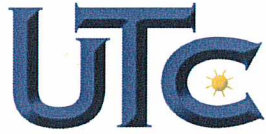


WASHINGTON



UTILITIES AND TRANSPORTATION
COMMISSION

1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250
(360) 664-1262 or (360) 664-1202

Web: www.utc.wa.gov

State Of WASH.
UTIL. AND TRANSP.
COMMISSION

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Received
Records Management

**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: Joseph Welsh
Signature: *Joseph M. Welsh*
Organization: City of Auburn
Address: 25 West Main Street , Auburn WA 98001
Phone: 253 804-5050
Email: jwelsh@auburnwa.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.

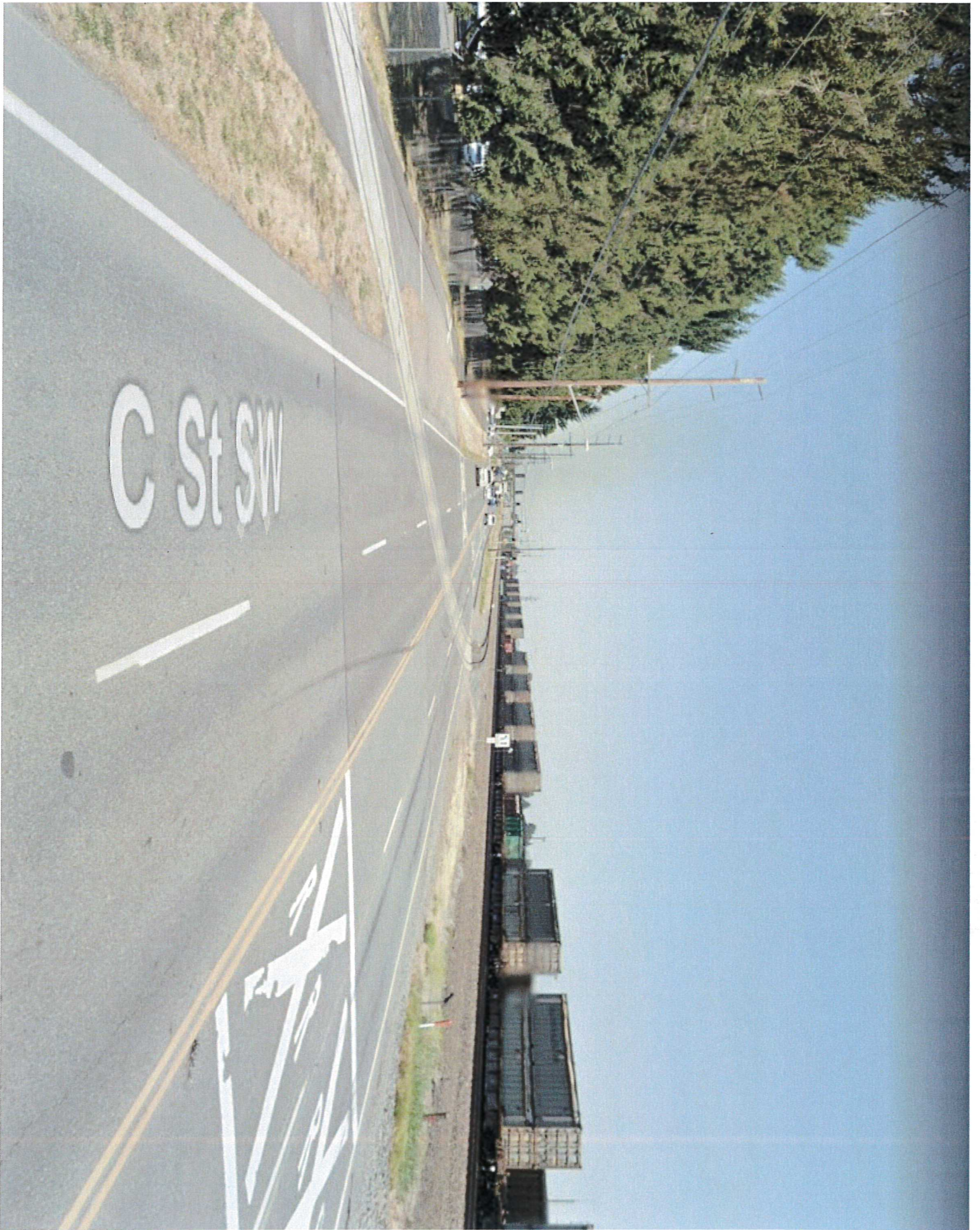
The C Street SW crossing (# 085661 D) is an industrial spur track which links the BNSF Railway to the Boeing Company facility in Auburn. Boeing and the US General Services Administration (GSA) own portions of this track and BNSF Railway is the operating railroad providing service to Boeing. This crossing of C Street SW is passively-protected with advance warning signs, pavement markings and reflectorized crossbucks. On average two freight trains travel over the crossing several times per week at 10 miles per hour. Because there are no active warning devices (flashing lights or gates), train crews stop and protect the crossing with fusees and lanterns before proceeding through the crossing.

C Street SW is an urban minor arterial roadway and local T 2 class truck route handling between 4 million and 10 million tons of trucking per year with a vehicle speed of 40 miles per hour. Average annual daily traffic through the crossing is 14,800 vehicles, including 11 percent commercial vehicle traffic (AADT year: 2017). C Street SW is part of an established transit route. Also, over 200 school buses travel over the crossing on a typical week day. The crossing is currently designated as an “exempt” crossing, meaning commercial motor vehicles transporting passengers or hazardous materials are not required to stop, except when rail traffic is approaching or occupying the crossing.

Trains at this location cross C Street SW often at night at a relatively dark location, and operating at an oblique angle to road traffic. Depending on the direction of the train movement trains may display few if any lights. Depending on the direction of the train movement, railroad crews flag traffic. The multiple lane roadway approach to the crossing makes flagging difficult for railroad crews. Vehicles at this location have a tendency to attempt to drive around the slow moving train at this crossing. See attached photos.

Crash History

11/3/17 Near Miss – BNSF reported that a car went across the tracks in front of the train in the presence of a railroad worker on the ground.





10/2/17 Vehicle ran into train as it was occupying the crossing. This was a non-injury accident – property damage only.

12/23/15 Vehicle did not stop at crossing and struck train. Injury accident – vehicle driver transported to hospital.

12/12/14 Vehicle did not stop at crossing and was struck by train. This was a non-injury accident – property damage only.

12/10/14 Vehicle stopped at crossing and then proceeded - struck train. This was a non-injury accident – property damage only.

12/10/14 Vehicle did not stop at crossing and was struck by train. This was a non-injury accident – property damage only.

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 City of Auburn will install 100 feet of median barriers with delineators on C Street SW approaching this crossing from the north and 100 feet of median separators with delineators approaching this crossing from the south on C Street SW. The purpose of this improvement is to prevent motorists from driving around trains crossing C Street SW. See the attached map.

Crossing # 085661D Median Barrier

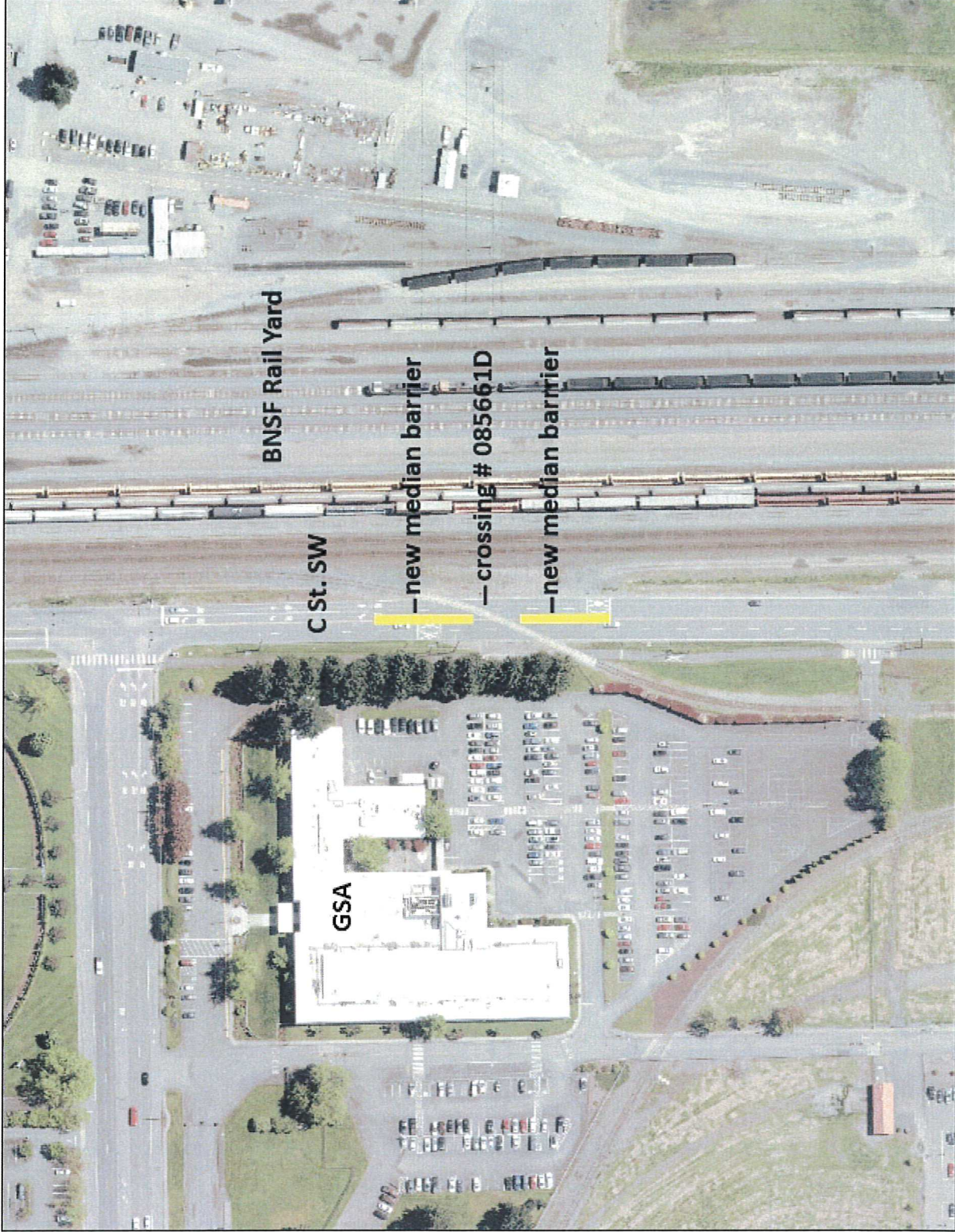
Printed Date: 2/12/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.

Legend

Notes

Type any additional notes- delete text to leave blank



325.5 0 162.7 325.5 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1 in = 163 ft 1:1,953

North Arrow

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).

BNSF Railway

Steve Semenick, Public Projects Manager
Stephen.Semenick@BNSF.com
206-625-6152

City of Auburn

Joe Welsh, Transportation Planner
jwelsh@auburnwa.gov
253-804-5050

The Boeing Company

Heather Jarvis, Project Manager
heather.jarvis@boeing.com

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.

See the attached engineer's estimate for an itemized list of total project costs.

**(C St SW Railroad Crossing Improvements)
Engineer's Estimate**

Schedule A - Street Improvements		\$25,200.00	
Subtotal Schedule A			<u>\$25,200.00</u>
Construction Contract Contingency	0%		<u>\$0.00</u>
TOTAL CONSTRUCTION ESTIMATE			\$25,200.00
Design:			
Design Engineering (In-house)		\$0.00	
Construction:			
Construction Engineering (In-house)		<u>\$0.00</u>	
TOTAL DESIGN ESTIMATED COSTS			\$0.00
TOTAL PROJECT ESTIMATE			\$25,200.00

Project Assumptions:

Project should only take 1 day, but the Traffic Control items assume 2 days, 100 feet per day

Schedule A - Street Improvements

Sales Tax Rate 0%

Bid Item	Std or SP	Sec. No.	Description	Quantity	Unit	Unit Price	Total Price
1	Std	1-09	Mobilization	1	LS	LS	\$2,900.00
2	SP	1-10	Traffic Control Supervisor	1	LS	LS	\$1,500.00
3	SP	1-10	Traffic Control Labor (Min. Bid \$41.02 per hour)	32	HR	\$50.00	\$1,600.00
4	SP	1-10	Sequential Arrow Sign	4	DAY	\$200.00	\$800.00
5	Std	8-04	Qwick Kurb at 6 ft with Delineators	200	LF	\$92.00	\$18,400.00

Subtotal Schedule A \$25,200.00

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

The City of Auburn shall be responsible for the on-going maintenance of the median separators.

6. An estimated timeline of the project.

The project will be completed within two months from receipt of grant funding.

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

Collision data at the crossing will be monitored. A reduction in the number of train/vehicle collisions would be considered to be a success.

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.

The City of Auburn has extensive experience in managing grant - funded railroad related projects, including previous grants awarded by the UTC.

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

The Boeing Company owns this industrial siding track which crosses C Street SW.

A separate application is proposed to be submitted to fund lighting improvements at this crossing location.

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:

2017-2019 GCPF Application Form – Open Call for Projects

- Betty Young at (360) 664-1202 or <https://www.utc.wa.gov/publicSafety/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.

Not applicable

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Name of Railroad

Mailing Address of Railroad

Telephone Number

Email

Date: _____