose the proposed grade-separated crossing and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 4th day of
June, 20 18.

Megan McIntyre
Printed name of Respondent


Signature of Respondent's Representative

Assistant Director Public Projects
Title

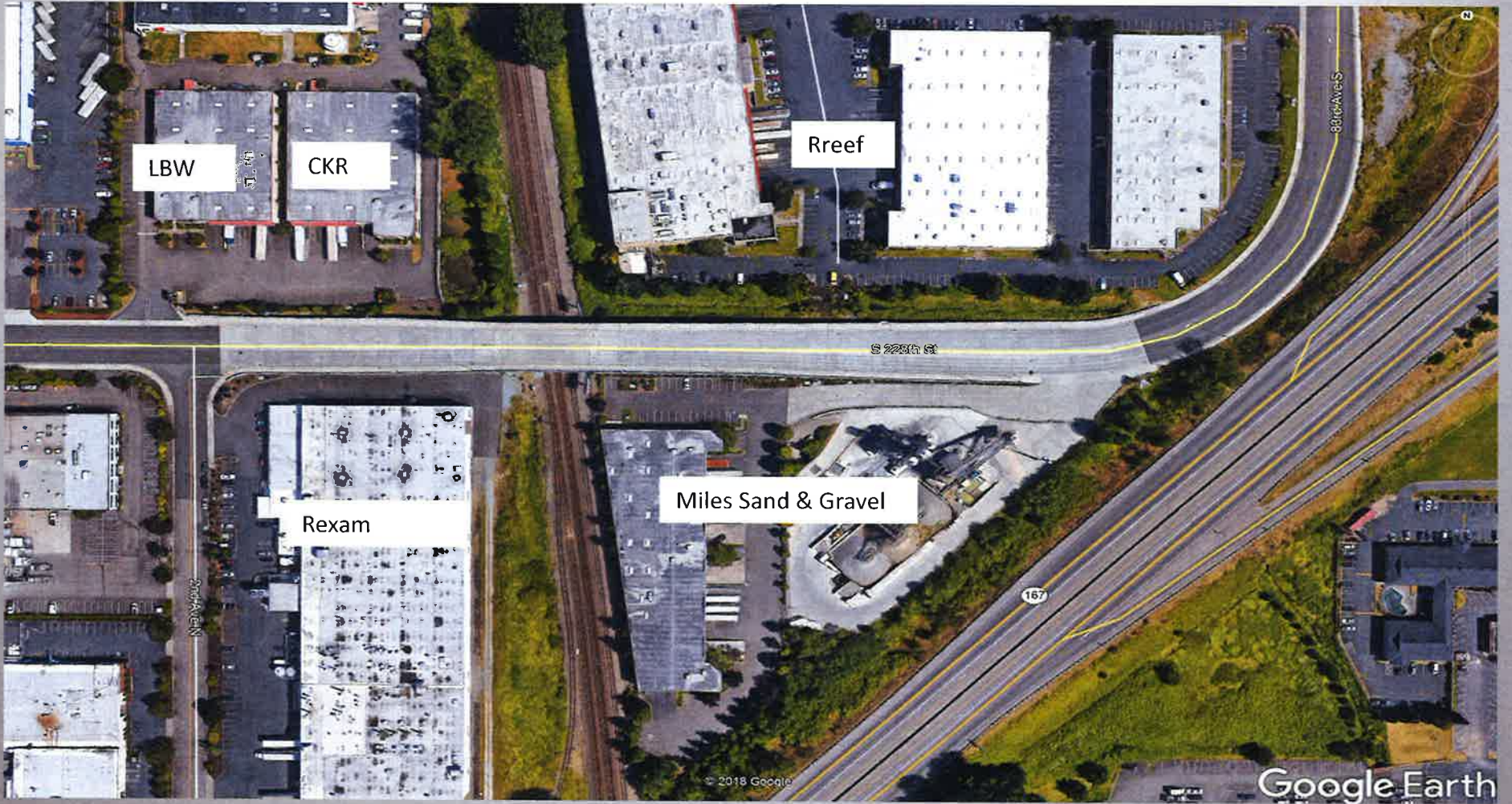
206-625-6413 megan.mcintyre@bnst.com
Phone number and email address

2454 Occidental Ave S #2D

Seattle WA 98134
Mailing address



S. 228th St. BNSF Grade Separation



S. 228th St. BNSF