



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: 085642Y

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:	S 259th St		
2. Existing railroad:	BNSF Railway		
3. USDOT Crossing No.:	085642Y		
4. GPS location:	47.3700634, -122.232908		
5. Railroad mile post (nearest tenth):	17.1		
6. City:	Kent	County:	King

Section 4 – Highway Information

1. Name of highway:	S 259th St
2. Road authority:	City of Kent
3. Average annual daily traffic (AADT):	2,794
4. Number of lanes:	2
5. Roadway speed:	25 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?	6%
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?	6
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: >400' Westbound, to right: >400' Westbound, to left: >400'
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:	

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 S 259th St
- * W10-2 Grade Crossing and Intersection Advanced Warning signs on 1st Ave S and 80th Ave S
- * Primary and supplemental I-13 Emergency Notifications Signs
- * Grade Crossing Pavement Markings on S 259th St
- * Stop Lines for crossing
- * Two-quadrant automatic gates for S 259th St
- * Automatic mast and overhead incandescent flashing lights for S 259th St and 1st Ave S
- * Pedestrian bells
- * Constant warning time detection

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 Grade Crossing Pavement Markings
- * Relocate the crossing Stop Lines per the MUTCD
- * Install LED edge flashing R8-8 No Not Stop On Tracks signs for eastbound and westbound S 259th St in the northeast and southwest quadrants
- * Install double-sided R15-8 Look signs in all four quadrants
- * Install a two-foot wide, seven-inch tall non-traversable from the crossing to the east on S 259th St
- * Install an ADA-compliant detectable warning surface on the existing shoulder in the northwest quadrant
- * Reconstruct the shoulder and install an ADA-compliant detectable warning surface on the existing shoulder in the northeast quadrant
- * Upgrade all 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 a non-traversable median between directions of vehicle traffic on the east side 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 \$67,000. The approximate cost to upgrade the the flashing lights is \$19,448.

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 \$3,500 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) **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

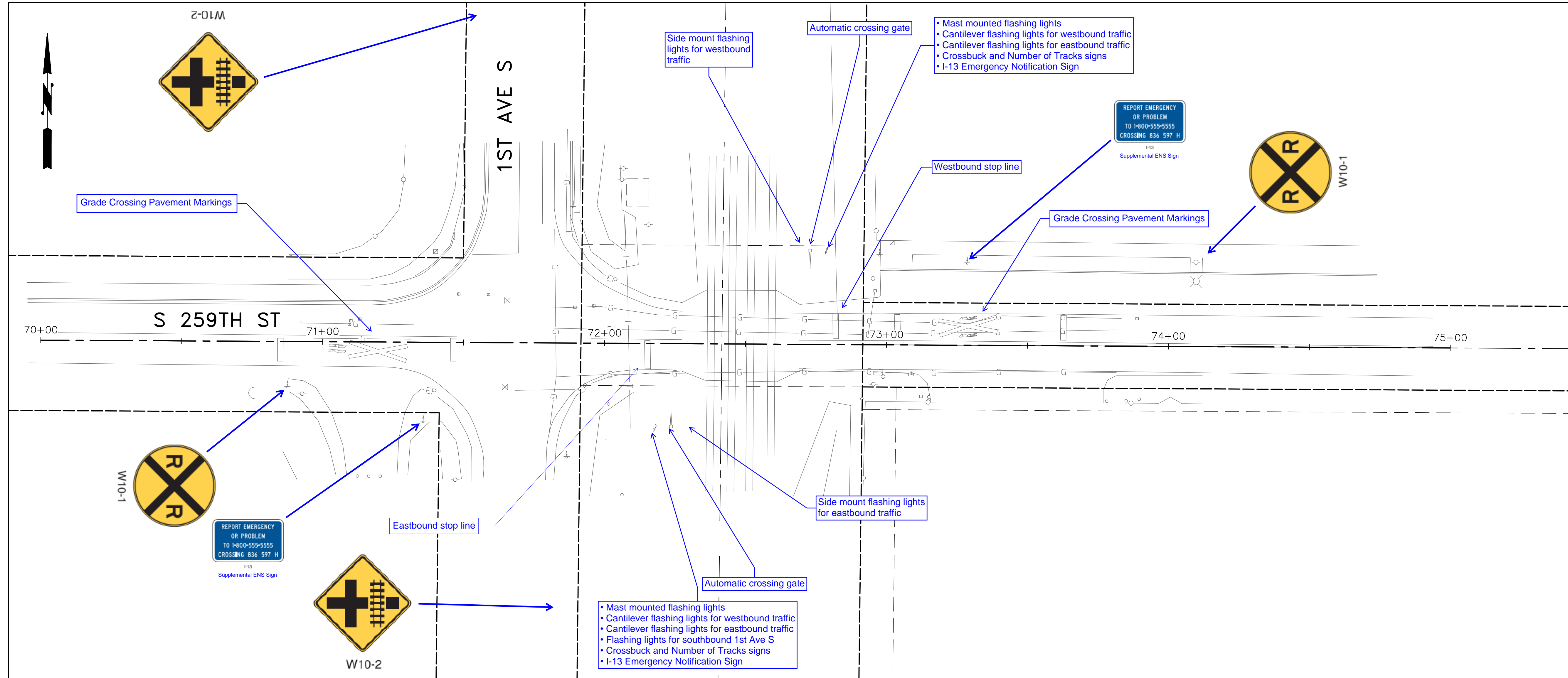
Checklist prior to submitting petition:

- ✓ 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.

Questions: For questions, please contact:

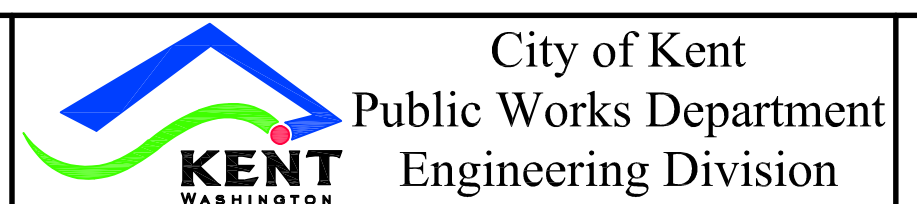
<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Betty Young Rail Safety Program Advisor betty.young@utc.wa.gov (360) 292-5470</p>
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Existing Conditions

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: -

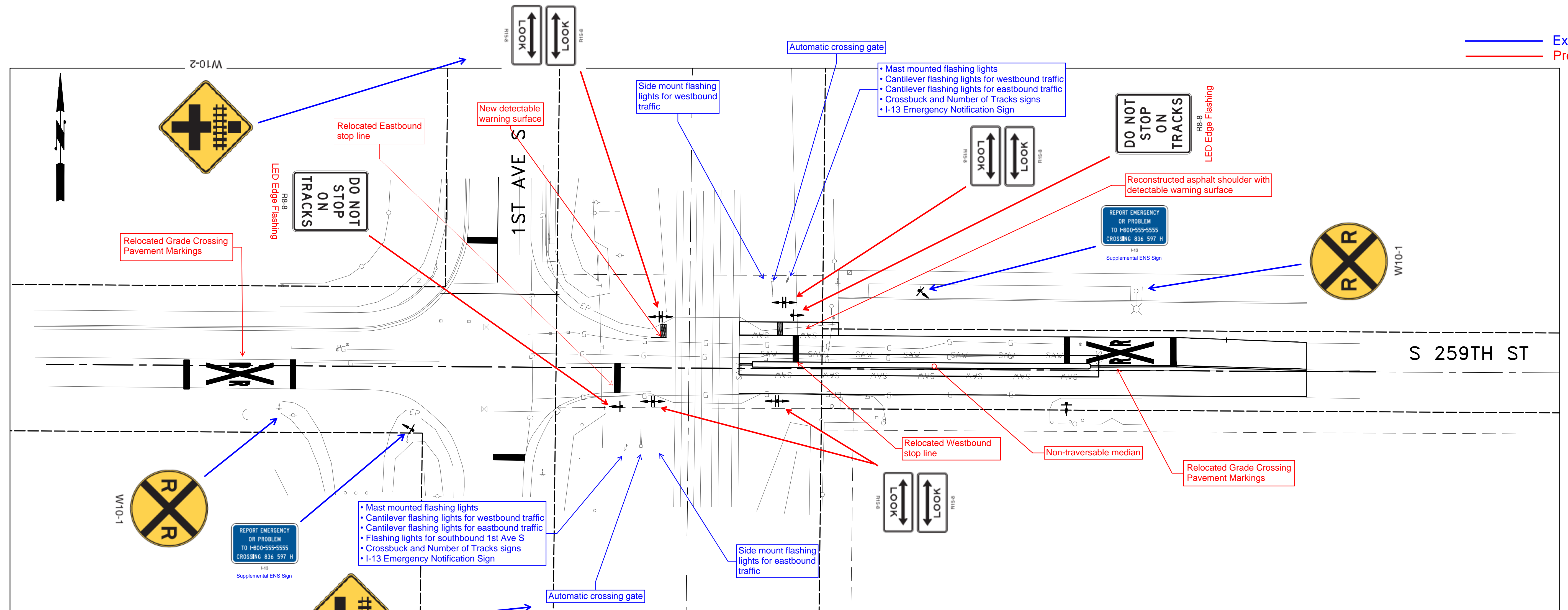
BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY



**S 259TH ST
EXISTING CONDITIONS**

BNSF RAILROAD QUIET ZONE

SHEET	13 OF 14
FILE NO:	BNSF_259th_Demo_Plan

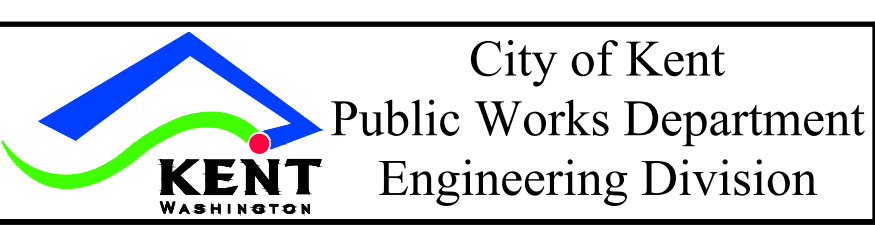


Existing Conditions
Proposed Modifications

NO.	REVISION	BY	DATE	DES
				DR
				APP

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

BAR IS ONE INCH ON ORIGINAL DRAWING ADJUST SCALES ACCORDINGLY



S 259TH ST CONSTRUCTION PLAN

BNSF RAILROAD QUIET ZONE

SHEET 14 OF 14
FILE NO. BNSF_259th_Intersection Plan