



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Kent

Petitioner,

vs.

BNSF Railway

Respondent

DOCKET NO. TR-

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

USDOT: 085633A

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 Kent

Petitioner

Signature

400 W. Gowe St

Street Address

Kent, WA 98032

City, State and Zip Code

Same as above

Mailing Address, if different than the street address

Rob Brown

Contact Person Name & Signature

253-856-5571 RBrown@KentWA.gov

Contact Phone Number and Email

*Section 2 – Respondent’s Information*

BNSF Railway
Respondent
605 Puyallup Ave
Street Address
Tacoma, WA 98421
City, State and Zip Code
Same as above
Mailing Address, if different than the street address
Alex Funderburg, Jr
Contact Person Name
206-625-6152 alex.funderburgjr@bnsf.com
Contact Phone Number and Email

*Section 3 – Crossing Location*

1. Existing highway/roadway:	Smith St		
2. Existing railroad:	BNSF Railway		
3. USDOT Crossing No.:	085633A		
4. GPS location:	47.3831567, -122.233089		
5. Railroad mile post (nearest tenth):	16.2		
6. City:	Kent	County:	King

*Section 4 – Highway Information*

1. Name of highway:	Smith St
2. Road authority:	City of Kent
3. Average annual daily traffic (AADT):	17,117
4. Number of lanes:	4
5. Roadway speed:	30 mph
6. Is the crossing part of an established truck route?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7. If so, trucks are what percent of total daily traffic?	4
8. Is the crossing part of an established school bus route?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9. If so, how many school buses travel over the crossing each day?	61
10. Describe any changes to the information in 1 through 7, above, expected within ten years:	<p>Traffic at this crossing is expecting to increase with the construction of a new commuter parking garage near the crossing. Sound Transit is also expected to expand the adjacent Sounder station platform.</p>
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?	<p>Eastbound, to right: 40' Eastbound, to left: &gt;400' Westbound, to right: &gt;400' Westbound, to left: 60'</p>
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:	<p>Eastbound, to right: Future trespass fence Westbound, to left: Future trespass fence</p>

*Section 5 – Railroad Information*

1. Railroad company:

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:

5. Average daily train traffic, freight:

Authorized freight train speed:  Operated freight train speed:

6. Average daily train traffic, passenger:

Authorized passenger train speed:  Operated passenger train speed:

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

## ***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.

Current warning devices consist of:

- \* R15-1 Crossbuck and R15-2P Number of Tracks signs
- \* W10-1 Grade Crossing Advanced Warning signs on Smith St
- \* W10-2 Grade Crossing and Intersection Advanced Warning signs on Railroad Ave N
- \* R8-8 Do Not Stop On Tracks signs on both sides of the crossing
- \* Primary and supplemental I-13 Emergency Notifications Signs
- \* Grade Crossing Pavement Markings on Smith St
- \* Stop Lines for crossing
- \* Two-quadrant automatic gates for Smith St
- \* Pedestrian "scissor" gates in the northeast and southwest quadrants
- \* Automatic mast and overhead LED flashing lights for Smith St
- \* Additional flashing lights for Southbound 1st Ave N and northbound Railroad Ave N
- \* Pedestrian bells
- \* Constant warning time detection
- \* Mountable median curb with pylons on both sides of crossing

## ***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 crossing modifications include:

- \* Relocate the crossing Stop Lines per the MUTCD
- \* Relocate Grade Crossing Pavement Markings east of the crossing.
- \* Install LED edge flashing R8-8 No Not Stop On Tracks and R3-4 No U-Turn signs for eastbound and westbound Smith St in the northeast and southwest quadrants
- \* Install double-sided R15-8 Look signs in all four quadrants
- \* Remove existing mountable curb with pylons and install a 1.0-foot wide, seven-inch tall non-traversable on both sides of the crossing
- \* Extend sidewalks and install ADA-compliant detectable warning surfaces in the northwest quadrants
- \* Install ADA-compliant detectable warning surfaces on existing sidewalks northeast, southwest, and southeast quadrants.
- \* Remove portion of existing sidewalk at crossing devices and install decorative non-walkable surface in southwest quadrant.
- \* Remove pedestrian "scissor" gate in the northeast quadrant and extend fixed platform railing.

***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 – Description of Public Safety Need***

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

Public safety at this crossing will be improved by the installation of improved existing warning signs, installing additional warning signs, relocating pavement markings, making pedestrian improvements at the crossing, and installing a non-traversable median between directions of vehicle traffic on both sides of the crossing.

The pedestrian "scissor" gate in the northwest quadrant is proposed to be removed and the pedestrian platform railing extended to the Smith St sidewalk. The northern sidewalk for Smith St is located on the street side of the gate mast. Sidewalk traffic is controlled by the road gate. The pedestrian gate controls pedestrians using a shortcut path between the track and the pedestrian platform behind the gate mast. This pedestrian shortcut path is only blocked when the crossing gates are down. Removing this gate and extending the pedestrian platform railing to the Smith St sidewalk will improve crossing safety by permanently closing the pedestrian shortcut path between the track and the pedestrian platform. Please see the detail on the attached plan sheet.

***Section 10 – 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)

The approximate cost of the proposed changes to the warning devices is \$189,000

***Section 11 – Approximate Cost of Annual Maintenance***

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

The approximate average annual cost of maintenance for the signs and pavement markings at this crossing is \$4,100. The City of Kent will be responsible for the costs of maintaining the signs and pavement markings at this crossing with the exception of the Crossbuck (R15-1), number of tracks (R15-2P), and the Emergency Notification Signs (I-13) installed by BNSF.

*Section 12 – 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 13 – 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 agree the warning devices should be modified and consent to a decision by the commission without a hearing.

Dated at  , Washington, on the 6 day of  .

Printed name of Respondent



Signature of Respondent's Representative

Title

Phone Number

Email Address

Mailing address



**Checklist prior to submitting petition:**

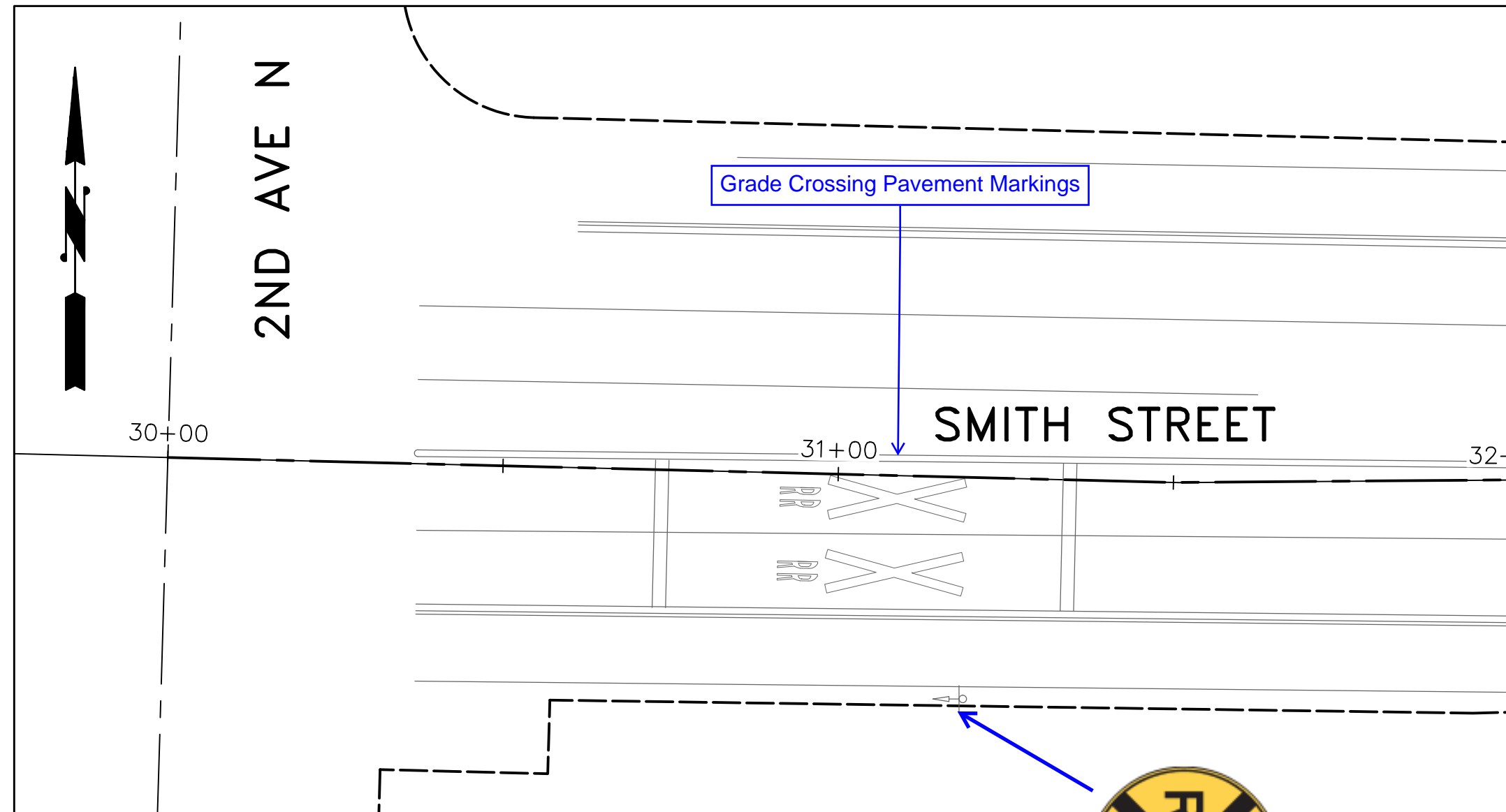
- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 12 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Waiver of Hearing (Section 13). *If respondent fails to sign Waiver, advise UTC staff upon submission.*
- ✓ Attach copies of:
  - Illustration of crossing (described in Section 8).
  - 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](mailto:records@utc.wa.gov).

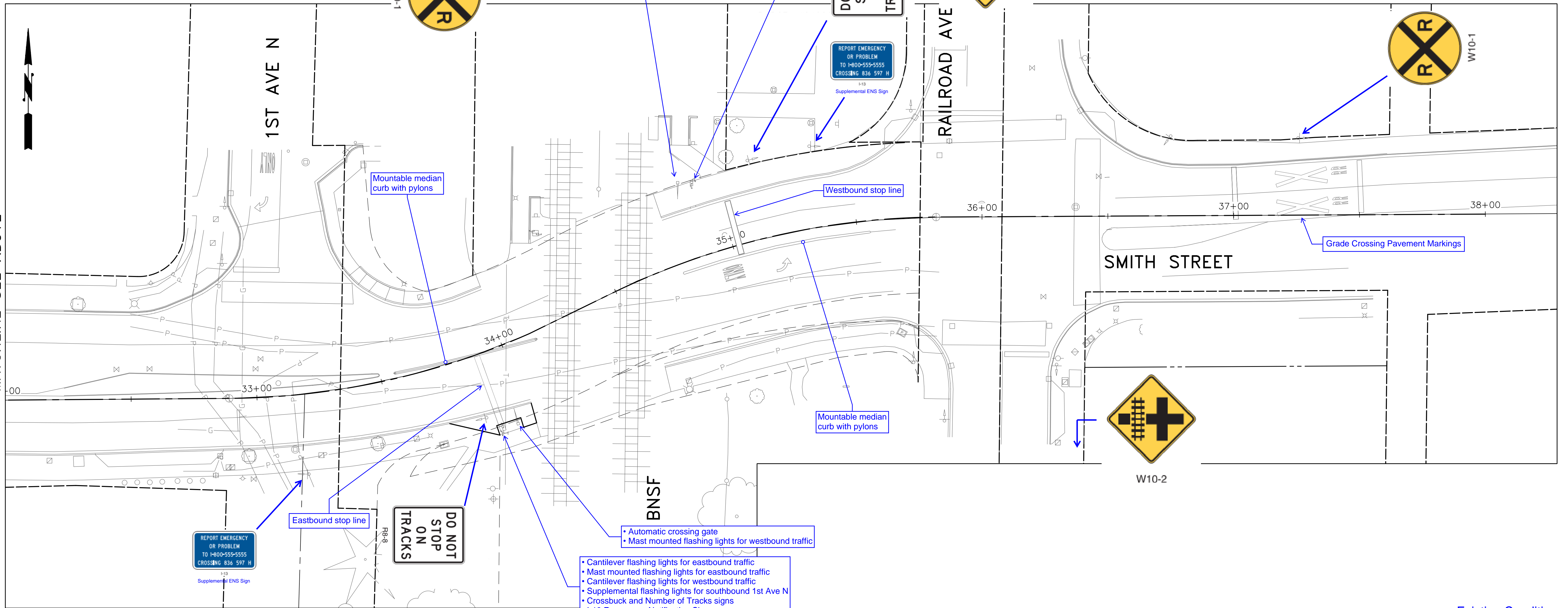
---

**Questions:** For questions, please contact:

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



MATCHLINE SEE BELOW



MATCHLINE SEE ABOVE

- Automatic crossing gate
- Mast mounted flashing lights for eastbound traffic

- Cantilever flashing lights for westbound traffic
- Mast mounted flashing lights for westbound traffic
- Cantilever flashing lights for eastbound traffic
- Supplemental flashing lights for northbound Railroad Ave N
- Crossbuck and Number of Tracks signs
- I-13 Emergency Notification Sign

DO NOT STOP ON TRACKS

REPORT EMERGENCY OR PROBLEM TO 1-800-555-5555 CROSSING 836 597 H

Westbound stop line

Mountable median curb with pylons

- Automatic crossing gate
- Mast mounted flashing lights for westbound traffic

- Cantilever flashing lights for eastbound traffic
- Mast mounted flashing lights for eastbound traffic
- Cantilever flashing lights for westbound traffic
- Supplemental flashing lights for southbound 1st Ave N
- Crossbuck and Number of Tracks signs
- I-13 Emergency Notification Sign

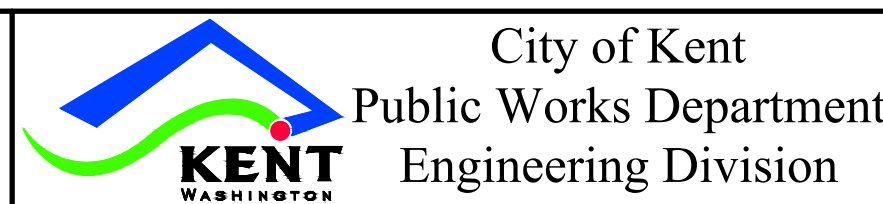
Eastbound stop line

REPORT EMERGENCY OR PROBLEM TO 1-800-555-5555 CROSSING 836 597 H

Existing Conditions

DESIGNED: BRAA	CHECKED: DNH	KENT PROJECT NO. 23-3028	SCALE: 1"=20'
DRAWN: BRAA	PROJECT ENGR: TJH	CONST. MGMT. REVIEW	HORIZ: -
APPROVED:	CITY ENGINEER	DATE	VERT: -

BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY



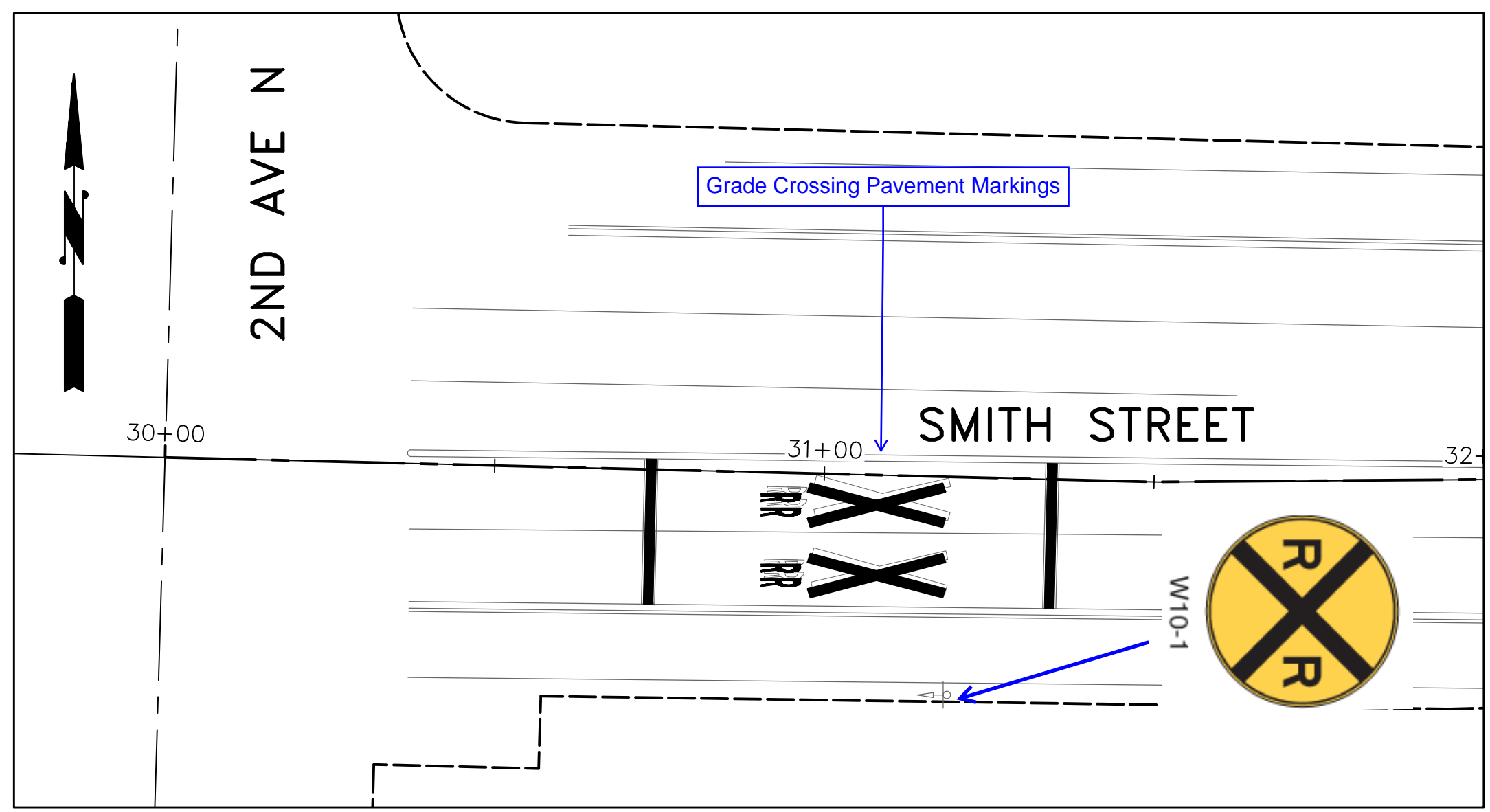
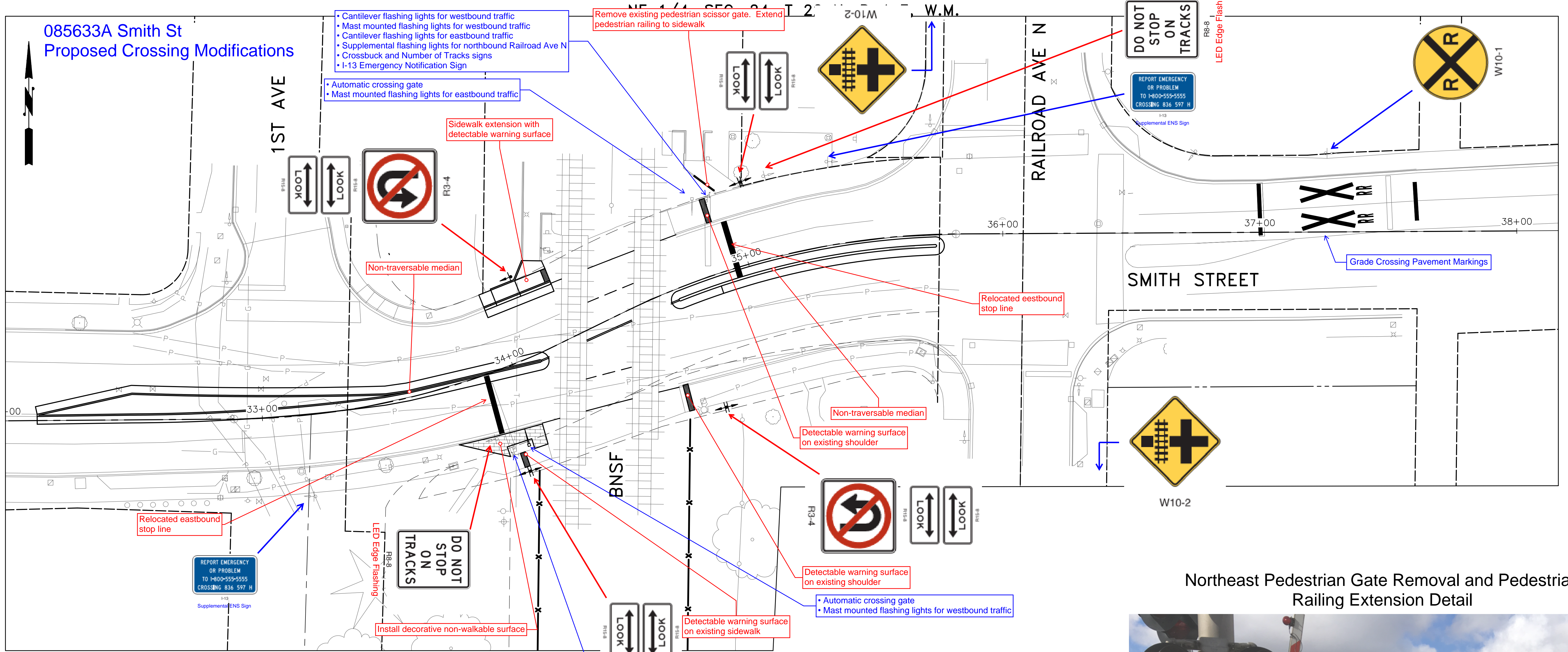
**SMITH STREET EXISTING CONDITIONS**

**BNSF RAILROAD QUIET ZONE**

SHEET 5 OF 14
FILE NO. BNSF_Smith_St_Demo Plan

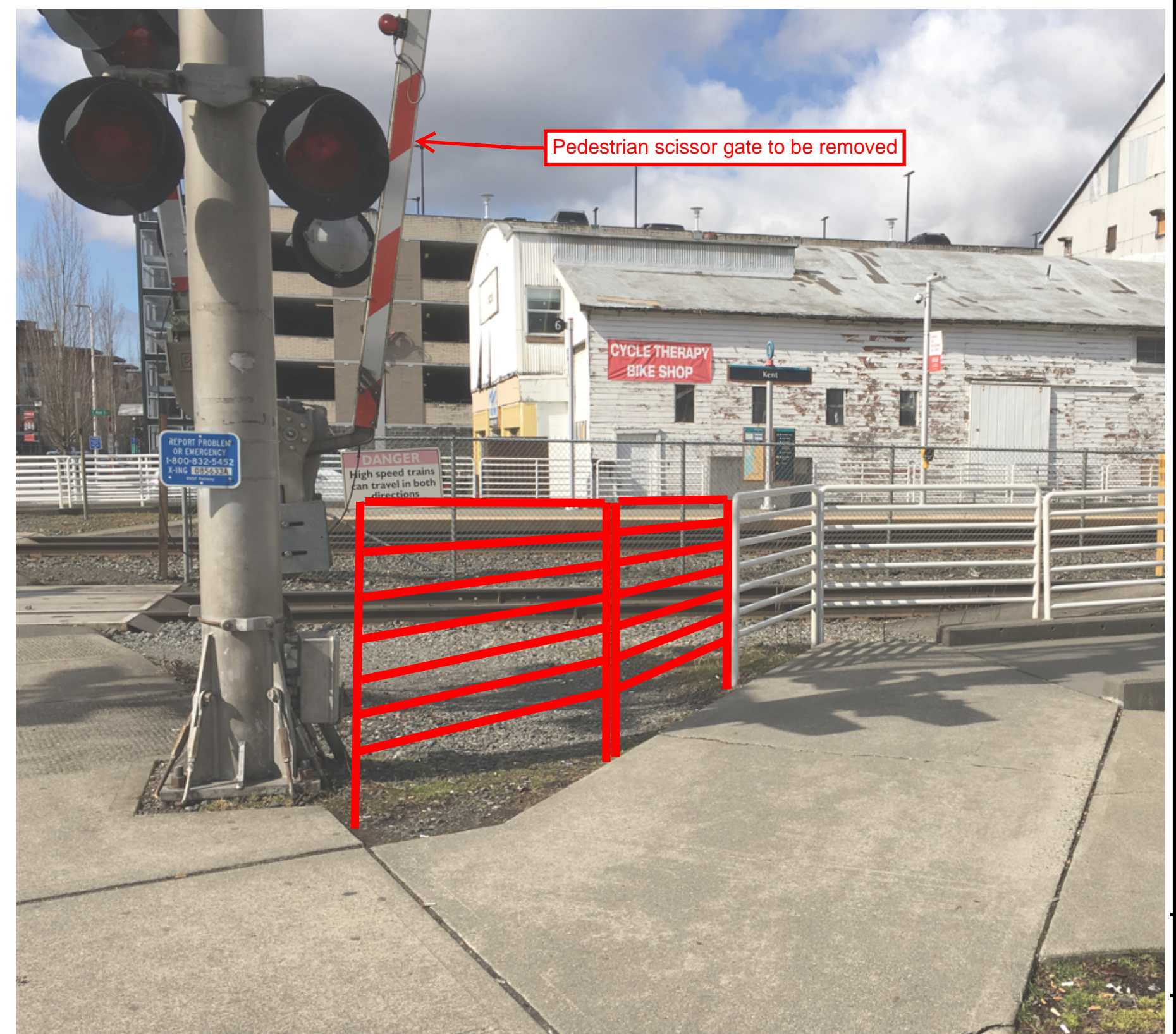
**085633A Smith St  
Proposed Crossing Modifications**

MATCHLINE SEE BELOW



MATCHLINE SEE ABOVE

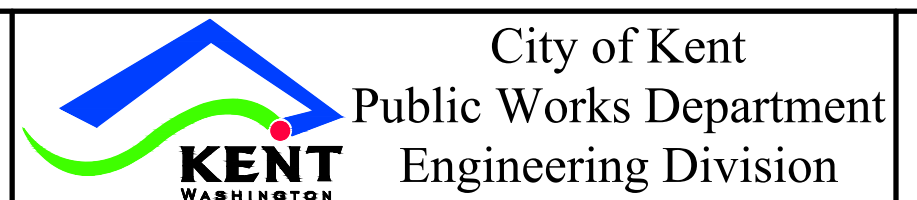
**Northeast Pedestrian Gate Removal and Pedestrian Railing Extension Detail**



— Existing Conditions  
— Proposed Modifications

DESIGNED: BRAA	CHECKED: DNH	KENT PROJECT NO. 23-3028	SCALE: 1"=20'
DRAWN: BRAA	PROJECT ENGR: TJH	CONST. MGMT. REVIEW	HORIZ: —
APPROVED: _____	CITY ENGINEER	DATE	VERT: —

BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY



**SMITH STREET  
CONSTRUCTION PLAN**