WASHINGTON UTC UTILITIES AND TRANSPORTATION COMMISSION

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Grade Crossing Protection Fund
APPLICATION FOR FUNDING

The commission's objectives in distributing monies from its Grade Crossing Protective Fund (GCPF) are to reduce accident 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**. Grants for improvements to warning devices at public grade crossings must be requested through the commission's petition process pursuant to RCW 81.53.261. Contact Kathy Hunter at (360) 664-1257 for more information.

- **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 or 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 or off-hours locked gates, and improvements to 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.

Please complete and submit the following information as part of the application process.

Applicant Name: Troy Fitzsimmons Derek Gustafson for Troy Fitzsimmons

Organization: Washington State Parks and Recreation Commission

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Type of Application: Pedestrian Bridge Design.

☐ Private crossing safety improvement

■ Trespass prevention

☐ Miscellaneous

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

Note: Requests for public grade crossing safety projects will be continue to be processed through the Commission's regular petition process.

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:

Larrabee State Park was the first state park in the system, dating back to 1915. Currently, the park encompasses 2,684 acres with 8,100 feet of saltwater shoreline. The project aims provide a

safe access to a popular day-use shoreline attraction called Clayton Beach. The existing access route crosses an active Burlington Northern Santa Fe (BNSF) rail line between Bellingham and Mount Vernon where no bridge currently exists. The at-grade crossing has been used for a number of years and, as in most trespass situations, was established without the property owners' permission. The current illegal crossing is the only way to access to the beach from park property, except for an underpass approximately 3000 feet north and along a rocky shoreline edge. Therefore, almost all park visitors wishing to access the beach use the illegal trespass route. It is estimated that approximately 75,000 visitors a year access the beach via the at-grade crossing.

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):*

To eliminate the hazard described above, a pedestrian bridge across the existing BNSF railroad mainline will be constructed. The pedestrian bridge would maintain the railroad's clearance requirements of at least 14 feet. This bridge will be designed to accommodate the standard pedestrian design load of 85 psf or a 10,000 lb. 2-axel maintenance vehicle. The bridge will need to span over 50 feet wide, thus will be single-span approximately 75 feet long and at least 12 feet wide, providing a 10-foot wide walking surface. It is assumed that the bridge will be pre-cast girders and a poured or manufactured deck, handrails and security fencing with the abutments constructed on-site. During the design phase the determination will be made whether spread footings will be founded on some type of pilings and pile cap. The foundations supporting the abutments will depend on local soil conditions and environmental permitting restrictions. Generally, one of three types of foundations are used to support bridge structures: spread footings, driven piles and drilled shafts. All pedestrian traffic will be diverted to the overpass, thus eliminating the safety issues associated with the current illegal at-grade crossing. Also, State Parks and Recreation Commission staff will continue to work with safety specialists from BNSF and the staff at WUTC to incorporate any suggested access changes as well as address interim issues.

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

This second phase of the project is seeking funds ($50,000) to begin design and permitting. Building upon the previous phase of surveying and preliminary geotechnical analysis, this second phase of work will include bridge Type, Size & Location (TS&L) design and more detailed geotechnical investigations to begin permitting and stakeholder review. Future funds would be sought through a Recreation and Conservation Funding Board (RCFB) grant to pay for final design (approx. $40,000) and construction (approx. $225,000). The proposed single-span bridge would be approximately 75 feet long and at least 12 feet wide, providing a 10-foot wide walking surface. The foundations supporting the abutments will depend on local soil conditions and environmental permitting restrictions. One of three types of foundations are typically used to support bridge structures: spread footings, driven piles and drilled shafts.

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

- Phase One (1) – Preliminary Surveying and preliminary geotechnical investigations – Completed in June 2007
- Phase Two (2) – Preliminary Design (type, size and location study) and Design Phase Geotechnical Studies – to be completed within six (6) months from award of this grant.
- Final Design and Permitting – Anticipated to be included within a Recreation and Conservation Funding Board (RCFB) administered grant for 2009-2011 biennium. Work to be complete by June 30, 2010.
- Construction - Anticipated to be included within a RCFB administered grant for 2009-2011 biennium. Work to be complete by June 30, 2011.

Project timeline is estimated and could be affected by environmental review process, construction windows, and coordination with BNSF and funding constraints.

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

The success of this project will be measured initially by using the surveying and geotechnical inventory and analysis to move into the engineering phase of work. With preliminary engineering completed, the project will be on-track and one step closer to success. This second phase of the project is necessary to get stakeholder and environmental approval. Ultimately, success will be measured upon the completion of the overall project by which all pedestrian traffic is diverted to the overpass, thus eliminating the safety issues associated with the current at-grade crossing.

6) *Other comments:*
To complete the access connection to the proposed bridge, an improved gravel pathway will lead from Chuckanut Drive to the pedestrian bridge and down to the beach. Total length of the pathway is approximately 1,500 feet and the path width will be ten feet. The path material will be 3-inch thick Crushed Surfacing Top Course (CSTC). The cost of the pathway will be approximately $15,000. The site will require clearing, grubbing and considerable grading for the pathway. Actual path alignment will be dependent on wetland delineation and avoidance.

For questions or assistance, please contact Mark Halliday at 360-664-1232 (e-mail mhallida@wutc.wa.gov) or Kathy Hunter at 360-664-1257 (e-mail khunter@wutc.wa.gov)

Instructions

After completing the Grade Crossing Protective Fund application, please send the original and two copies to:

Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW

Olympia, WA 98504-7250

Applications are available at www.wutc.wa.gov/GCPFgrants. A signed application may be filed electronically at records@wutc.wa.gov. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

Please ensure that the names and addresses of representatives from the relevant railroad company and local jurisdiction are correct and listed in the application.

Funding

RCW 81.53.271 allows the commission to grant up to twenty thousand dollars for selected projects without requiring a monetary match. The commission, however, may limit the amount of funding per project to a lesser amount so that an optimal number of projects may be funded with regard to relative safety benefits and project costs. The commission may also consider funding for larger safety projects for which the GCPF grant would constitute some portion of the total cost.

Selection of Projects

The commission will initiate a "call for projects," soliciting applications within a specific timeframe. After the specified submittal deadline, all applications will be reviewed simultaneously. Further information about the Grade Crossing Protective Fund may be obtained on the commission's website at www.wutc.wa.gov/GCPFgrants, or by contacting Mark Halliday at (360) 664-1232 or Kathy Hunter at (360) 664-1257.

The commission will review and select projects for funding based on the relative severity of the hazard being addressed, the safety benefits resulting from a project, the costs of implementing a project, and geographic diversity. Final award of GCPF grants will be contingent upon the recipient signing an agreement specifying the terms of the grant.

Exhibit "A"

Approximate area for bridge placement. Please notice the curve in the tracks. This curve is approximately 1500 feet from the current at-grade crossing being used by park guests.

Exhibit "B"

Currently park guests access the beach over the tracks via a path from Chuckanut Drive. This proposal would eliminate this hazard. This photo is taken at the approximate location of the proposed bridge structure.