

Local Programs Division

Local Agency Name: City of Snoqualmie
Contact Person(s): Michael Chambless
Title: Public Works Director
Street Address: 38624 SE River St.
City, State, Zip: Snoqualmie, WA 98065
Phone: 425.888.
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Name of Metropolitan or Regional Planning
Organization: PSRC

State Legislative District #(s): 5

Congressional District #(s): 8

See: <http://app.leg.wa.gov/DistrictFinder/Home/>

Crossing Name: King Street

USDOT Crossing number: 092025X

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:

King Street railroad crossing is located entirely within the City of Snoqualmie and is located 50 feet from the intersection with SR 202.

Attachment: The following item must be included with the application.

- Detailed vicinity map, with clearly marked project limits, that shows the project's location.

A general vicinity map and a crossing vicinity map are attached to this application along with a map showing the general arrangement of the proposed safety improvements.

General Project Information:

This project will widen this two track railroad crossing to add a sidewalk for pedestrian access to the city park, and improve safety for cyclists. Existing asphalt crossing surface will be replaced with concrete.

At present, there is no safe or legal pedestrian access to the park because there is no sidewalk and no railroad crossing. Consequently, park users walk across the tracks.

Roadway Data

Posted Speed Limit	25 mph
Traffic Count and year (AADT)	500
Buses per day	--
Vehicles per day	
Commercial motor vehicles per day	10
% Trucks	2%

- Sidewalks
- Paths
- Bike Lanes
- Urban
- Rural
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Access

Railroad Data

Railroad Name	Snoqualmie Valley Railroad
Number of tracks	2
Train Speed*	5-15
Trains per day*	Average 2

*Obtain information from the Railroad. The Washington Utilities and Transportation Commission (UTC) can provide Railroad contact information. UTC Contact: rail@utc.wa.gov

Exposure Factor:

Number of trains per day multiplied by number of vehicles per day: 1,000

Please note that the safety issue we want to address at this crossing involves pedestrians and cyclists, not motor vehicles.

Existing Warning Devices: List existing warning devices, e.g. pavement markings, crossbucks, shoulder mounted signals, cantilever signals, automatic gates, etc.

Crossing is protected with two cross bucks and one advance warning sign.

*Obtain information about Crash Data. WSDOT Local Programs can provide guidance. Engineering Services Safety Analyst Contact: paul.snow@wsdot.wa.gov

Crashes: Enter the number of train/vehicle crashes for the last five years.

This crossing has experienced several near misses, but pedestrian safety is the primary concern. Most users of the adjacent park are walking across or along the tracks for access. A recent installation of a fence to deter railroad trespass has concentrated the problem in one spot instead of along a 600-foot long section. There is no sidewalk on the west side of the crossing (there never has been) so pedestrians walk up the road and then diagonally across the tracks to access the park.

Rating Factors:	Yes	No
Crossing Closure		x
Hazardous Materials Rail/Truck		x
Bike/Pedestrian Use	x	
Truck Route		x
Bus Route		x
Traffic Signal (stop sign) less than 200 feet from Crossing/Limited vehicle storage	x	
Crossing Grade more than 5%		x
Passenger Train Use	x	
Train Speed over 25 mph		x
Reported Near Misses	x	

Stopping Sight Distances:

**Choose direction that is closest to direction of traffic flow over crossing.*

<u>Required to Stop</u> <i>(in feet)</i>	<u>Direction</u> <i>(N to S, SW to NW, etc.)</i>	<u>Additional Information</u>
1. 110	N TO S, E TO W	Vegetation and street furniture partially obscure sight lines.
2. 110	N TO S, W TO E	Vegetation and street furniture partially obscure sight lines.
3. 110	S TO N, E TO W	Visibility obscured by train station.
4. 110	S TO N, E TO W	Vegetation and street furniture partially obscure sight lines.
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: 90 degrees

Consensus: The Depot Square Park is a popular community park in downtown Snoqualmie that is used by individual visits, and for events including wine and beer tasting and festivals. Most park users today get access by trespassing on the Snoqualmie Valley Railroad. Widening the King Street railroad crossing to include a sidewalk on the north side and adding connections to the existing trail network will enhance public safety and eliminate habitual and dangerous trespass.

The Museum and City do not at this time believe automatic crossing signals are warranted in this location, but that the new and wider concrete crossing will in of itself raise public awareness of the crossing.

(Local Agency Only to Complete)

Where are you in conversations with the Railroad about this project: *Explain:* **The Snoqualmie Valley Railroad is owned and operated by the Northwest Railway Museum, The Museum and the City of Snoqualmie have a close working relationship. The Museum and the City have been holding talks about crossing safety. The Museum and the City worked together on this proposal.**

Where are you in conversation with the Public and/or business owner's about this project:
Explain: **Improving safe access to the park has been discussed in prior public meetings and focus groups involving the downtown infrastructure project but has not been able to advance due to a lack of funding.**

(Railroad Only to Complete)

Where are you in conversations with the Local Agency about this project: *Explain:* **The Snoqualmie Valley Railroad is owned and operated by the Northwest Railway Museum. The Museum and the City of Snoqualmie have a close working relationship. The Museum and the City have been holding talks about crossing safety. The Museum and the City worked together on this proposal.**

Where are you in conversations with the Public and/or business owner's about this project:
Explain: **The railroad has informally discussed the project with downtown merchants in historic downtown Snoqualmie and there is widespread support for improving safe access to the park.**

Project Schedule (enter dates as Mo./Yr.)

Project Milestone	Estimated Date
Project added to the Statewide Transportation Improvement Program (STIP)	TBD Mo./Yr.
Project agreement signed with WSDOT Local Programs	04/23.
Begin PE (PE phase authorized by FHWA through WSDOT Local Programs)	04/23
Community/stakeholder engagement complete	TBD Mo./Yr.
Environmental documents approved by WSDOT Local Programs (required for every project)	05/23
Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs)	N/A
Railroad contract	04/23
Contract advertised for roadway work (if required)	N/A
Contract awarded (must occur within two years of selection)	05/23
Open to traffic	11/23
Construction complete	11/23

Phase	Total Cost¹	Local Match	Program Funds Requested^{1,2}
Preliminary Engineering (PE)	\$ 5,000.	\$	\$ 5,000.
Right of Way (RW)	\$	\$	\$
Construction	\$ 207,100	\$	\$ 207,100
Total	\$ 230,225	\$	\$ 230,225

Crossing construction: \$203,500. Cost estimate from Railworks Track Systems. **Sidewalk construction:** Est. 16 square yards of concrete sidewalk @ \$225 per square yard \$3,600 (Cost derived from sidewalk repair contract now in place in City of Snoqualmie) **Sales tax:** \$18,225.

* Are ALL local match funds secured? Yes _____ No _____ N/A

Source(s) of match funds2: _____

1. Round all numbers to the nearest whole dollar (do not include decimals).

2. Projects require a ten percent local match per phase (preliminary engineering/design, right-of-way, and construction) for all eligible federal expenditures. If the construction phase is authorized by **April 30, 2024** then that phase will be eligible for 100% funding (no local match required). Federal funds cannot be used as match for any phase.



Proposed project work. This is a crossing replacement project to provide a safe and legal crossing from connections with the regional trail network to the city park called the Depot Square Park.