

WASHINGTON



UTILITIES AND TRANSPORTATION
COMMISSION

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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 BNSF Railway Company's right-of-way at the location of a well-worn path north of East James Street in Downtown Kent (page A1). The proposed project will install fencing along on private property connecting fences to the north and south to close an existing gap on the east side of the tracks. This new fencing will help to eliminate unauthorized crossings and compel pedestrians to use the safer, controlled railway crossings at public roadways. This fencing project is a key component to Kent's strategies to improve safety features around the 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 BNSF railroad travels through Downtown Kent which is located near the midpoint between Seattle and Tacoma. This leads to high volumes of freight rail traffic to and from both the Port of Seattle and the Port of Tacoma. Approximately 65 trains per day pass through Downtown Kent on the BNSF main line. Kent also experiences high volumes of passenger rail traffic with an average of 15,950 passengers every weekday on Sounder Commuter rail and approximately 1,500 passengers per day on Amtrak Cascades trains that pass through Downtown Kent. The Amtrak passenger trains travel at speeds of up to 79 miles per hour as they pass through Kent on the BNSF line.

These high volumes of rail traffic 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. Since that time Downtown Kent has seen an increase in residents and jobs. Downtown Kent is also home to many service providers for at risk populations including the homeless and those with mental illness.

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 the type of trespassing that this fencing project will help to eliminate. See page A3 for a list of fatalities and page A2 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 unauthorized crossings at a location approximately 0.33 miles north of East James Street. An informal trail resulting from unauthorized crossing of the tracks is visible at this location. The informal trail is far from the nearest public road crossing. Individuals crossing the tracks here do not have the benefit of audible warning devices, crossing gates and signage which is installed at the public road crossings. Engineers generally only sound their horn in advance of official grade crossings.

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 a six foot tall, type 3 chain link fence in the approximate location shown in the attached map (page A1). 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 A4-A5). Sound Transit installed a 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 to 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 private property owners. Kent has begun the process to reach out to the property owners.

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

WD Central LLC: WD Central LLC
1001 N Central Ave, Kent, WA 98032
(253) 249-2510

JTMB LLC: JTMB LLC
425 W 2nd Ave, Spokane, WA 99201
(509) 994-2185

2017-2019 GCPF Application Form – Open Call for Projects

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

a. The project will almost entirely consist of the installation of Type 3 chain link fence. The cost to install this type of fencing is estimated to be \$35 per lineal foot. The project will require approximately 250 LF of fencing. One gate is included in the estimate to allow JTMB LLC to maintain the back portion of their property if their preference for the fencing location requires it. The total project cost is estimated at \$8,750.

- Bid Item: Chain Link Fence, Type 3 In Place (6' High): 1,120 LF at \$40/LF = \$44,800
- Bid Item: Single 6 Ft. Chain Link Gate: \$700
- Mobilization = 10% bid item total = \$9,450*0.10 = \$945
- Estimated Total Project Cost = \$10,395

The city is applying for \$10,395 in Grade Crossing Protective Funds to pay for this project.

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

The property owners 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 rights are obtained from the property owners. The fencing will be installed by June 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 this location is reduced. Pedestrians deterred by the fencing will choose to cross the tracks at the safer public signalized crossings.

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 passenger and 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\mailbyoung@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.

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Name of Railroad

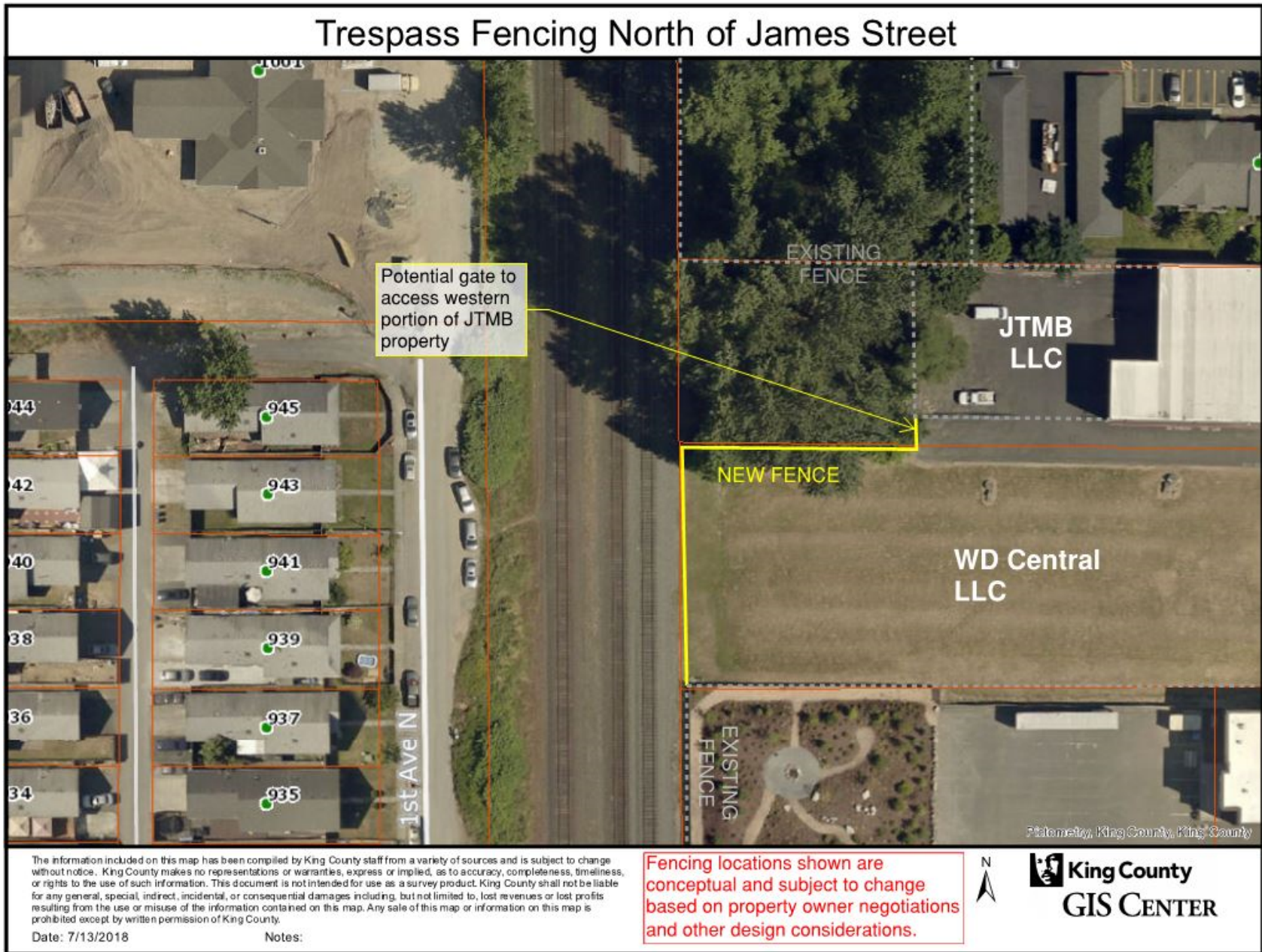
Railroad commitment is not applicable, since all fencing at this location will be constructed outside of railroad right-of-way on private property.

Mailing Address of Railroad

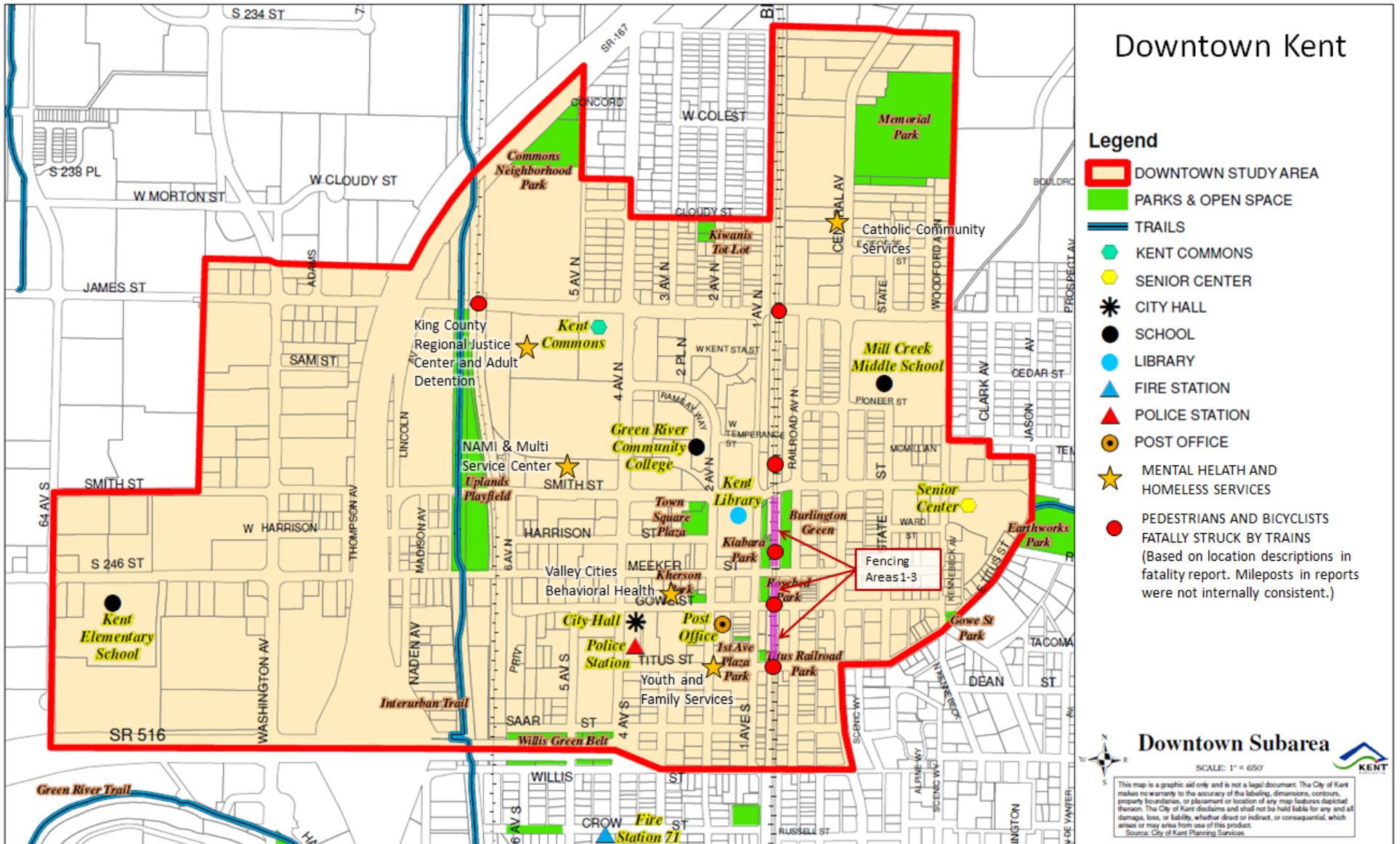
Telephone Number

Email

Date: _____



Map of Fencing Site 0.33 miles North of James Street



Downtown Kent Map

Grade Crossing Fatalities in Downtown Kent 2011-2018

7/7/2018 KENT - A pedestrian on the crossing was struck by a BNSF Railway freight train at W James Street, USDOT 085629K

3/2/2017 KENT – 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.

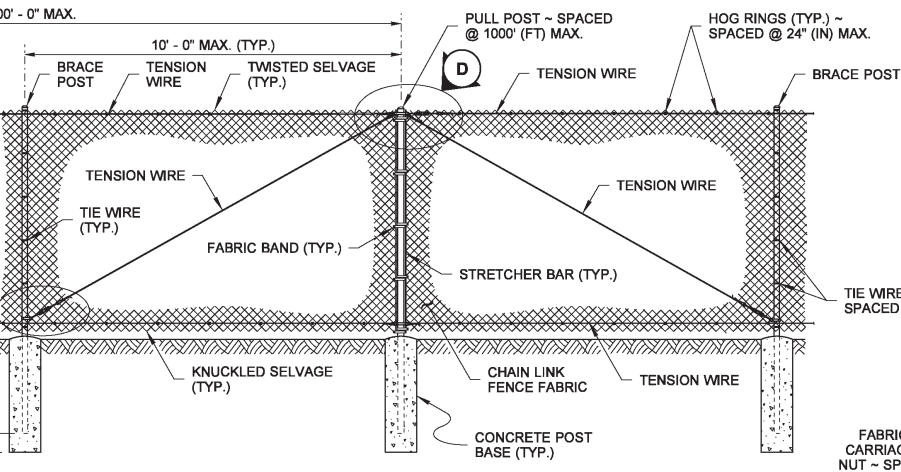
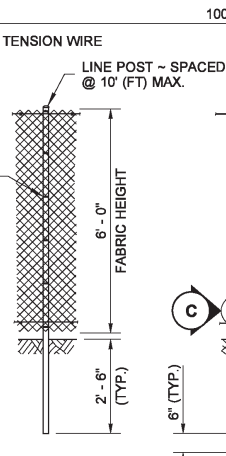
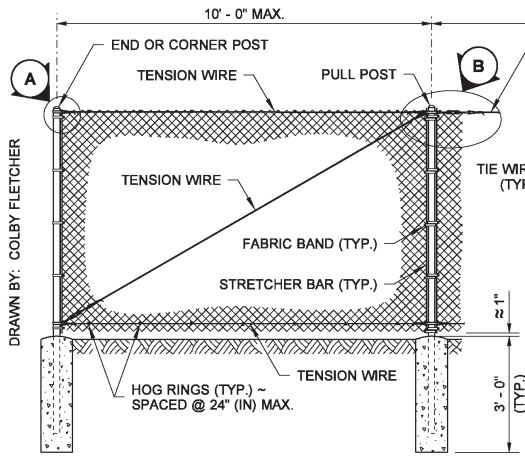
Trespass Fatalities in Downtown Kent 2011-2018

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

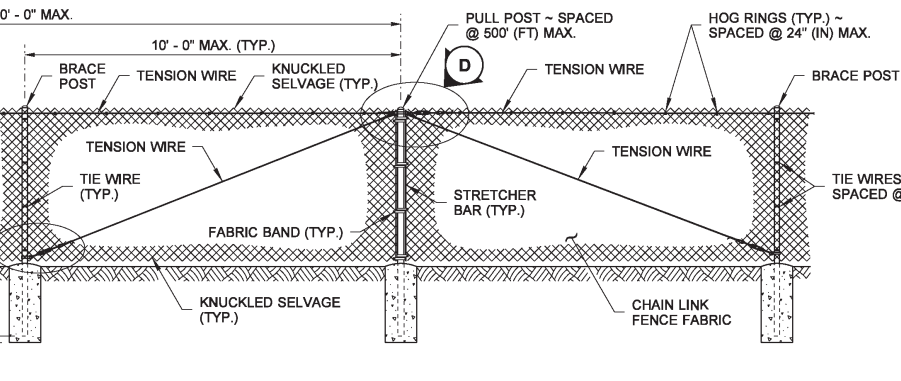
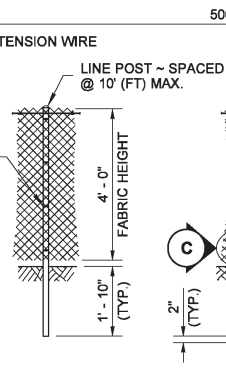
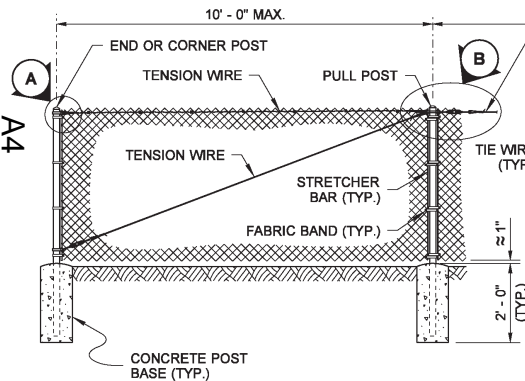
12/1/2011 KENT - 46 year-old male pedestrian struck by Sound Transit commuter train near Meeker Street crossing in Kent. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 16.19X.



Informal trespassing pathway 0.33 miles north of James Street. Trains travel at speeds up to 79 mph with no warning devices at this location to alert people to their presence.



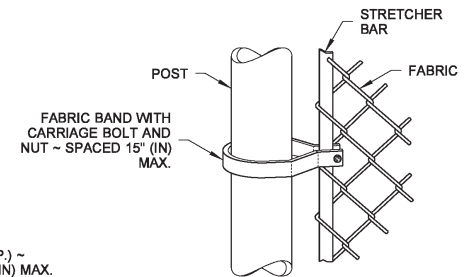
TYPE 3



TYPE 4

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.



METHOD OF FASTENING STRETCHER BAR TO POST



Barry, Ed
Jul 14 2015 11:14 AM
C&S

CHAIN LINK FENCE TYPES 3 AND 4

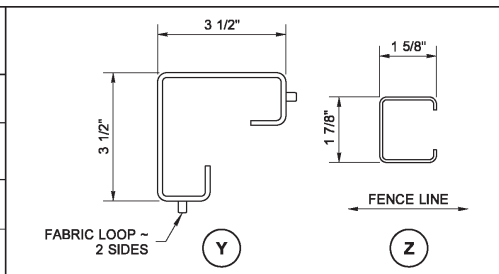
STANDARD PLAN L-20.10-03

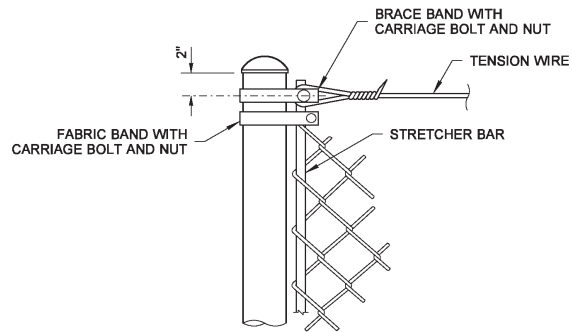
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jul 14 2015 11:24 AM
STATE DESIGN ENGINEER



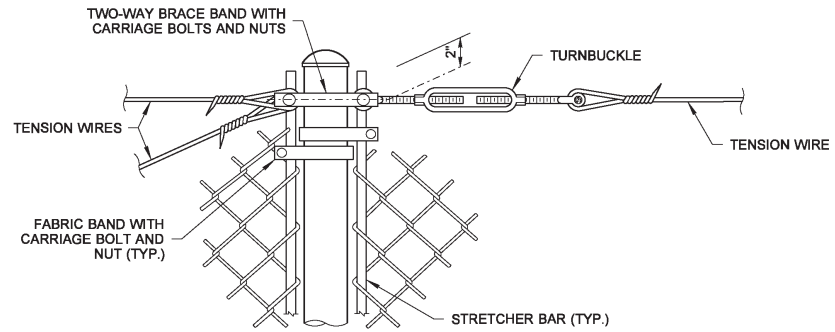
POST AND RAIL SPECIFICATIONS			
POST	PIPE	ROLL FORMED	
	NOM. SIZE (SCH. 40) I.D.	SECTION	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2 1/2" DIAM.	(Y)	5.10
LINE OR BRACE POST	2" DIAM.	(Z)	1.85





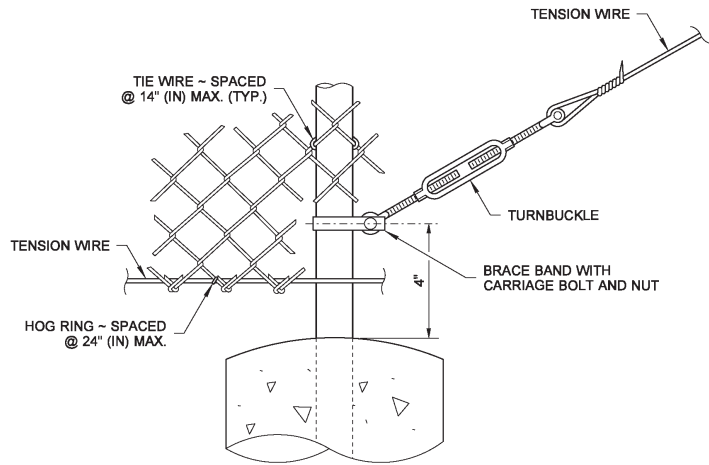
END OR CORNER POST

DETAIL A



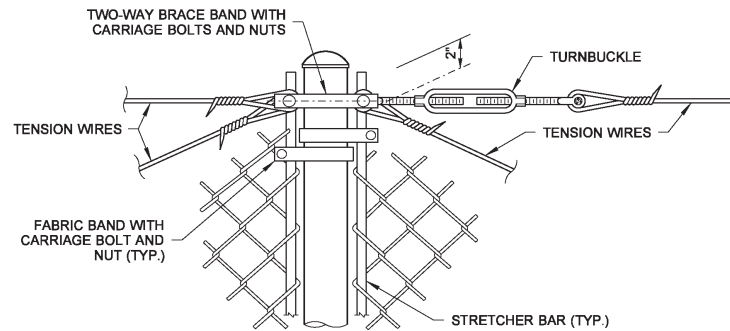
PULL POST (AT END OR CORNER)

DETAIL B



BRACE POST

DETAIL C



PULL POST (WITHIN RUN)

DETAIL D



Barry, Ed
Jul 14 2015 11:14 AM
CrisSign

**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



Washington State Department of Transportation