



1300 S. Evergreen Park Drive SW PO Box 47250 Olympia, WA 98504-7250 (360)664-1257 or (360)664-1100 Fax: (360)586-1150

Web: www.wutc.wa.gov E-mail: records@utc.wa.gov

GRADE CROSSING PROTECTIVE FUND 2009 – 2011 GRANT APPLICATION ELIMINATING OR CONSOLIDATING RAILROAD GRADE CROSSINGS

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. As part of its 2009/2011 GCPF program, the commission has designated funds specifically for the purpose of providing financial assistance to encourage or support eliminating or consolidating public and private railroad grade crossings that may be redundant, unnecessary or abandoned.

To apply for GCPF funding to eliminate a railroad grade crossing or to consolidate railroad grade crossings, complete the following information and submit it and attachments to the commission.

Applicant Information

Applicant Name: Steve L. Hefley

Organization: Puget Sound & Pacific Railroad

Address: 411 N. 3rd Street, Elma, WA 98541

Phone: (360) 482-4994

E-mail: steve.hefley@railamerica.com

Fax: (360) 482-3966

Project Information

- 1. A list 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 or e-mail address for each (if known).
- 2. A description of the project, including:
 - a. For a public crossing, the USDOT number, street name and county.
 - USDOT #096638P
 - Street Name: N. 10th Street, Elma, WA
 - Grays Harbor County

- b. For a private crossing, specific identifying information such as the property owner, GPS coordinates, county and nearby community.
 - N/A
- c. A description of existing protection at the crossing such as traffic control signs, railroad warning signs or other similar devices.
 - Passive Warning Devices (signs)
- d. The number of trains using the crossing on a daily basis and the operating speed of each (if known). Approximately 6 trains per day (current), but may increase in the future. Maximum authorized speed is 40mph. However, this crossing is near a switching yard, and there is the potential for considerable "back-and-forth" train movements at this location.
- e. The number and type of motor vehicles or other modes of transportation, and the number of pedestrians, using the crossing on a daily basis and the posted vehicle speed limit (if known). ADT is approximately 140, with speed limit of 25 MPH.
- **f.** A description of why this crossing should be, or could be, eliminated. Public safety would be improved by reducing the potential for train/vehicle accidents.
- g. A list of alternative crossings motorists or others may use, their location and the distance or travel time from the crossing proposed to be eliminated (if this does not apply, explain why not). There is alternate access available to each side of the crossing. On the north, access is via N. 11th Street (which has active warning devices, including automatic gates) and Wakefield Street. On the south, access is via W. Martin Street.

The worst case additional driving distance is about ½ mile, or about 2 additional minutes driving time at the posted 25 mph.

h. A list of known and possible stakeholders. Please see the accompanying list of adjacent property owners. The Puget Sound and Pacific Railroad and its customers are also stakeholders.

3. A cost estimate, including:

a. An itemized list of the total costs of the project.

Item	Qty	Unit \$	Ext \$
Roadway Excavation Incl Haul:	140 CY	\$50/CY	\$7000
New Signage	1 LS	\$3000	\$3000
W-Beam Rail	70 LF	\$35/LF	\$2500
Contingency	12%	\$1500	\$1500
Total:			\$14,000

b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.

Per 23 CFR 646.210 (b) 4, pertaining to elimination of grade crossings at which there are no active warning devices, Puget Sound and Pacific proposes all costs will be borne by Federal Aid highway funds. If such funds are not available, the applicant proposes that all costs be borne by the State Grade Crossing Protective Fund.

4. An estimated timeline for the project.

The project would be completed within 12 months of notice of availability of funding. E.g., if funding were made available in May 2011, the project would be complete by May 2010.

5. Any other information the applicant believes would be useful to the commission in considering the project.

Railroad Commitment

If the applicant is not the railroad owning the crossing, the applicant must submit the attached Railroad Commitment form, completed by the railroad owning the crossing.

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 <u>records@utc.wa.gov</u>. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

Assistance

For questions or assistance, please contact:

- Kathy Hunter at (360)664-1257 or by e-mail at khunter@utc.wa.gov
- David Pratt at (360)664-1100 or by e-mail at dpratt@utc.wa.gov

Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF grant application for funding to eliminate or consolidate a railroad crossing(s). We have reviewed the application and are satisfied the conditions are the same as described by the applicant. We agree to eliminate or consolidate the crossing(s) as described in the application.

Printed name of Railroad Representative

Signature of Railroad Representative

General Mange

Title

360-482-4994

Phone

Stew. hefty @railgonia.com

E-mail

Date:

N. 10th STREET - ELMA, WA
Properties within 500' of crossing

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00533 10TH ST	98541	WA	ELMA		PO BOX 1286	044501800400 BEDORTHA DENNIS L & JERI J
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