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 STATE OF WASH.  
 UTIL. AND TRANSP.  
 COMMISSION

1300 S. Evergreen Park Drive SW  
 Post Office Box 47250  
 Olympia, Washington 98504-7250  
 Toll-Free 1-888-606-9566 or 360-664-1222  
 Fax 360-586-1181 or 360-586-1118  
 TTY 360-586-8203 or 1-877-210-5963  
 Web: [www.wutc.wa.gov](http://www.wutc.wa.gov)

## Grade Crossing Protection Fund APPLICATION FOR FUNDING

The Commission's objectives in distributing monies from its Grade Crossing Protective Fund (GCPF) are as follows: To reduce accident/incident frequency and severity at both public and private railroad crossings; and to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad rights-of-way. Any public, private, or nonprofit entity may submit an application to the Commission for GCPF monies.

The focus of the GCPF program is to fund projects that demonstrate a need for improved public safety related to one of the following four categories:

- **Grade crossing safety projects** (the Commission's original GCPF program).
- **Trespass prevention projects.** Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad rights-of-way; pedestrian warning devices; establishing new public grade crossings; installing channeling devices; media/public relations campaigns; and enforcement-related activities.
- **Private crossing safety improvements.** Examples of projects in this category include private crossing closures; installation of private crossing-specific warning devices; installation of nighttime/off-hours locked gates; and improvements to reflectorization/conspicuousness of existing warning devices.
- **Miscellaneous safety projects.** Examples of projects in this category include improvements to motorists' ability to see approaching trains, including the removal of physical obstructions; participation in roadway improvements at or approaching grade crossings; and mitigation of crossing closures.

All projects that fall within any of these four general categories are eligible for funding consideration.

COPY

Applicant Name: Jeff Hunter

Organization: City of Puyallup

Address: 218 West Pioneer

Puyallup, WA 98371

Office Phone: (253) 841-5591

E-mail: jeffh@ci.puyallup.wa.us

Cell Phone: (253)377-7853

Fax Number: (253) 840-6678

Type of Application: Trespass prevention

Private crossing safety improvement

Trespass prevention

Miscellaneous

*Please list all of the other companies (e.g., railroad companies) organizations, or state or local agencies that may be involved in implementing this proposal and the name, address and phone number of each.*

Burlington Northern and Santa Fe Railway Company  
Steve Mills, Manager – Grade Crossing Safety  
2454 Occidental Avenue South  
Seattle, WA 98134  
(206) 625-6000  
(206) 625-6824 fax  
steven.mills@bnsf.com

*Note:* Requests for public grade crossing safety projects will be continue to be processed through the Commission's regular petition process.

**Project Information – Please attach additional information if needed.**

- 1) *Provide a detailed summary of the hazard being addressed, including any accident/incident information or other supporting data. If filing this application electronically, photographs, drawings, or other optional materials that are not in electronic format may be sent to the mailing address specified in the “instructions” section and should be clearly identified as an attachment to your application:*

The City of Puyallup has received numerous complaints about trespassers along the BNSF tracks in the northwest area of the City. Some of these trespassers are young children walking to school. The City of Puyallup conducted a study to determine the average number of pedestrians that crossed the tracks illegally. The greatest number of trespassers occurred during the hours of 7:00 AM to 8:00 AM with the average age of the pedestrians being 14 years old. BNSF has since installed a fence at the study location. However, the trespassing continues because pedestrians walk around the outer limits of the fence.

- 2) *Provide a detailed description of your proposed project and explain how its implementation will eliminate or mitigate the hazard. If available, please attach any drawings or construction plans for your proposed project (see section 1 if filing electronically):*

The City of Puyallup in conjunction with BNSF railroad plan to install a WSDOT Type 1 black chain link fence. In April 2002, both parties reviewed the BNSF corridor through Puyallup and the comments provided by the Puyallup School District. It was concluded that the area from 12<sup>th</sup> St NW to the westerly City limits should be addressed first because of the number of complaints received from the residents in that area about pedestrians walking along the tracks. The north side of the tracks are bordered by W. Stewart which is classified as a minor collector. No sidewalks have been built between the railroad tracks and W. Stewart to discourage pedestrians from crossing the tracks. The south side of the tracks was chosen because it is in a residential zone where children live and walk to and from school. BNSF has installed a section of fence to the west of 12<sup>th</sup> St NW to deter trespassers. The trespassers go around the end of the fence then cross the tracks, (See attached photos). By installing fencing along all the south side of the tracks between 12<sup>th</sup> St NW and the westerly city limits, pedestrians will be funneled to the new signalized crossing at 12<sup>th</sup> St NW to cross the tracks.

- 3) *Provide cost estimates, including those related to long-term maintenance:*

To reduce the cost, a partnership would be formed to include the City, BNSF, and the adjoining property owner. Since the adjoining property owner would be maintaining the fence, a financial commitment was necessary to obtain pride in ownership, thus maintenance of the fence. The cost would be split 3 ways.

There is approximately 2000 linear feet without fencing within the project limits. We will be constructing black vinyl fencing with top and bottom rail, the estimated cost is \$25.00/linear foot this includes posts, (See Attached proposal from on-call contractor). BNSF will mark property

lines. City will provide inspector. The total cost would be approximately \$50,000. Split three ways that would equal approximately \$16,700 per partner. It is more than likely not everyone would be willing to have fencing installed initially; therefore, a smaller program is expected the first year of \$30,000. Any grant received would be used to lower the overall cost of the project. Thus, the cost would be reduced for all partners equally.

4) *Estimated timeline of project, if approved:*

If we receive approval by the end of March, the fence is scheduled to be constructed by mid-September of this year, (see attached schedule)

5) *If known, provide a description of how the project's success would be measured:*

The residents living adjacent to the railroad tracks would be polled to get an estimate as to how many pedestrians crossed the tracks through their property. Then residents that participated in the program would be polled to determine if the number of trespassers decreased since the fence was installed. Also the school walking routes would be monitored during school commuter times to determine where the students were crossing the railroad tracks before and after the fence was installed.

6) *Other comments*

The City of Puyallup has participated in a number of safety projects some such as:

- Median separators at all BNSF crossing.
- Installing a repeater signal at 15<sup>th</sup> St SE & E. Pioneer.
- Traffic Signal at 12<sup>th</sup> St NW & W. Stewart with pedestrian access for all legs.

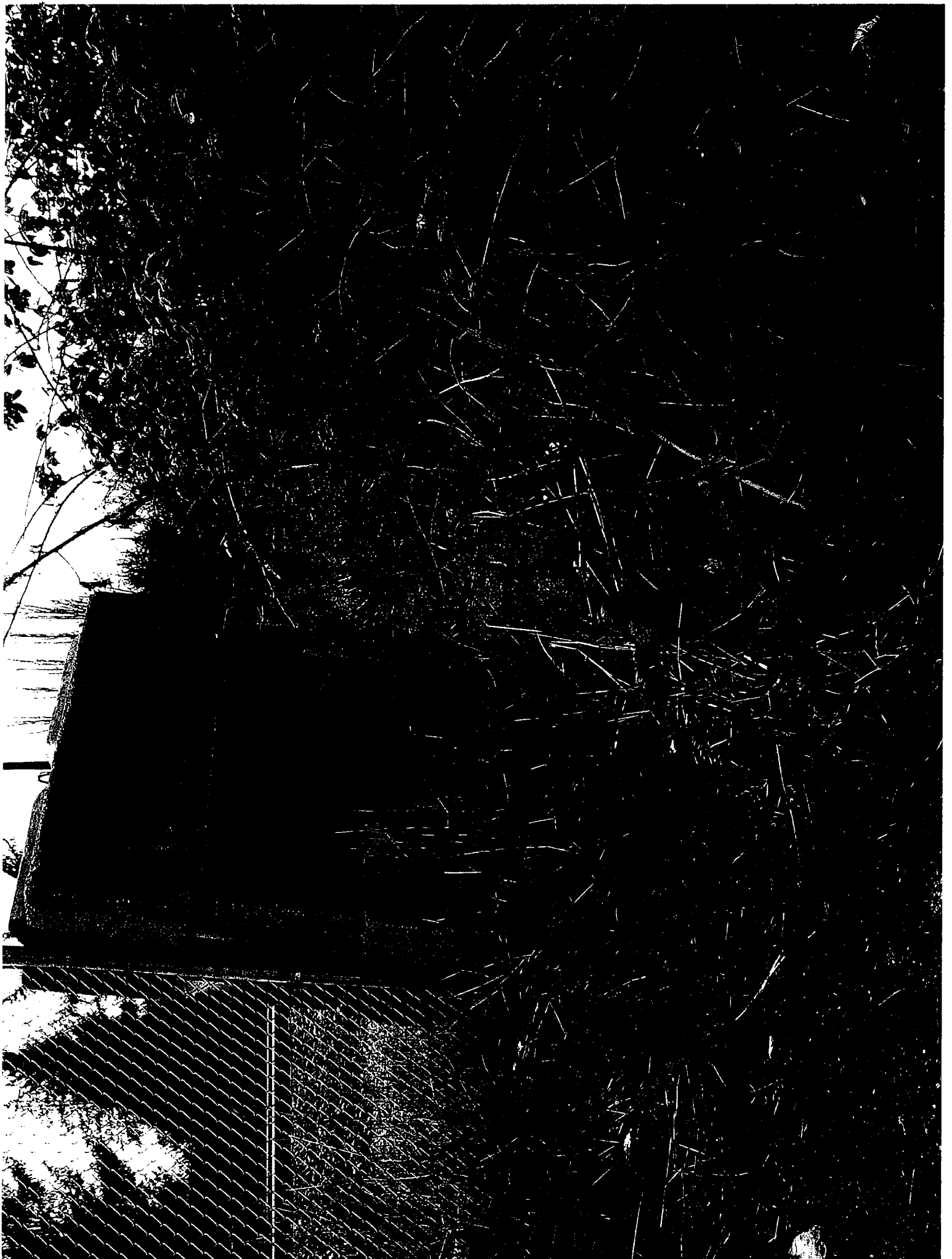
Puyallup School District has asked for fencing to provide a barrier for children trying to cross the railroad tracks. This would funnel them to an appropriate crossing like the one that is currently under construction at 12<sup>th</sup> St NW & W. Stewart.

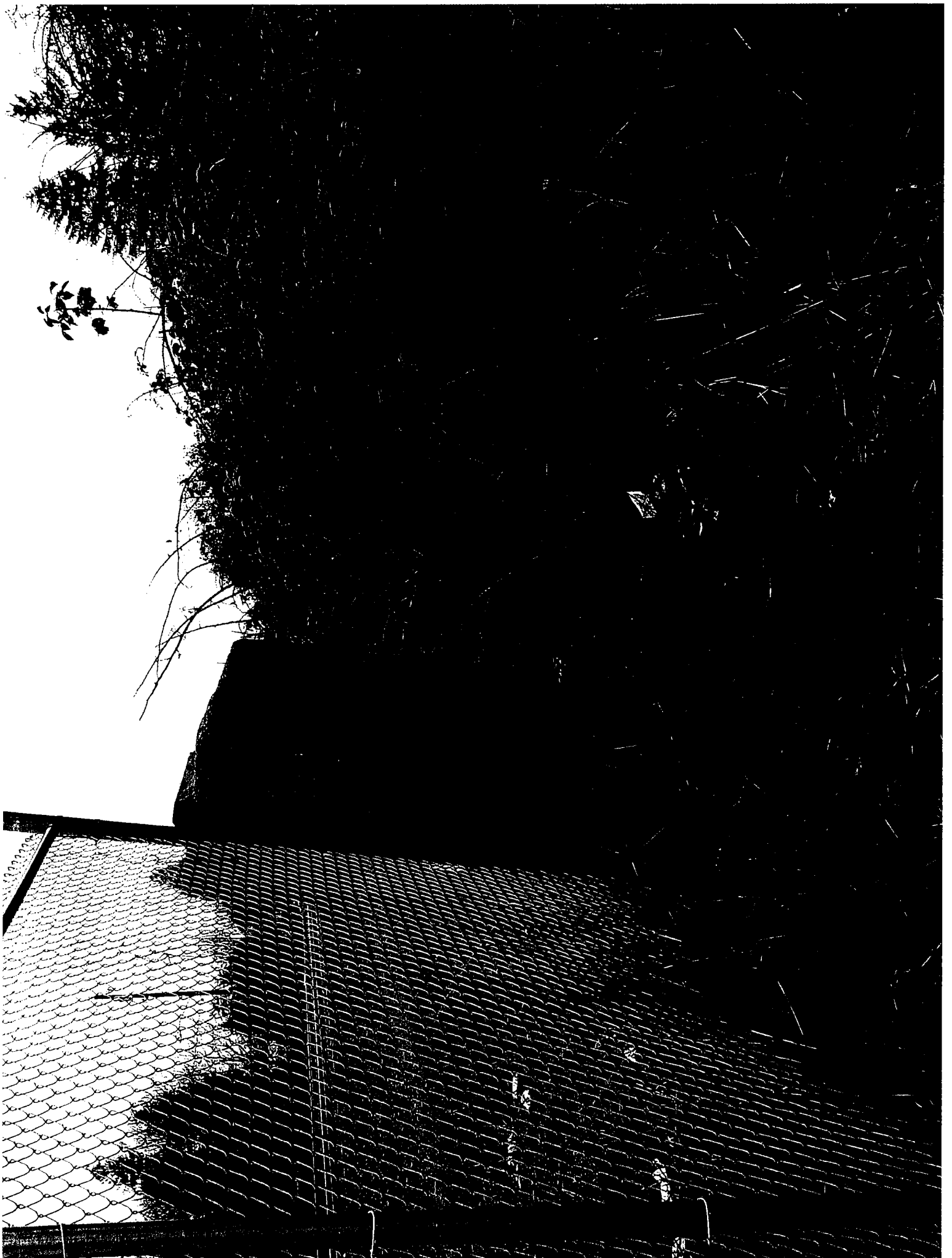
For questions or assistance, please contact Ahmer Nizam at 360-664-1345 (e-mail [anizam@wutc.wa.gov](mailto:anizam@wutc.wa.gov)) or Sally Turnbull at 360-664-1230 (e-mail [Sturnbul@wutc.wa.gov](mailto:Sturnbul@wutc.wa.gov))

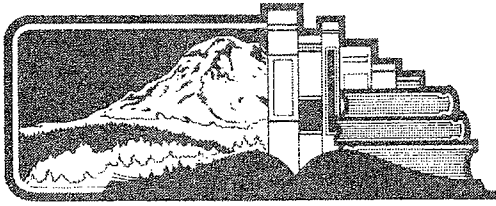
**Instructions**

After completing the Grade Crossing Protective Fund application, please send the original and two copies to:

**Washington Utilities and Transportation Commission  
Attention: Grade Crossing Protective Fund**







# Puyallup School District

## Transportation Department

*Henry Hammond, Supervisor of Transportation*

January 2, 2002

Jeff Hunter, Traffic Engineer  
City of Puyallup

RE: BNSF

Jeff,

The District Transportation staff in conjunction with the building administrators of Ayleen Junior High, Karshner Elementary, and Spinning Elementary would like to see the following safety enhancements:

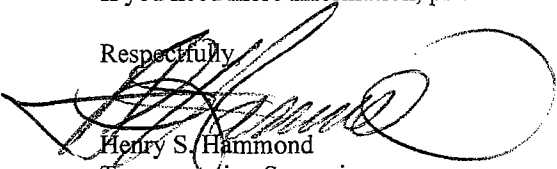
- Chain link fencing on both sides of the tracks from:
  - 1) 15<sup>th</sup> Street Northwest to 12<sup>th</sup> Street Northwest
  - 2) 12<sup>th</sup> Street Northwest to 7<sup>th</sup> Street Northwest
  - 3) 7<sup>th</sup> Street Northwest to 5<sup>th</sup> Street Northwest
  - 4) 5<sup>th</sup> Street Southeast to 15<sup>th</sup> Street Southeast
- At grade crossings the fencing should be engineered to discourage anyone from walking down the tracks.
- Signs mounted on the fence at regular intervals warning people that:
  - 1) BNSF is Private Property and Trespasser will be prosecuted
  - 2) Double Tracks with high-speed trains.
- All grade crossings with two-way traffic should have traffic devices that prohibit vehicles from going around the railroad cross bucks. Devices could be similar to plastic poles used to prohibit left turns on many streets.

The fencing would provide the additional barrier that the majority of children and adults would not cross. This would funnel children and people to the appropriate established grade crossing. Human nature is such that with out guidelines we tend to make poor choices. The fencing and devices to prohibit vehicles from going around cross bucks are the kind of guidelines that save lives.

We observed vehicles driven by young and old alike driving around the cross bucks trying to beat the train on a regular basis. We have also observed young and old alike taking the shortest path to their destination, which required them to cross the double railroad tracks.

If you need more information, please do not hesitate to see me.

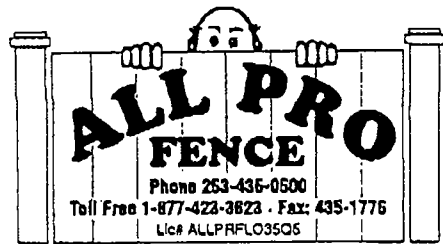
Respectfully

  
Henry S. Hammond  
Transportation Supervisor  
253-841-8775

[hhammond@puyallup.k12.wa.us](mailto:hhammond@puyallup.k12.wa.us)

*Excellence in Education in Partnership with Our Community*

PROPOSAL AND CONTRACT



P.O. BOX 1003 • ORTING, WA 98360-1003

**OFFICE USE ONLY**  
 CITY LIMITS  yes  no  
 JP  yes  no

TO: City of Puyallup DATE 4/17/03 FAX # ( ) 840-6678  
 PHONE ( ) 841-5591 CELL ( ) \_\_\_\_\_  
 LOC. # \_\_\_\_\_  
 ATTN: Jeff Hunter DATE \_\_\_\_\_ TIME \_\_\_\_\_

We propose to furnish all necessary labor and material in accordance with the plans and specifications below and subject to the following terms and conditions:

SITE \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TOTAL FOOTAGE, INCLUDING GATES

WSDOT - Type 1 chain link fence  
ALL-BLACK  
 price per lineal foot \$14.65  
 Price per end, corner or gate post \$125.00

SPECIFICATIONS:

PVC/CEDAR	CHAIN LINK	BARB UP	KNUCKLE UP
Style _____	<u>6</u>	Height <u>Type 1</u>	
Height _____	<u>899</u>	Gauge Wire <u>999cane</u>	
Posts _____	<u>2 7/8</u>	Tube SIK <u>(FW)</u>	
Stringers _____	<u>2 7/8</u>	Gate Post <u>(FW)</u>	
Boards _____	<u>2 7/8</u>	Terminals <u>(FW)</u>	
Caps _____	<u>1 5/8</u>	Tube SIK <u>(FW)</u>	
Trim _____	<u>0</u>	Top _____	
Ridge Cap _____	<u>0</u>	Barbed Wire _____	
Gates _____	<u>0</u>	Bottom Wire _____	
Gates _____		Gates _____	
		Gates _____	
		Clear/Remove/Dump _____	
	<u>3'</u>	Gate Footings _____	
	<u>3'</u>	Terminal Footings _____	
	<u>3'</u>	Line Post Footings _____	
	<u>10'</u>	Max Post Spacing _____	

Cost \$ \_\_\_\_\_  
 Tax \$ \_\_\_\_\_  
 Total \$ \_\_\_\_\_

DOWN PAYMENT \_\_\_\_\_  
 BALANCE \_\_\_\_\_

TERMS AND CONDITIONS

- The sale is 1/2 payment down, remainder on completion of project. In the event that the purchaser shall fail to pay when due, any amount owed under this contract, the purchaser agrees to pay a delinquency charge of one and one half percent (1 1/2%) per month, on the unpaid balance of this account. Further, if this contract shall be placed in the hands of an attorney for collection, or if suit shall be brought to collect any unpaid balance due herein, the purchaser agrees to pay a reasonable attorney's fee and costs.
- Contract must be signed and returned to All Pro Fence L.L.C., before any work will start.
- Unless otherwise stated above, it is the customer's responsibility to locate, clear, and mark the fence lines. Customer agrees that All Pro Fence L.L.C., and its officers and employees will not be held liable for any damage to any underground installation not specifically located and marked by customer including sprinklers, and customer waives any claim relating thereto.
- Any additional work or labor ordered or made necessary by customer will be subject to an additional charge billed at the current rate.
- All Pro Fence L.L.C. warrants this installation to be free from defects in material and workmanship in normal use and service for five years from date of completion. This warranty is expressly in lieu of all other warranties, express or implied, including the warranties of merchantability and fitness.
- This proposal is for acceptance within thirty days. It is submitted in duplicate, and the return to us of one copy signed by the customer will constitute a contract.
- The parties further agree that, in addition to any other rights that the seller may have, and without prejudice to the same, that seller may claim a lien on the premises upon which the within material and supplies are to be installed, for said materials and supplies and that purchaser waives notice of same.
- All Pro Fence L.L.C. cannot guarantee wood products from splitting, warping, twisting, or cracking as this is a natural characteristic; we do however, guarantee proper installation of all products. X \_\_\_\_\_

**CUSTOMER WILL CALL UTILITY LOCATORS 1-800-424-5555 AT LEAST 48 HRS. BEFORE WORK STARTS**

Submitted: Randy Bailey

All Pro Fence L.L.C.

By \_\_\_\_\_

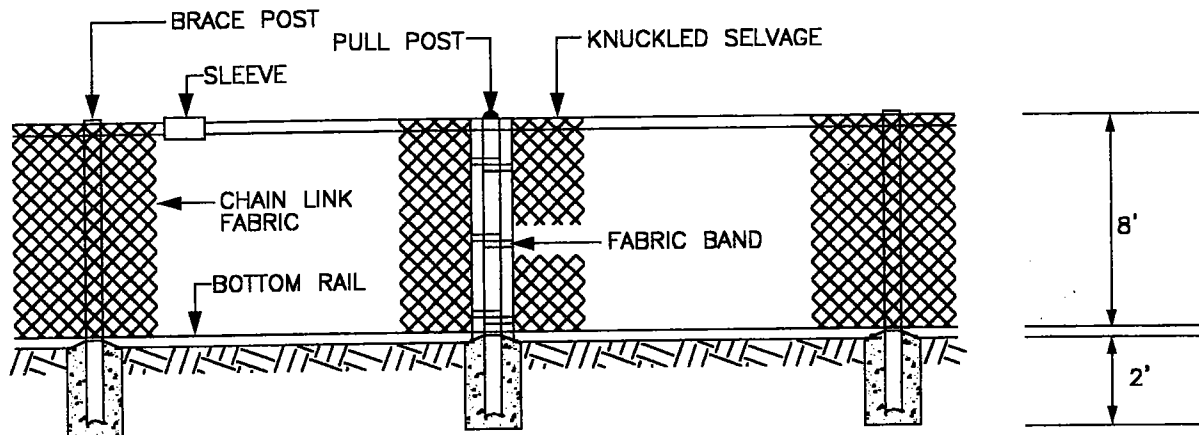
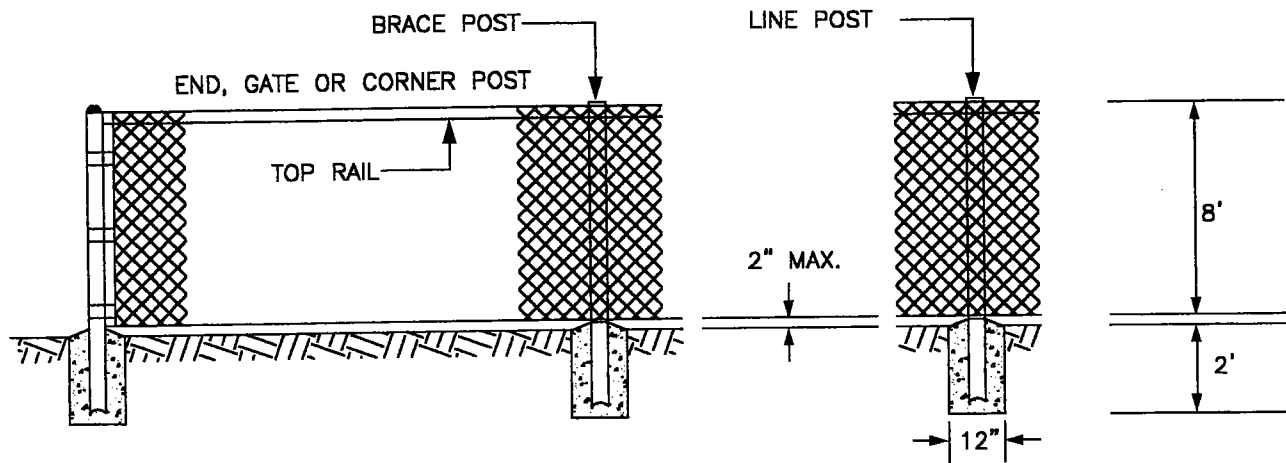
Accepted: \_\_\_\_\_

Customer

By \_\_\_\_\_



STANDARD BLACK VINYL CHAIN LINK FENCING TO BE USED FOR  
PUBLIC RIGHT OF WAY WHEN NECESSARY.



NOTES:

1. ALL CHAIN LINK FENCE SHALL BE TYPE 6 NINETY-SIX (96") AS PER WSDOT STANDARD PLAN L-2, BOTTOM AND TOP, BRACE POST AND CHAIN LINK. BOTTOM AND TOP SHALL HAVE A BLACK VINYL COATING. SPECIFICATIONS - NOTE 3.
2. CHAIN LINK GATE SHALL BE AS SHOWN IN WSDOT STANDARD PLAN L-3. PER SECTION 9-16.1(1) AND AS AMENDED BY NOTE #3.
3. SECTION 9-16.1(1) SHALL BE SUPPLEMENTED WITH THE FOLLOWING: IN ADDITION TO MEETING THE COATING AND MATERIAL REQUIREMENTS OF SECTION 9-16 OF THE STANDARD SPECIFICATIONS, ALL FENCE AND GATE PARTS OF FENCE NOTED AS VINYL COATED SHALL HAVE A BLACK VINYL CLAD COATING AND ALL PARTS MATCH IN COLOR. COATING OF FABRIC SHALL BE EXTRUDED/BONDED OF 0.015 INCH THICKNESS. COATING FOR POSTS AND RAILS SHALL BE 3 MIL POWDER COAT. ALL BOLTS NUTS, AND WIRE TIES SHALL BE POWDER COATED TO MATCH THE COLOR OF THE FENCE FABRIC.



CITY OF  
**PUYALLUP**

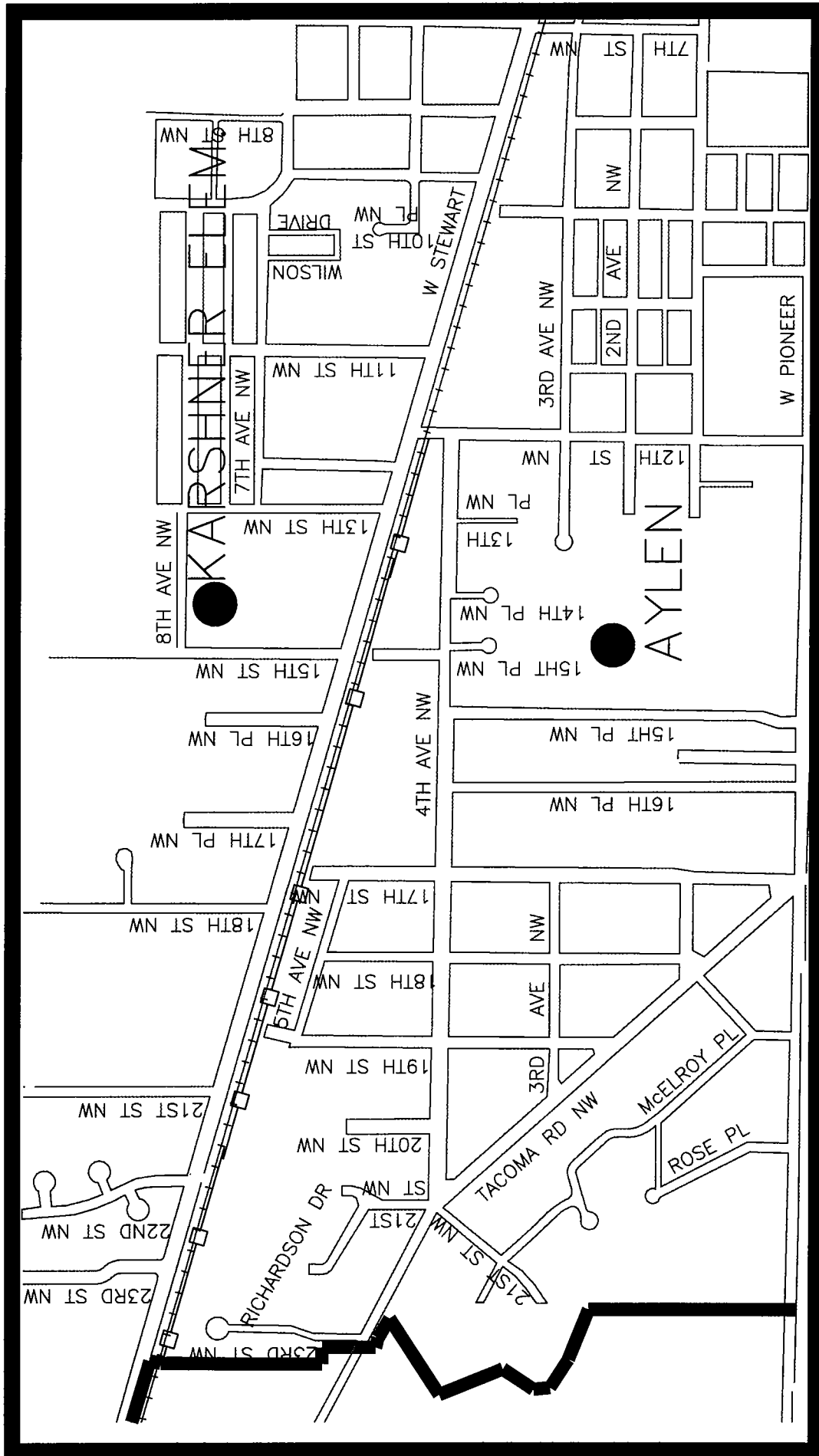
**PUBLIC WORKS  
DEPARTMENT**

CHAIN LINK FENCE  
TYPE 6

DRAWN LINDA LANSING	PLOTTING SCALE NTS/ 1=1	DATE APPROVED 11-99	REVISED 11-02	CITY STANDARD
FILE NAME E:\DRAWINGS\CRYSTDS\MISC\512FENCE.DWG	CHECKED BY M. FORD	REVISED BY L.LANSING		511.1



# FENCING SURVEY



**LEGEND**

- PUYALLUP CITY LIMITS
- - - RAILROAD
- RESIDENT FENCING SURVEY LIMITS
- 



NO SCALE



CITY OF PUYALLUP  
PUBLIC WORKS DEPARTMENT  
TRAFFIC DIVISION