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| 2024 Railway – Highway Crossings Program (Section 130) Application for Funding**Local Programs Division** |
| Local Agency Name:Contact Person(s):Title:Street Address:City, State, Zip:Phone:Email: | Name of Metropolitan or Regional Planning Organization:State Legislative District #(s):Congressional District #(s):See: <http://app.leg.wa.gov/DistrictFinder/Home/> |
| **Crossing Name:****USDOT Crossing number:**  |
| **WSDOT Region assigned to the jurisdiction:** See <http://www.wsdot.wa.gov/LocalPrograms/regional.htm> for more information.[ ]  Eastern [ ]  North Central [ ]  Northwest [ ]  Olympic [ ]  South Central [ ]  Southwest |
| If any projects in this application involve roadways owned or managed by another jurisdiction, such as a City, County, Indian Tribe, or WSDOT, list the roadways: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*Please include a letter or email from each of the other jurisdictions that indicates concurrence with this application*. Projects on state routes shall be coordinated through the appropriate WSDOT regional office. Contact the Region Local Programs Engineer at <http://www.wsdot.wa.gov/LocalPrograms/regional.htm> to request concurrence.**Comments:** |
| Attachment: The following item must be included with the application.* Detailed vicinity map, with clearly marked project limits, that shows the project’s location.
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| **General Project Information:****Roadway Data**

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| Posted Speed Limit |  | [ ]  Sidewalks  | [ ]  Principal Arterial  |
| Traffic Count and year (AADT) |  | [ ]  Paths  | [ ]  Minor Arterial  |
| Buses per day |  | [ ]  Bike Lanes | [ ]  Major Collector |
| Vehicles per day |  | [ ]  Urban  | [ ]  Minor Collector  |
| Commercial motor vehicles per day |  | [ ]  Rural  | [ ]  Local Access  |
| % Trucks |  |  |  |
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**Railroad Data**

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| Railroad Name  |  |  |
| Number of tracks  |  |  |
| Train Speed\*  |  |  |
| Trains per day\*  |  |  |

\* **Exposure Factor:**Number of trains per day multiplied by number of vehicles per day: \_\_\_\_\_\_\_\_\_**Existing Warning Devices:** List existing warning devices, e.g. pavement markings, crossbucks, shoulder mounted signals, cantilever signals, automatic gates, etc.\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \*To obtain information about Crash Data or railway ownership, WSDOT Local Programs can provide guidance. Contact Engineering Services Safety Analyst: paul.snow@wsdot.wa.gov.**Crashes:** Enter the number of train/vehicle crashes for the last five years. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**Rating Factors: Yes No**

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| Crossing Closure |  |  |  |  |
| Hazardous Materials Rail/Truck |  |  |  |  |
| Bike/Pedestrian Use |  |  |  |  |
| Truck Route |  |  |  |  |
| Bus Route |  |  |  |  |
| Traffic Signal less than 200 feet from Crossing/Limited vehicle storage |  |  |  |  |
| Crossing Grade more than 5% |  |  |  |  |
| Passenger Train Use |  |  |  |  |
| Train Speed over 25 mph |  |  |  |  |
| Reported Near Misses |  |  |  |  |

**Stopping Sight Distances:** ***\*Choose direction that is closest to direction of traffic flow over crossing.***

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| **Required to Stop *(in feet)*** | **Direction** ***(N to S, SW to NW, etc.)*** | **Additional Information** |
| **1.** |  |  |
| **2.** |  |  |
| **3.** |  |  |
| **4.** |  |  |
| **5.** |  |  |
| **6.** |  |  |

The intersection angle of the grade crossing should be as close to a right angle as is practical for the location so that sight distances for both the road user and the train operator will be optimized.**Crossing Angle: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_****Consensus:** ***(Local Agency Only to Complete)***Where are you in conversations with the Railroad about this project: ***Explain***:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Where are you in conversation with the Public and/or business owners about this project: *Explain*:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*(Railroad Only to Complete)*Where are you in conversations with the Local Agency about this project: ***Explain***:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Where are you in conversations with the Public and/or business owners about this project:*Explain*:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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| **Project Schedule** (enter dates as Mo./Yr.) |
| ***Project Milestone*** | ***Estimated Date*** |
| Project added to the Statewide Transportation Improvement Program (STIP) |  Mo./Yr. |
| Project agreement signed with WSDOT Local Programs | Mo./Yr. |
| Begin PE (PE phase authorized by FHWA through WSDOT Local Programs) | Mo./Yr. |
| Community/stakeholder engagement complete | Mo./Yr. |
| Environmental documents approved by WSDOT Local Programs (required for every project) | Mo./Yr. |
| Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs) | Mo./Yr. |
| Railroad contract  | Mo./Yr. |
| Contract advertised for roadway work (if required) | Mo./Yr. |
| Contract awarded (must occur within two years of selection) | Mo./Yr. |
| Open to traffic | Mo./Yr. |
| Construction completed | Mo./Yr. |

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| **Phase** | Total Cost1 | Local Match | Program Funds Requested1,2 |
| Preliminary Engineering (PE) | $ | $ | $ |
| Right of Way (RW) | $ | $ | $ |
| Construction | $ | $ | $ |
| **Total** | **$** | **$** | **$** |

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| **Source(s) of match funds2**: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |

 \* Are ALL local match funds secured? Yes \_\_\_\_\_\_\_\_ No \_\_\_\_\_\_\_1. Round all numbers to the nearest whole dollar (do not include decimals).

Projects NO LONGER require a ten percent local match per phase (preliminary engineering/design, right-of-way, and construction) for all eligible federal expenditures.  |
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