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: 085639R

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

Mar 24, 2023
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: Titus St
2. Existing railroad: BNSF Railway
3. USDOT Crossing No.: 085639R
4. GPS location: 47.3797750, -122.233030
5. Railroad mile post (nearest tenth): 16.4
6. City: Kent County: King

Section 4 – Highway Information

1. Name of highway: Titus St

2. Road authority: City of Kent

3. Average annual daily traffic (AADT): 1,933

4. Number of lanes: 2

5. Roadway speed: 25 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. 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? 1

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

No changes beyond background growth are expected within the next 10 years

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?

Eastbound, to right: >400'
Eastbound, to left: 100'
Westbound, to right: 50'
Westbound, to left: 80'

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:

Eastbound, to left: Future trespass fence
Westbound, to right: Existing property fence
Westbound, to left: Future trespass fence

Section 5 – Railroad Information

1. Railroad company: BNSF Railway

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 mainline, 1 spur

5. Average daily train traffic, freight: 23 freight

Authorized freight train speed: 60 Operated freight train speed: 60

6. Average daily train traffic, passenger: 8 AMTRAK + 26 ST = 34 passenger

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

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

Amtrak will increase to 12 trains per day by end of 2023.

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 Titus St
* W10-2 Grade Crossing and Intersection Advanced Warning signs on 1st Ave S and Railroad Ave S
* Primary and supplemental I-13 Emergency Notifications Signs
* Grade Crossing Pavement Markings on Titus St
* Stop Lines for crossing
* Two-quadrant automatic gates for Titus St
* Automatic mast flashing incandescent lights for Titus St
* 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
* Install LED edge flashing R8-8 No Not Stop On Tracks and R3-4 No U-Turn signs for eastbound and westbound Titus St in the northeast and southwest quadrants
* Install R8-10a Stop Here When Flashing sign at westbound stop line
* Install double-sided R15-8 Look signs in all four quadrants
* Remove existing mountable curb with pylons and install a two-foot wide, seven-inch tall non-traversable on both sides of the crossing
* Install roadway channelization to narrow lanes to 12' and seven-foot shoulders.
* Install ADA-compliant detectable warning surfaces on the existing shoulders in the northeast and southeast quadrants
* Reconstruct existing sidewalks and install ADA-compliant detectable warning surfaces in the northwest and southwest quadrants
* Install an ADA-compliant detectable warning surfaces on existing shoulders between eastern mainline track and industrial spur
*Upgrade BNSF signals to LED

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 non-traversable medians between directions of vehicle traffic on both sides of the crossing.

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 $216,000. The approximate cost to upgrade the the flashing lights is $13,587.

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 $4,300 per year. 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) I**f 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

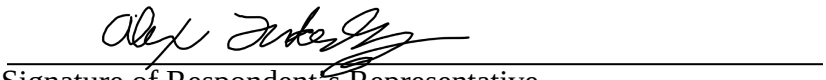
The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning devices at the following crossing.

USDOT Crossing No. 08639R

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 Tacoma, Washington, on the 6 day of April, 2023.

Alex Funderburg, Jr
Printed name of Respondent


Signature of Respondent's Representative

Manager of Public Projects (WA, OR, BC)
Title

206-625-6152
Phone Number

alex.funderburgjr@bnsf.com
Email Address

605 Puyallup Ave
Tacoma, WA, 98421
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.

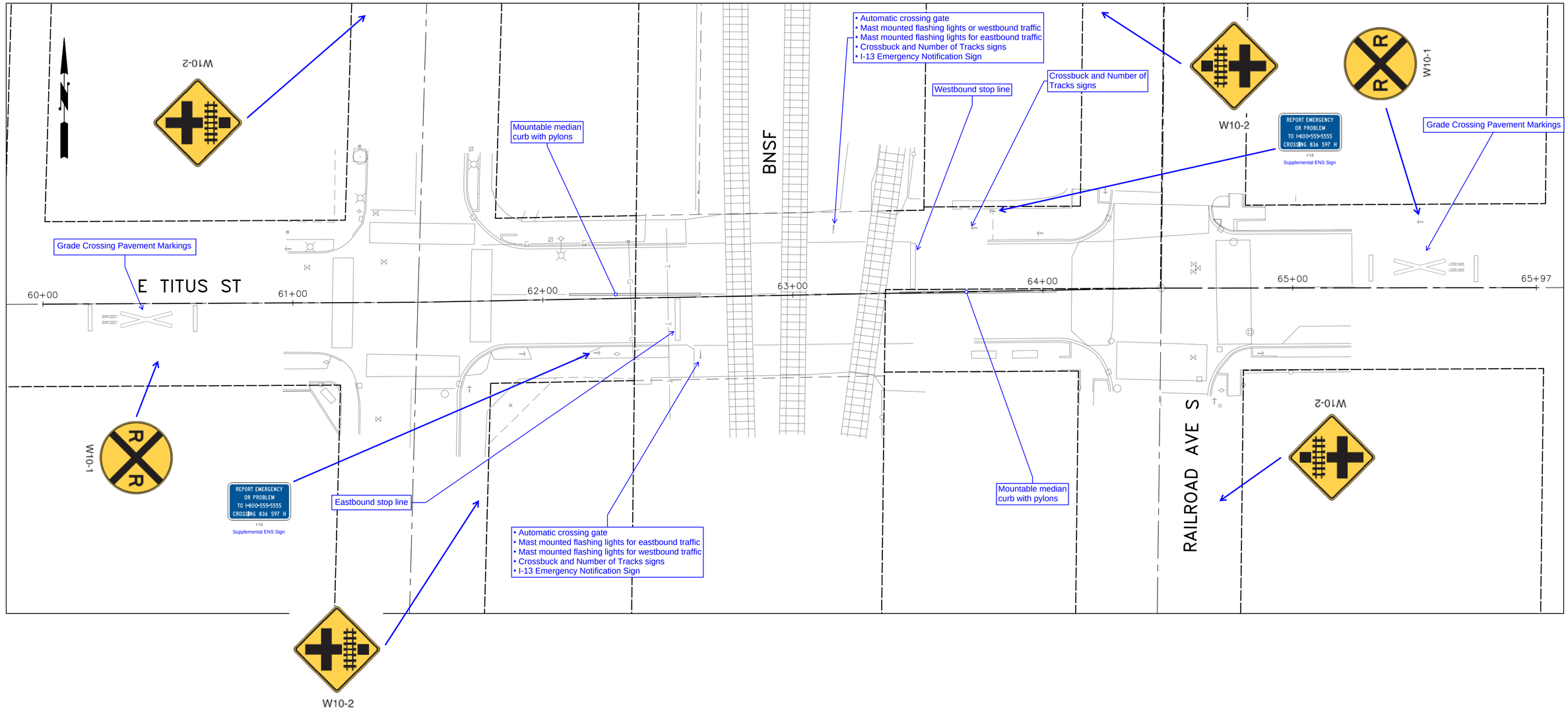
Submitting the petition: To officially file the petition, send the petition form and supporting documents to records@utc.wa.gov.

Questions: For questions, please contact:

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

085639R Titus St
Existing Conditions

NE 1/4, SEC. 24, T 22 N, R 4 E, W.M.



Existing Conditions

NO.	REVISION	BY	DATE

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

BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY
0" 1"

City of Kent
Public Works Department
Engineering Division

E TITUS ST
EXISTING CONDITIONS

BNSF RAILROAD QUIET ZONE

SHEET 11 OF 14
FILE NO. BNSF_Titus_Demo Plan

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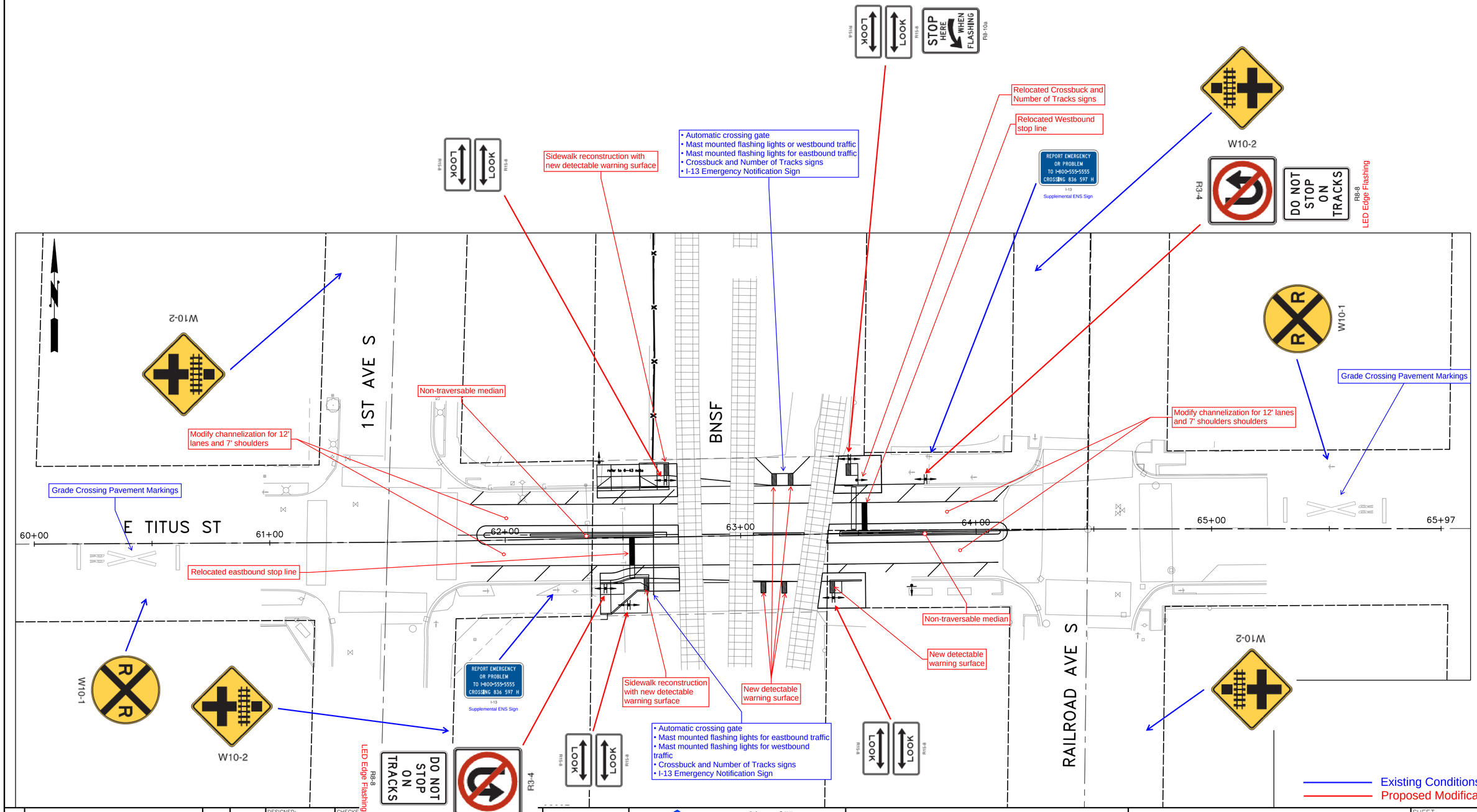
085639R Titus St
Proposed Crossing Modifications

NE 1/4, SEC. 24, T 22 N, R 4 E, W.M.



NO.	REVISION	BY	DATE

DESIGNED: BRAA
DRAWN: BRAA
APPROVED: _____ CITY ENGINEER
CHECKED: BRAA
PROJECT ENGR: TJH
CONST. MGMT. REVIEW
DATE
23-3028
HORIZ: 1"=20'
VERT: –
BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY
0" 1"

City of Kent
Public Works Department
Engineering Division

E TITUS ST CONSTRUCTION PLAN

BNSF RAILROAD QUIET ZONE

SHEET 12 OF 14

FILE NO. BNSF_Titus_Intersection Plan

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