

WASHINGTON



UTILITIES AND TRANSPORTATION
COMMISSION

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Olympia, WA 98504-7250
(360) 664-1262 or (360) 664-1202

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**GRADE CROSSING PROTECTIVE FUND
2017 – 2019 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

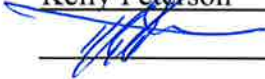
The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), provides grants for projects that eliminate or mitigate public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private or non-profit entity may submit an application to the commission for a GCPF grant.

To apply for a grant to eliminate or mitigate a public safety hazard at a railroad crossing or along a railroad right-of-way, complete the following information and submit it and any attachments to the commission. If you are proposing a change to the warning devices at a public railroad crossing, complete the GCPF petition form.

Please be sure to complete the entire form. Incomplete or missing information will delay the grant review process.

Applicant Information

Applicant Name: Kelly Peterson

Signature: 

Organization: City of Kent

Address: 400 West Gowe, Kent, WA 98032

Phone: (253) 856-5547

Email: Kpeterson@Kentwa.gov

Project Information

Attach additional sheets as necessary that provide the following:

1. A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

The City of Kent is seeking to eliminate trespassing and unauthorized pedestrian movement across the Union Pacific railroad tracks at a location near the Downtown Kent area (page A4). The proposed project to install trespass prevention fencing along the railroad tracks in strategic locations will compel pedestrians to use the safer, controlled railway crossing at South Willis Street. This fencing project is a key component to Kent’s strategies to improve safety features around railroad tracks in Downtown Kent as we seek to establish a quiet zone where trains will no longer regularly sound their horns in the downtown area.

The mainline of the Union Pacific Railroad travels through Downtown Kent which is located near the midpoint between Seattle and Tacoma. This leads to significant freight rail traffic to and from both the Port of Seattle and the Port of Tacoma. Approximately 8 freight trains per day pass through Downtown Kent on the Union Pacific main line.

These freight trains travel through an area with a high density of housing and employment. In 2015, the regional growth center in Downtown Kent, designated by the Puget Sound Regional Council (PSRC), had 1,485 residents and 4,311 jobs according to a PSRC report. Downtown Kent is also home to many service providers for at risk populations including the homeless and those with mentally illness. This density of activities and at risk populations results in a significant risk of pedestrians trespassing and being struck by trains.

Between 2011 and 2018 a total of five pedestrians and one bicyclist were struck and killed by trains in Downtown Kent. Two of these fatalities were related to trespassing that this fencing project will help to eliminate. See page A3 for a list of fatalities and page A4 for a map that showing their locations in relation to destinations and service providers in Downtown Kent.

City of Kent will seek to eliminate hazardous pedestrian trespassing at the Union Pacific tracks approximately 100’ south of South Willis Street (SR-516). A visible informal trail is evidence of unauthorized pedestrian crossings at this location (page A2). These unauthorized crossings are dangerous because they lack appropriate signs and signals to warn pedestrians of oncoming trains.

2. A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.

The proposed project will install six foot tall, vinyl coated, type 3 chain link fences in the locations detailed in the attached maps (pages A1 & A4). A copy of the standard detail showing the type of fencing that will be constructed in the locations denoted in the maps is attached (pages A5-A6). Sound Transit installed a similar fence at the nearby Kent Sounder Station and anecdotally, the fence has been very successful in keeping pedestrians from the walking across the tracks between platforms at their station. The City of Kent expects the new fencing, which will be constructed in part with Grade Crossing Protection Funds, to significantly reduce the hazard of trespassing and unauthorized pedestrian crossings that occur at this location.

3. A list of all other companies, organizations, state agencies or local governments that may be involved in implementing this proposal, and the contact name, address and phone number for each (if known).

The City of Kent will be the lead agency for all fence installations. Kent will develop and administer the construction contract. Kent will obtain all required access and approvals from Union Pacific Railroad.

The City of Kent: Kelly Peterson, Transportation Manager
400 West Gowe St, Kent, WA 98032
(253) 856-5547

Union Pacific Railroad: Terrel Anderson, Engineering Manager
1 S Pyramid Way, Sparks, NV 89431
(775) 356-2644

4. A cost estimate, including:
- An itemized list of the total costs of the project.
 - Names of parties contributing to the project, including the applicant and the amount each is contributing.

- The project will almost entirely consist of the installation of vinyl coated Type 3 chain link fence. The cost to install this type of fencing is estimated to be \$40 per lineal foot. The project will require approximately 330 LF of fencing. The total project cost is estimated at \$17,820.
 - Bid Item: Black Vinyl Coated Chain Link Fence, Type 3 In Place (6' High): 330 LF at \$40/LF = \$13,200
 - Bid Item: Railway Flagging: 2 days @ \$1,500/day = \$3,000
 - Mobilization = 10% bid item total = \$16,200*0.10 = \$1,620

- Estimated Total Project Cost = \$17,820

b. The city is applying for a \$17,820 in Grade Crossing Protective Funds help pay for this project. Kent will cover any and all cost increases above the project estimate.

5. The name of the party responsible for long-term maintenance, such as repair of fencing.

The City of Kent Public Works Department will be responsible for the long term maintenance of the fencing.

6. An estimated timeline of the project.

The City of Kent will contract to the install the fence soon after approval is obtained from the Union Pacific Railroad. The city is actively working with the Union Pacific Railroad to obtain the necessary agreements to install this fencing. We expect that the fencing will be installed by the end of 2019.

7. A description of how the project's success would be measured.

This will be termed a successful project when pedestrian trespassing to cross the railroad tracks at the specified location is significantly reduced or eliminated. These pedestrians, deterred by the installation of fencing, will choose to cross the tracks at the safer public roadway crossing, which is signalized and will be further improved by Kent's quiet zone project.

8. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

Kent Public Works has managed grants of all sizes for countless projects and programs. Funding agencies include, but are not limited to: 1) The Freight Strategic Improvement Investment Board; 2) Transportation Improvement Board; 3) the Puget Sound Regional Council and 4) King County. Projects include but are not limited road preservation projects, capital improvement projects and the flood protection projects. These projects range from simple grind and overlay projects (\$1.5 Million) to railroad grade separation projects that exceed \$30 Million and require coordination with major utilities, railroads and property owners. Kent Public Works has project managers and accounting staff with over 20 years of grant management experience who have successfully delivered numerous grant funded projects.

9. Any other information the applicant believes would be useful to the commission in evaluating the project.

This project will improve the safety of pedestrians in Downtown Kent. It will also reduce the risk of major service interruptions for freight rail that take place when collisions occur. Maintaining safe reliable rail access will benefit the regional manufacturing and industrial center just north of Downtown.

Railroad Commitment

If the applicant is not the railroad owning the crossing or the tracks, the applicant must submit the attached Railroad Commitment form completed and signed by the railroad owning the crossing or tracks.

Submitting the Application

After completing the application, please send the original to:

Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

A signed application may be filed electronically at records@utc.wa.gov. When filing electronically, please specify “Grade Crossing Protective Fund” in the subject line.

Assistance

For questions or assistance, please contact:

- Betty Young at (360) 664-1202 or C:\Users\Kpeterson\mailbyyoung@utc.wa.gov
- Lori Halstead at (360) 664-1262 or lhalstea@utc.wa.gov


Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF application.

We have reviewed the application and are satisfied that the conditions are the same as described by the applicant in this matter. We agree to allow construction, modification or demolition on a railroad right-of-way as described in the application.

Terrel A Anderson

Printed name of Railroad Representative



Signature of Railroad Representative

Sr Project Engineer Ind + Public Projects

Title

Union Pacific

Name of Railroad

150 Pyramid Way Sparks NV 89431

Mailing Address of Railroad

916 390 3693

Telephone Number

taanders@up.com

Email

Date: 6/12/18



Informal trail is evidence of unauthorized crossings of railroad tracks.



New fencing will help to eliminate unauthorized crossings.

City of Kent 2017-2019 GCPF Application Attachments



Photo of informal trail taken from west of the UPRR tracks on Interurban Trail looking east.



Photo of informal trail taken from east of the UPRR tracks on Interurban Trail looking west.

Grade Crossing Fatalities in Downtown Kent 2011-2018

3/2/2017 KENT, King County – A pedestrian was struck by a Union Pacific Railroad freight train at West James Street, USDOT 396578L.

5/11/2014 KENT - 81 year-old male pedestrian struck by Amtrak passenger train at Titus Street crossing in Kent.

5/10/2011 KENT - 47 year-old male bicyclist rode around flashing lights and lowered gates and was struck by Amtrak passenger train at Gowe Street crossing. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 16.34X.

8/5/2011 KENT - Male pedestrian struck by Amtrak passenger train while crossing tracks at the James Street crossing in Kent. Flashing lights were operating and gates were lowered. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 15.4X.

Trespass Fatalities in Downtown Kent 2011-2018

7/16/2017 KENT, King County - A pedestrian was struck by a BNSF Railway freight train at railroad milepost 16.3x near or at the Sounder Station.

12/1/2011 KENT - 46 year-old male pedestrian struck by Sound Transit commuter train near Meeker Street crossing in Kent. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 16.19X.

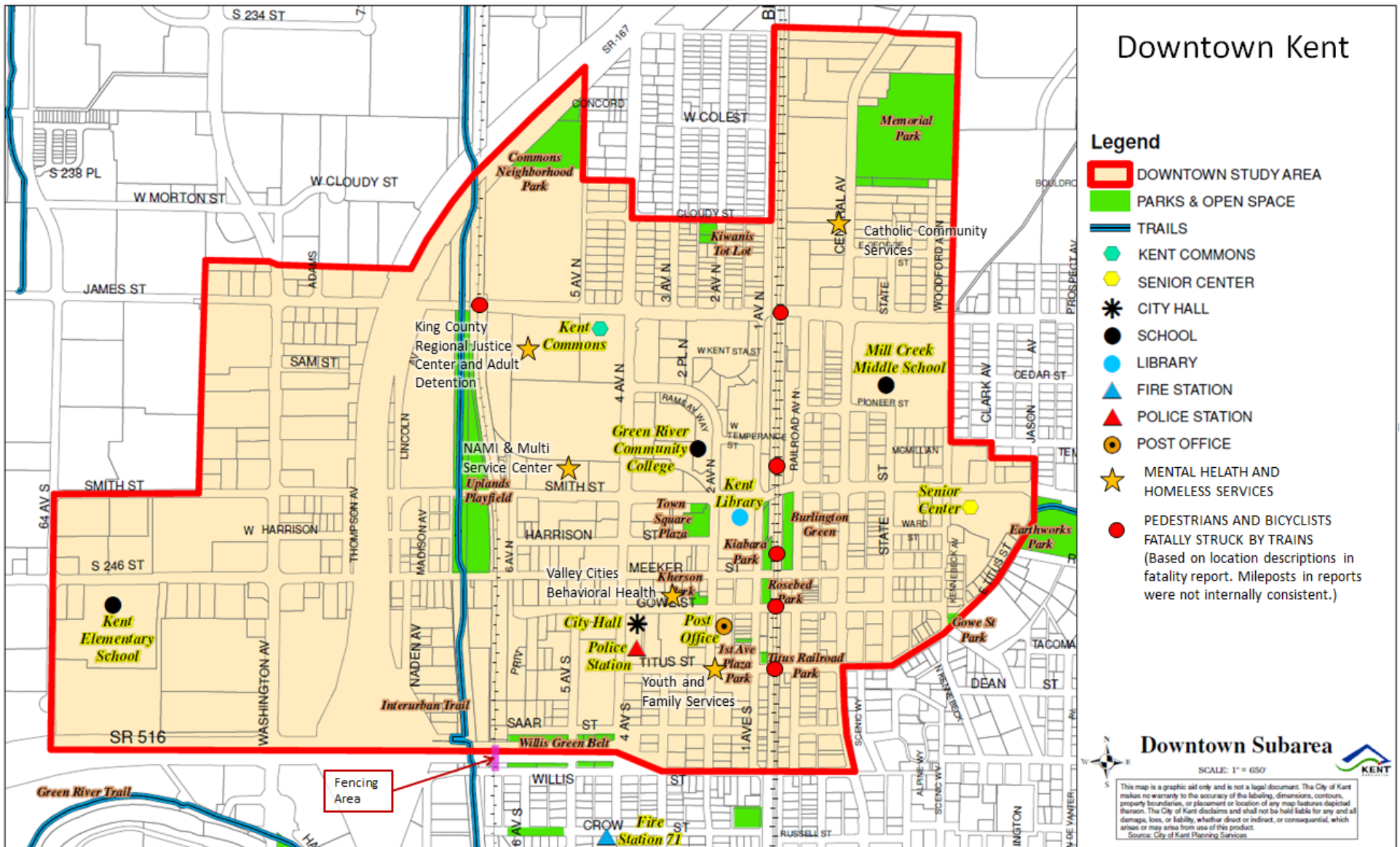
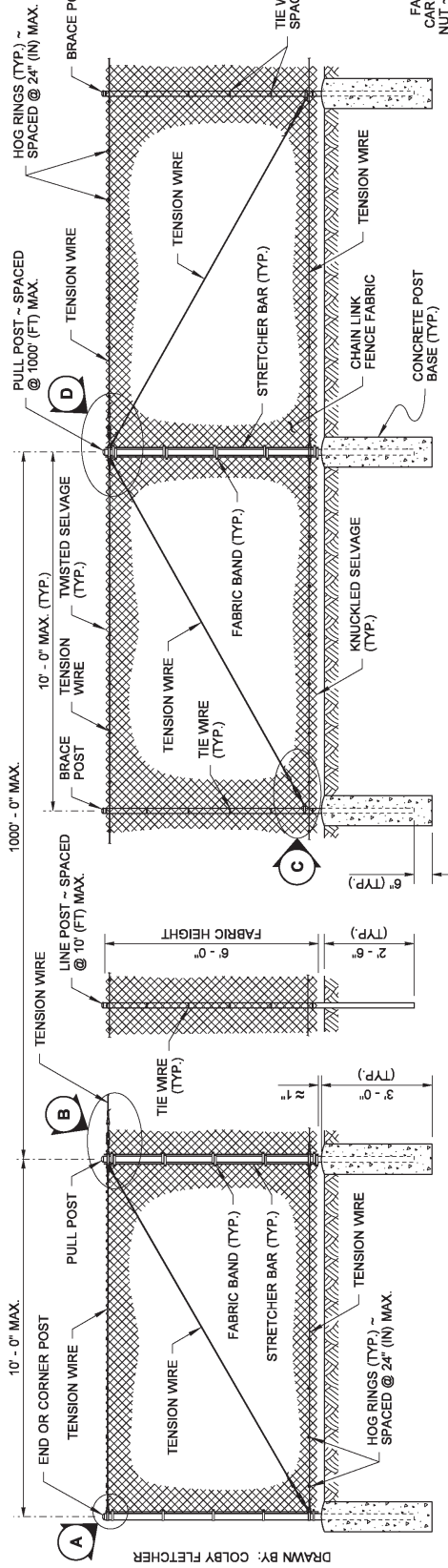


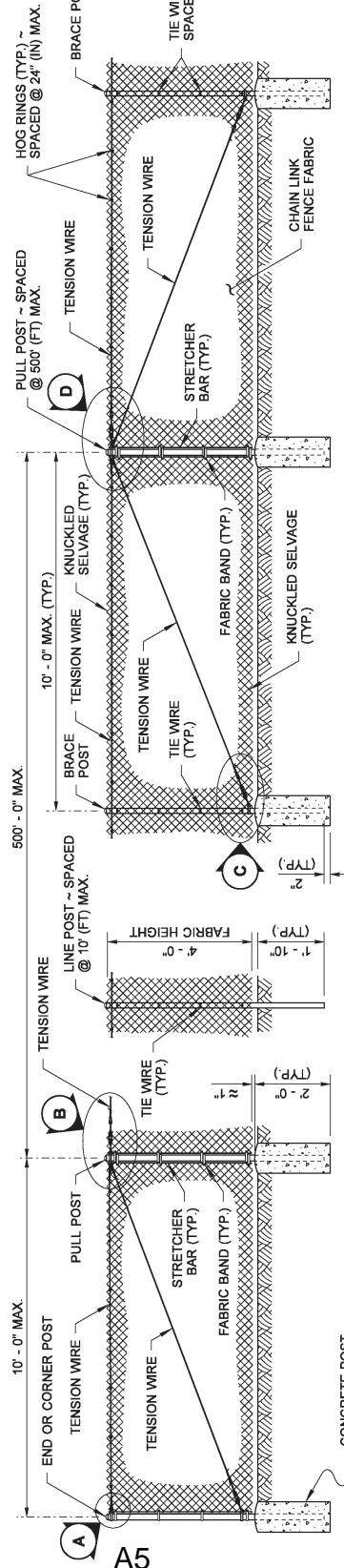
Figure 14: Downtown Kent

NOTES

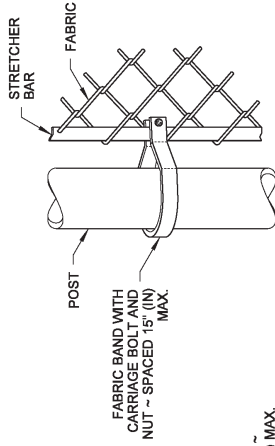
1. All concrete post bases shall be 10" (in) minimum diameter.
2. Along the top and bottom, using Hog Rings, fasten the Chain Link Fence Fabric to the Tension Wire within the limits of the first full fabric weave.
3. Details are illustrative and shall not limit hardware design or post selection of any particular fence type.
4. Fencing shall be used for security and boundary delineation only.



TYPE 3

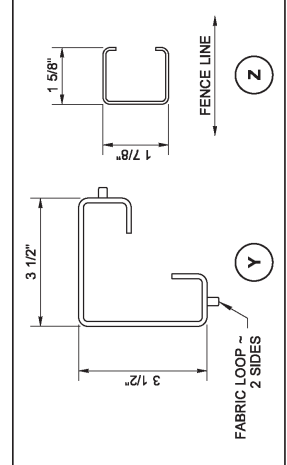


TYPE 4



METHOD OF FASTENING STRETCHER BAR TO POST

POST AND RAIL SPECIFICATIONS			
POST	PIPE	ROLL FORMED	
		SECTION	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	NOM. SIZE (SCH. 40) 2 1/2" DIAM.	Y	5.10
LINE OR BRACE POST	2" DIAM.	Z	1.85



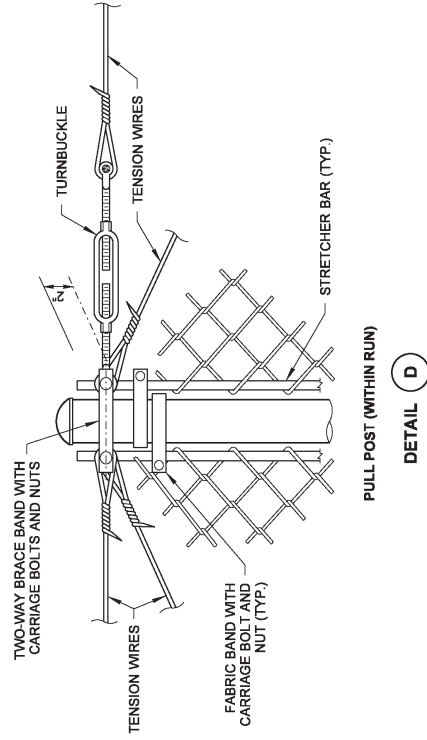
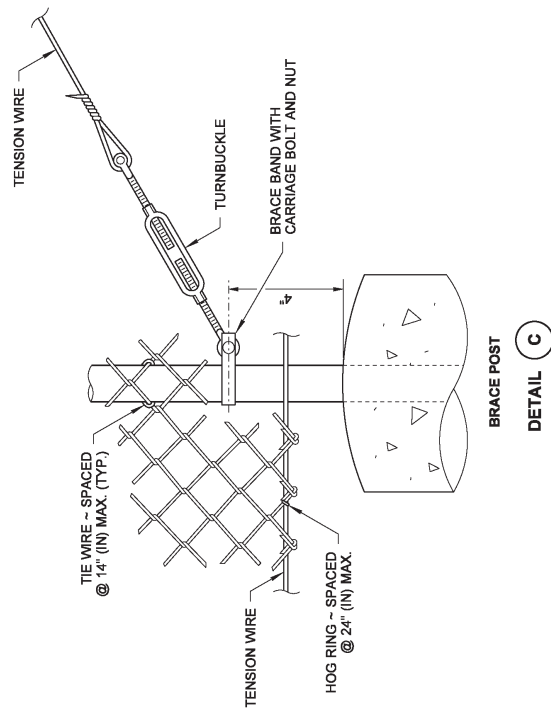
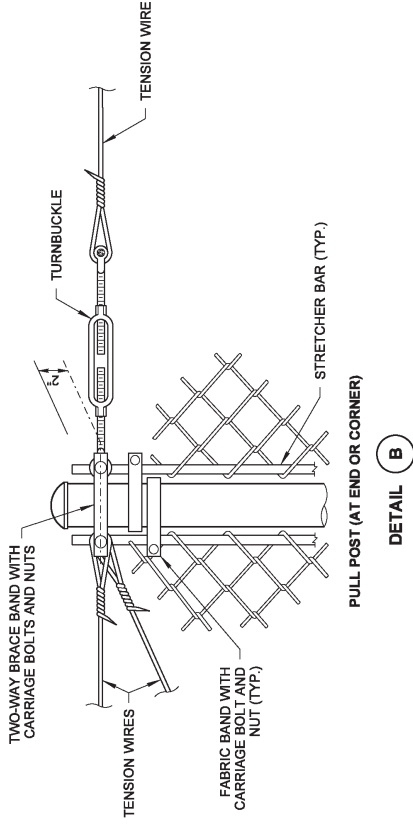
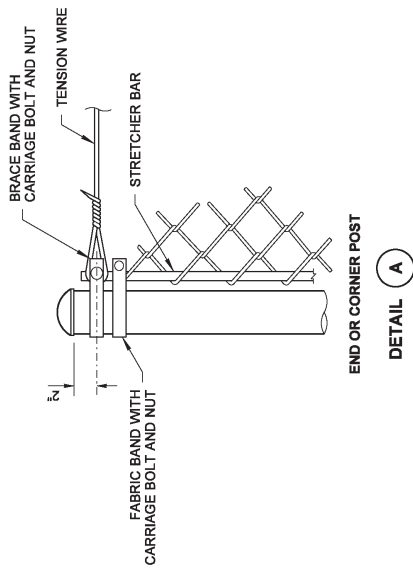
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CHAIN LINK FENCE TYPES 3 AND 4

STANDARD PLAN L-20-10-03

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jul 14 2015 11:24 AM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



Barry, Ed
 Jul 14 2015 11:14 AM
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**CHAIN LINK FENCE
 TYPES 3 AND 4**

STANDARD PLAN L-20.10-03

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jul 14 2015 11:25 AM
 STATE DESIGN ENGINEER
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 Washington State Department of Transportation