



CITY OF PACIFIC

100 - 3RD AVENUE SOUTHEAST
PACIFIC, WASHINGTON 98047
CITY HALL (253) 929-1100
FAX (253) 939-6026

September 27, 2006

RECEIVED
CITY OF PACIFIC
06 OCT 14 11 04 AM

Utilities and Trade Commission
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

Re: Grade Crossing Petition Crossing, 3rd Avenue SE, City of Pacific


Dear Sir or Madam:

Please find enclosed a NEW application for the above-referenced grade crossing protection grant. The proposed project improvements to the 3rd Avenue SE and UPRR crossing will help link the heavily used Interurban Trail with other trails in and around Pacific while helping prevent conflicts between trains, vehicles, pedestrians, and cyclists at this critical intersection. Although this intersection improvement is part of a larger corridor project, we will certify completion of the intersection improvements prior to June 1, 2007.

We also wish to thank you for considering the City of Pacific for funding of a grade crossing protection grant, Docket No. PR-060277, at the Stewart Road and Union Pacific Railroad (UPRR) crossing in the City of Pacific. The work at this intersection is part of a much larger project to widen Stewart Road and has since been delayed due to funding issues. As such, the City of Pacific would like to WITHDRAW this particular application at this time.

We look forward to the results of our new application and hope to work with you in the future. Please contact me at (253) 929-1113 or jmorgan@ci.pacific.wa.us with any questions or comments.

Sincerely,


Jim Morgan, P.E.
City Engineer
Enclosure



UTILITIES AND TRANSPORTATION
COMMISSION

1300 S. Evergreen Park Drive SW
Post Office Box 47250
Olympia, Washington 98504-7250
Toll-Free 1-888-606-9566 or 360-664-1222
Fax 360-586-1181 or 360-586-1118
TTY 360-586-8203 or 1-877-210-5963
Web: www.wutc.wa.gov

Grade Crossing Protection Fund APPLICATION FOR FUNDING

The Commission's objectives in distributing monies from its Grade Crossing Protective Fund (GCPF) are as follows: To reduce accident/incident frequency and severity at both public and private railroad crossings; and to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad rights-of-way. Any public, private, or nonprofit entity may submit an application to the Commission for GCPF monies.

The focus of the GCPF program is to fund projects that demonstrate a need for improved public safety related to one of the following four categories:

- **Grade crossing safety projects** (the Commission's original GCPF program).
- **Trespass prevention projects.** Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad rights-of-way; pedestrian warning devices; establishing new public grade crossings; installing channeling devices; media/public relations campaigns; and enforcement-related activities.
- **Private crossing safety improvements.** Examples of projects in this category include private crossing closures; installation of private crossing-specific warning devices; installation of nighttime/off-hours locked gates; and improvements to reflectorization/conspicuousness of existing warning devices.
- **Miscellaneous safety projects.** Examples of projects in this category include improvements to motorists' ability to see approaching trains, including the removal of physical obstructions; participation in roadway improvements at or approaching grade crossings; and mitigation of crossing closures.

All projects that fall within any of these four general categories are eligible for funding consideration.

Applicant Name: City of Pacific

Organization: Municipality

Address: 100 3rd Avenue SE, Pacific, WA 98047

Office Phone: (253) 929 - 1113

E-mail: jmorgan@ci.pacific.wa.us

Cell Phone: N/A

Fax Number: (253) 887-9910

Type of Application: GRADE CROSSING PROTECTIVE FUND

Private crossing safety improvement

Trespass prevention

Miscellaneous

Please list all of the other companies (e.g., railroad companies) organizations, or state or local agencies involved in implementing this proposal and the name, address and phone number of each.

City of Pacific

Attn: Jim Morgan, City Engineer
100 3rd Avenue SE
Pacific, WA 98047
253-929-1113

Comcast Cable

Attn: Bill Walker
4020 Auburn Way North
Auburn, WA 98002
253-288-7538

WSDOT

Mark Brooks, Local Programs Area Engineer
PO Box 47440
Olympia, WA 98504
360-357-2609

Puget Sound Energy

Attn: Roger Keyes
3130 S. 38th
Tacoma WA 98409
253-476-6037

Union Pacific Railroad

Attn: John Trumbull
5424 SE McLoughlin Blvd.
Portland OR, 97202
503.872.1809

Qwest

Attn: Dennis Libadia
23315 66th Avenue S.
Kent, WA 98032
253-372-5360

Project Information – Please attach additional information if needed.

- 1) *Provide a detailed summary of the hazard being addressed, including any accident/incident*

Information or other supporting data. If filing this application electronically, photographs, drawings, or other optional materials that are not in electronic format may be sent to the mailing address specified in the “instructions” section and should be clearly identified as an attachment to your application:

Lack of sidewalks and bicycle lanes force pedestrians/cyclists to walk into the vehicular pathway while crossing the railroad tracks along 3rd Avenue in the City of Pacific. Dramatically increased pedestrian and cycling activity at this roadway/UPRR intersection is anticipated when this project links the trailhead of the region’s Interurban trail with City Park and other local trails in the area.

- 2) *Provide a detailed description of your proposed project and explain how its implementation will eliminate or mitigate the hazard. If available, please attach any drawings or construction plans for your proposed project (see section 1 if filing electronically):*

Figure 1 identifies improvements at the UPRR and 3rd Avenue intersection. This project will narrow the roadway section across the roadway/rail intersection and provide continuous 5 to 6-foot sidewalk leading up to and across the tracks. The sidewalk installation will prevent pedestrian usage of the roadway and reduce driver distractions while moving over the tracks. Fencing will funnel pedestrians and bicyclists toward existing warning alarms and gates and prevent detours at unprotected locations. Roadway channelization will create a bicycle lane through the railroad intersection and minimize potential vehicle, bicycle and train conflict. Pedestrian detectable warning patterns will be placed at the sidewalk interface with the tracks.

This work is part of a much larger effort to interconnect the Interurban Trail with parks and other local trail systems in the Cities of Pacific and Sumner. Other portions of the project include sidewalks and bike lanes throughout the entire corridor.

3) *Provide cost estimates, including those related to long-term maintenance:*

DESCRIPTION	QTY	UNIT	Unit Price	TOTAL
Mobilization	1	LS	7%	\$2,480
UPRR Insurance	1	LS	\$10,000	\$10,000
Asphalt Removal	292	SY	\$10	\$2,920
Sidewalk Removal	535	SF	\$1.30	\$700
Curb and Gutter Removal	533	LF	\$10	\$5,330
Install Cement Concrete Sidewalk	183	SY	\$30	\$5,490
Install Traffic Curb and Gutter	300	LF	\$15	\$4,500
Coated Chain Link Fencing, 42 in.	225	LF	\$14	\$3,150
Concrete Driveway Entrance	66	SY	\$35	\$2,310
Handicap Sidewalk Ramp	1	EA	\$350	\$350
Channelization	350	LF	\$0.15	\$50
RR Crossing Signs	2	EA	\$300	\$600
Subtotal				\$37,880
Contingency (5%)				\$1,890
TOTAL CONSTRUCTION COST				\$39,770

No future maintenance costs are anticipated.

Note: The City of Pacific is requesting only \$20,000 to apply against this project.

4) *Estimated timeline of project, if approved:*

Project design is approximately 98% complete and will be advertised in February 2007. There are no anticipated schedule delays. Environmental review and permitting is complete, and access permits for UPRR railroad access will be completed before advertisement. This grant will be apportioned to the construction phase of this project. **Improvements funded by this grant will be constructed by June 1, 2007.** Other improvements included in the larger project but not funded by this grant will be completed by August 2007.

5) *If known, provide a description of how the project's success would be measured:*

Success will be measured by continued absence of train accidents in spite of increased pedestrian, vehicular and cycling activity through the intersection.

6) *Other comments:*

Note: The City of Pacific is requesting only \$20,000 to apply against this project.

- CONSTRUCTION NOTES:**
1. INSTALL BLOCK WALL AT LOCATION SHOWN. SEE WALL CONSTRUCTION DETAILS ON SHEET D12 FOR INSTALLATION REQUIREMENTS.
 2. CONSTRUCT SIDEWALK RAMP. SEE WSDOT STD F3-b AND F3-4.
(a) TYPE 2A
(b) TYPE 4A
(c) TYPE 2B
FIELD MODIFY TO FIT
 3. CONSTRUCT STEP AS REQUIRED TO TRANSITION PRIVATE WALKWAY ONTO SIDEWALK.
 4. CONSTRUCT SIDEWALK BULBOUT AROUND POLES AND MAILBOXES. SEE DETAIL **(7)**
 5. RELOCATE EXISTING HYDRANT WITHIN RIGHT OF WAY. SEE CITY OF PACIFIC DWG - RFHA.
 6. INSTALL NEW HYDRANT AT ROW EDGE. SEE CITY OF PACIFIC DWG FHA.
 7. INSTALL CURB & GUTTER. SEE DETAIL **(1)**
 8. INSTALL TYPE 1 CURB INLET.
 9. TIE INTO EXISTING CATCH BASIN WITH 8-INCH DUCTILE IRON STORM PIPE. SLOPE TO DRAIN.
 10. SEE DETAILS IN THE APPENDIX OF THE SPECIAL PROVISIONS FOR VORTECHS VULT PLACEMENT AND DETAILS.
 11. INSTALL TYPE 6 FENCE AT BACK OF WALK.
 12. TAPER CURB HEIGHT FROM 8" TO FLUSH WITH CONCRETE PAD. BEGIN 10' FROM CONCRETE PAD.

- GENERAL NOTES:**
1. CURB RADII ARE FOR FACE OF CURB.
 2. ELEVATIONS ARE FOR FLOW LINE UNLESS OTHERWISE NOTED.
 3. MEASUREMENTS ARE APPROXIMATE AND WILL BE ADJUSTED AS DEMOLITION REQUIREMENTS DICTATE OR AS REQUIRED BY THE ENGINEER.

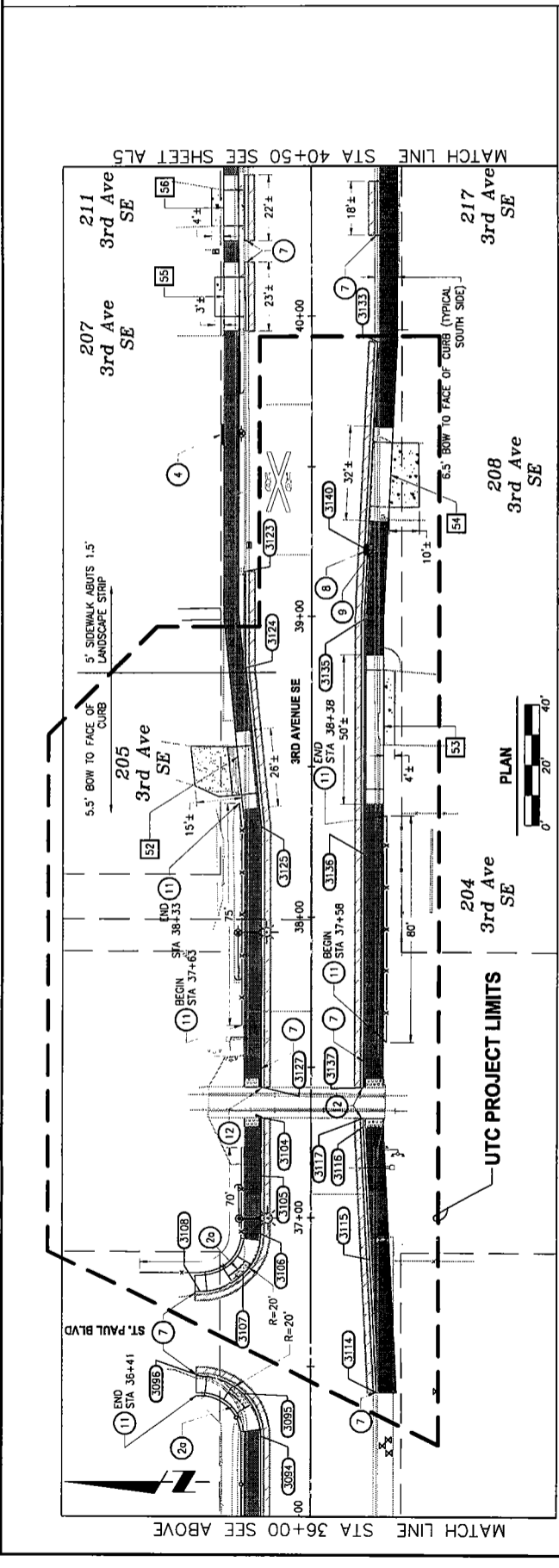
PLAN LEGEND

- PROPOSED CEMENT CONCRETE DRIVEWAY
- PROPOSED ASPHALT CONCRETE DRIVEWAY
- PROPOSED GRAVEL DRIVEWAY
- PROPOSED CEMENT CONCRETE SIDEWALK. SEE CITY OF PACIFIC DWG SW-1 & SW-4.
- ROADWAY REPAIR, COMMERCIAL HMA. SEE DETAIL **(A)**

GRADING POINT TAG (ALL GRADES AT FLOW LINE)

PROPOSED DRIVEWAY ENTRANCE. SEE DRIVEWAY ENTRANCE SCHEDULE SHEET D13.

UTC PROJECT LIMITS



CONSTRUCTION NOTES:

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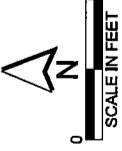


Figure 1
UTC Project
Limits