LITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Renton Petitioner, vs. BNSF Railway Respondent	)	DOCKET NO. TR- 090913 PETITION FOR MODIFICATION OF HIGHWAY-RAIL GRADE CROSSING WARNING SIGNALS USDOT NO.: 101367A UTC NO.: 4C3.90 LOCATION: Boeing Access Road (now Lowe's) Renton, Washington

The Petitioner asks the Washington Utilities and Transportation Commission to approve modification of a highway-rail grade crossing.

Section 1 – Petitioner's Information

CITY OF RENTON
Petitioner

1055 S. GRADY WAY
Street Address

RENTON WASHINGTON 98057
City, State and Zip Code

same
Mailing Address, if different than the street address

Kayren Kittrick, Development Engineering Supervisor
Contact Person Name

425-430-7299 kkittrick@rentonwa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

BNSF Railway Company
Respondent

Street Address

City, State and Zip Code

Mailing Address, if different than the street address

Todd Kuhn, Manager Public Projects
Contact Person Name

206-625-6146 todd.kuhn@bnsf.com
Contact Phone Number and E-mail Address

Section 3 – Crossing Location

1. Existing highway/roadway Boeing Access Road now Lowe's Access Road

2. Existing railroad BNSF Railway

3. Location of the crossing planned for modification:
   Located in the____ 1/4 of the NW 1/4 of Sec. 8 , Twp. 23 N , Range 5 E W.M.

4. GPS location, if known

5. Railroad mile post (nearest tenth) 3.9

6. City Renton County King

Section 4 – Crossing Information

1. Railroad company BNSF Railway Company

2. Type of railroad at crossing **X Common Carrier** ☐ Logging ☐ Industrial

   ☐ Passenger ☐ Excursion

3. Type of tracks at crossing **X Main Line** ☐ Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight <1 (two per week on average at this time)

   Authorized freight train speed 25 mph Operated freight train speed

6. Average daily train traffic, passenger 0

   Authorized passenger train speed n/a Operated passenger train speed n/a

7. Will the reconstructed crossing eliminate the need for one or more existing crossings?
   Yes ____ No X

8. If so, state the distance and direction from the reconstructed crossing.

   _____

   _____

   _____

9. Does the petitioner propose to close any existing crossings?
   Yes ____ No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No __X__

2. If so, describe the purpose of the crossing and the estimated time it will be needed

_____

_____

_____

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No ____

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Boeing Access Road (now Lowe's truck entrance)

2. Roadway classification Access

3. Road authority City of Renton

4. Average annual daily traffic (AADT) <8 (25 per week)

5. Number of lanes 2 (in/out)

6. Roadway speed 25 mph

7. Is the crossing part of an established truck route? Yes X No _____

8. If so, trucks are what percent of total daily traffic? 100%

9. Is the crossing part of an established school bus route? Yes _____ No X

10. If so, how many school buses travel over the crossing each day? n/a

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
None

_____

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the crossing planned for modification? Yes ____ No X

2. If a safer location exists, explain why the crossing should not be relocated to that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?
Yes X No ____

4. If a barrier exists, describe:
- ♦ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ♦ How the barrier can be removed.
- ♦ How the petitioner or another party can mitigate the hazard caused by the barrier.

From the south approach northbound, sight distance is limited by a hillside and pillars from the I-405 freeway overpass ramp. Sight distance from this approach is estimated at lf. From the north approach southbound, sight distance is approximately 1200 lf with no visual obstructions. This formerly one way ingress was changed to a two way access as part of the construction of the Lowe's store and safety considerations are currently mitigated by a stop sign and bar installed on the southwest side with a flagger provided for all outbound truck traffic. In-bound traffic is controlled by the existing flashing signal with arm since it was installed in 1992.

5. Is it feasible to construct an over-crossing or under-crossing as an alternative to an at-grade crossing?
Yes ____ No X

6. If an over-crossing or under-crossing is not feasible, explain why.

Location is very near highway overpass, very short access point from Houser Way to property.

7. Does the railway line, at any point in the vicinity of the crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes ____ No X

8. If such a location exists, state:

- ♦ The distance and direction from the crossing planned for modification.
- ♦ The approximate cost of construction.
- ♦ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the crossing planned for modification?

Yes ____ No X

10. If a crossing exists, state:

- ♦ The distance and direction from the crossing planned for modification.
- ♦ Whether it is feasible to divert traffic from the crossing planned for modification to the crossing located in the vicinity.

This is the only crossing in the area, has been serving the property since at least 1992 when existing improvements were installed.

Section 8 – Sight Distance

1. What is the sight distance in each quadrant at the crossing planned for modification?
   NW quadrant: 40 lf
   NE quadrant: 300 lf
   SW quadrant: 1200 lf
   SE quadrant: 1200 lf

2. Will the reconstructed crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?
   Yes X No ____

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?
   Yes X No ____

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

_____

_____

_____

_____

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ♦ The vicinity of the crossing planned for modification.
- ♦ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ♦ Percent of grade.
- ♦ Obstructions of view as described in Section 7 or identified in Section 8.
- ♦ Traffic control layout showing the location of existing and proposed signage.

Section 10 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the reconstructed crossing, including a cost estimate for each.

Per the Diagnostic Committee meeting in 1/2007:

Based on the 2007 use of two trains per day as well as a passenger dinner train three times a week and the proposed number of delivery trips to the Lowe's store the following recommendations for modification were made:

Install a railroad-crossing signal with flashing lights and no gate on the southwest side of the track.

Remove the crossing arm on the existing crossing signal on the northeast side of the track.

The latest estimate provided by BNSF in July 2009 was for signal improvements with flashing lights for $67,205. BNSF is also offering partnership in the project and is willing to pay for the difference in costs to bring both signals up to current standards with arms and flashing lights on both sides. The total estimated cost for full installation is $82,401 with BNSF contributing $15,196.00.

2. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes X No ____

The improvements for this crossing are necessitated due to the location and development of the Lowe's store. All costs associated with the modification of this crossing up to the agreed limits as described are the responsibility of the developer and will be administered through the City of Renton.

Section 11 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from reconstructing the crossing as proposed.

The additional signal and arm on the southwest side of the track will allow safe accommodation of truck delivery traffic to the Lowe's store located on the parcel this access serves. Fewer trucks on Garden Avenue will increase the public motoring safety within the commercial development and provides separate safe ingress/egress for trucks no matter what time of day they arrive or depart.

It is always possible that train deliveries to Boeing will increase as orders for planes are fulfilled within the next ten years. The proposed improvements will provide safe operation for everyone involved at a level commensurate with its uses, now and in the future.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to reconstruct a highway-railroad grade crossing.

We have investigated the conditions at the crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that the crossing be reconstructed and consent to a decision by the commission without a hearing.

Dated at Seattle, Washington, on the 4th day of September, 2009.

Todd M. Kuhn
Printed name of Respondent

Todd M. Kuhn
Signature of Respondent's Representative

Manager Public Projects
Title

206-625-6146 todd.kuhn@bnsf.com
Phone number and e-mail address

2454 Occidental Ave S Suite 1A

Seattle, WA 98134
Mailing address

***** MAINTAIN PROPRIETARY CONFIDENTIALITY *****

BNSF RAILWAY COMPANY
FHPM ESTIMATE FOR
STATE OF WASHINGTON

LOCATION RENTON TO MP 4.4 | DETAILS OF ESTIMATE | PLAN ITEM : PSI101367A | VERSION : 2

PURPOSE, JUSTIFICATION AND DESCRIPTION

INSTALL FLASHER WITH GATES AT BOEING ACCESS RD IN RENTON, WA. NORTHWEST DIV., WOODINVILLE SUBDIV., L/S 0405, M.P. 3.9, DOT # 101367A.
MONTHLY POWER UTILITY COST CENTER : 61504

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTIVE PACKAGES USED FOR ESTIMATING PURPOSE ONLY.
THEY CAN BE EXPECTED TO CHANGE AFTER THE ENGINEERING PROCESS, DETAILED AND ACCURATE MATERIAL LISTS WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED.
CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.
THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

********** SIGNAL WORK ONLY **********

THE CITY OF RENTON IS FUNDING THIS PROJECT 100%.

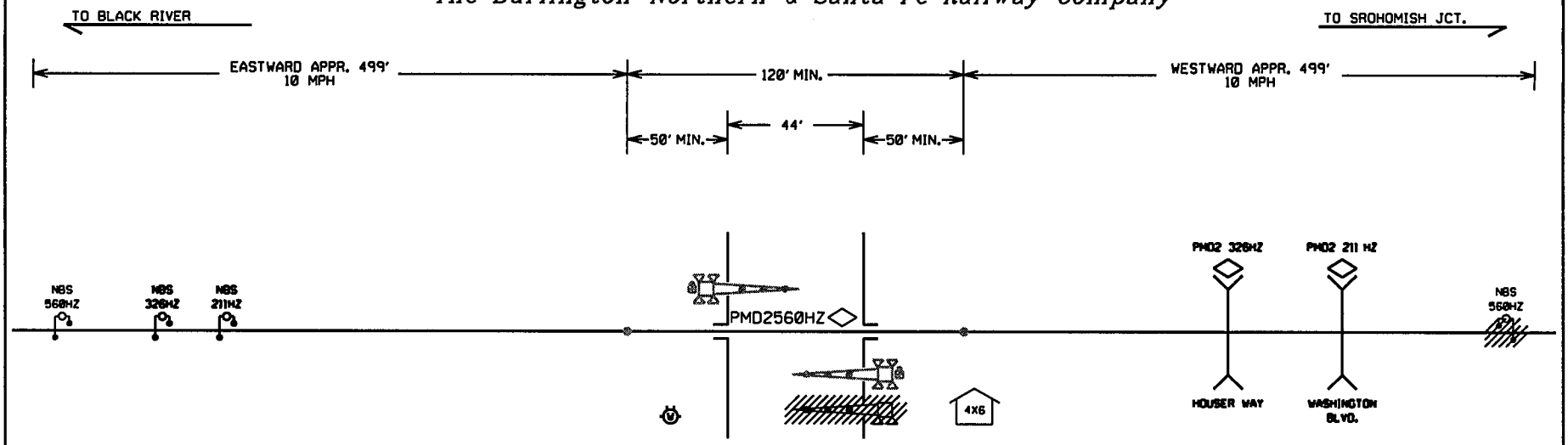
MAINTAIN PROPRIETARY CONFIDENTIALITY.

REVISED TO NEW PRICING LIST 09/04/03

DESCRIPTION	QUANTITY	U/M		COST	TOTAL $
**********					
LABOR					
**********					
SIGNAL FIELD LABOR - CAP	400.0	MH		10,424	
PAYROLL ASSOCIATED COSTS				7,179	
EQUIPMENT EXPENSES				3,247	
DA LABOR OVERHEADS				11,201	
INSURANCE EXPENSES				1,640	
TOTAL LABOR COST				33,691	33,691
**********					
MATERIAL					
**********					
CABLE	1.0	EA	N	3,096	
CONDUIT, PVC 4", SCH 80	100.0	FT	N	390	
FIELD MATERIAL	1.0	LS	N	4,073	
FOUNDATION	2.0	EA	N	1,010	
GATE KEEPER	2.0	EA	N	3,722	
GATE MECH.	2.0	EA	N	15,070	
LAMP RESISTOR	1.0	EA	N	792	
LED LIGHT ADJUSTMENT	8.0	EA	N	1,928	
LED LIGHT GATE KIT	2.0	EA	N	784	
LIGHT OUT DETECTOR	1.0	EA	N	891	
USE TAX				2,661	
OFFLINE TRANSPORTATION				311	
TOTAL MATERIAL COST				34,728	34,728
**********					
OTHER					
**********					
CONTRACT ENGR.	1.0	EA	N	5,000	
FILL DIRT	20.0	CY	N	500	
SURFACE ROCK	10.0	CY	N	250	
TOTAL OTHER ITEMS COST				5,750	5,750
PROJECT SUBTOTAL					74,169
CONTINGENCIES					7,416
BILL PREPARATION FEE					816
GROSS PROJECT COST					82,401

LESS COST PAID BY BNSF	0
TOTAL BILLABLE COST	82,401

The Burlington Northern & Santa Fe Railway Company



BOEING ACCESS RD.

DOT * 101 367 A

INSTALL: GATES & FLASHERS

CONTROL DEVICES: NONE

BOLD - IN

▨ - OUT

SALVAGE: NONE

- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROLL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:
Clearance to C.L. Track = Min. 12'
Edge of Road to C.L. Foundation:
Min. 4'3" with curb.
Min. 8'3" without curb.
Max. 12'
House Clearance: 25' Min. to Near Rail
30' Min. to Edge of Road
ALL LIGHTS TO BE LED

BNSF RAILWAY CO.

(LOCATION) RENTON, WA
(STREET) BOEING ACCESS RD..
LS: 0405
M.P. 3.9
DOT * 101-367-A
DIVISION: NORTHWEST
SUBDIVISION: WOODINVILLE
KANSAS CITY
NO SCALE
DATE: 07/22/2009
FILE: 0405003_90.dgn
DDF/DDF

0405003_90.dgn 7/22/2009 3:38:07 PM

***** MAINTAIN PROPRIETARY CONFIDENTIALITY *****

BNSF RAILWAY COMPANY
FHPM ESTIMATE FOR

LOCATION RENTON TO MP 4.4 | DETAILS OF ESTIMATE | PLAN ITEM : PSI101367A | VERSION : 3

PURPOSE, JUSTIFICATION AND DESCRIPTION

INSTALL FLASHERS ONLY AT BOEING ACCESS RD IN RENTON, WA. NORTHWEST DIV., WOODINVILLE SUBDIV., L/S 0405, M.P. 3.9, DOT # 101367A.
MONTHLY POWER UTILITY COST CENTER : 61504

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTIVE PACKAGES USED FOR ESTIMATING PURPOSE ONLY.
THEY CAN BE EXPECTED TO CHANGE AFTER THE ENGINEERING PROCESS, DETAILED AND ACCURATE MATERIAL LISTS WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED.
CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.
THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

********** SIGNAL WORK ONLY **********

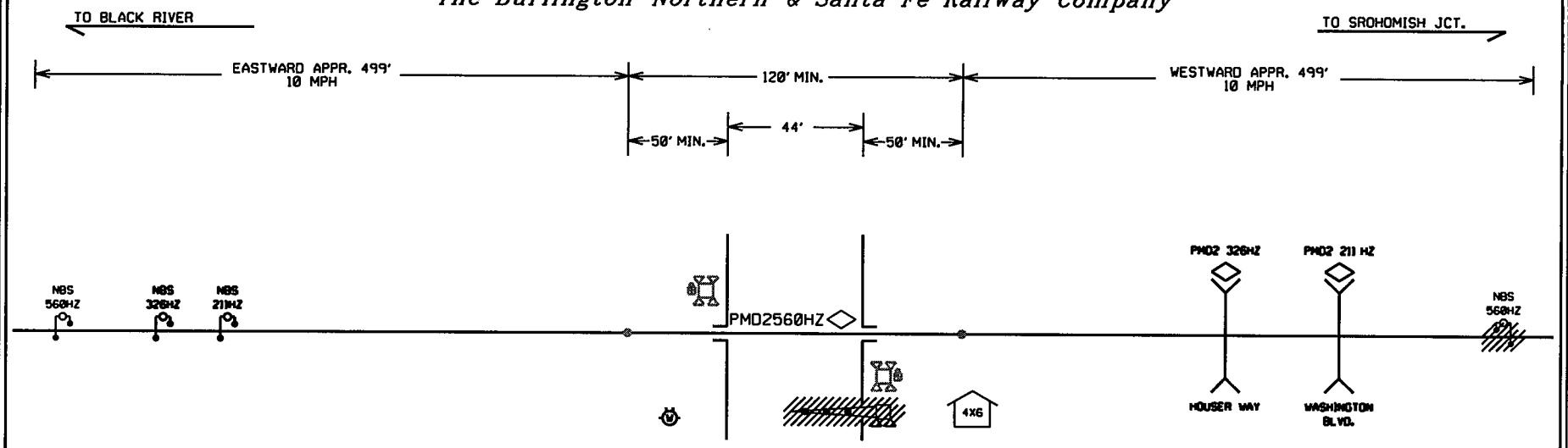
THE CITY OF RENTON IS FUNDING THIS PROJECT 100%.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

REVISED TO NEW PRICING LIST 09/04/03

DESCRIPTION	QUANTITY U/M	COST	TOTAL $
**********			
LABOR			
**********			
SIGNAL FIELD LABOR - CAP	400.0 MH	10,424	
PAYROLL ASSOCIATED COSTS		7,179	
EQUIPMENT EXPENSES		3,247	
DA LABOR OVERHEADS		11,201	
INSURANCE EXPENSES		1,640	
TOTAL LABOR COST		33,691	33,691
**********			
MATERIAL			
**********			
CABLE	1.0 EA N	2,596	
CONDUIT, PVC 4", SCH 80	100.0 FT N	390	
FIELD MATERIAL	1.0 LS N	2,573	
FLASHERS COMPLETE	2.0 EA N	9,070	
FOUNDATION	2.0 EA N	1,010	
LAMP RESISTOR	1.0 EA N	792	
LED LIGHT ADJUSTMENT	8.0 EA N	1,928	
LIGHT OUT DETECTOR	1.0 EA N	891	
USE TAX		1,612	
OFFLINE TRANSPORTATION		187	
TOTAL MATERIAL COST		21,049	21,049
**********			
OTHER			
**********			
CONTRACT ENGR.	1.0 EA N	5,000	
FILL DIRT	20.0 CY N	500	
SURFACE ROCK	10.0 CY N	250	
TOTAL OTHER ITEMS COST		5,750	5,750
PROJECT SUBTOTAL			60,490
CONTINGENCIES			6,049
BILL PREPARATION FEE			666
GROSS PROJECT COST			67,205
LESS COST PAID BY BNSF			0
TOTAL BILLABLE COST			67,205

The Burlington Northern & Santa Fe Railway Company



BOEING ACCESS RD.
DOT * 101 367 A

INSTALL: GATES & FLASHERS

CONTROL DEVICES: NONE

BOLD - IN

- OUT

SALVAGE: NONE

- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROLL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:
Clearance to C.L. Track = Min. 12'
Edge of Road to C.L. Foundation:
Min. 4'3" with curb.
Min. 8'3" without curb.
Max. 12'
House Clearance: 25' Min. to Near Rail
30' Min. to Edge of Road
ALL LIGHTS TO BE LED

BNSF RAILWAY CO.
(LOCATION) RENTON, WA
(STREET) BOEING ACCESS RD..
LS: 0405
M.P. 3.9
DOT * 101-367-A
DIVISION: NORTHWEST
SUBDIVISION: WOODINVILLE
KANSAS CITY
NO SCALE
DATE: 07/22/2009
FILE: 0405003_90.dgn
DDF/DDF

0405003_91.dgn 7/22/2009 3:40:38 PM