

Applicant Name: City of Washougal, Washington

Organization: Public Works Department, Scott P. Sawyer, P.E., Public Works Director

Address: 1701 C Street

Washougal, WA 98671

Office Phone: 360.835.2662 Public Works Operations; 360.835.8501 City Hall

E-mail: ssawyer@ci.washougal.wa.us

Cell Phone: 360.772.3086

Fax Number: 360.835.0792

Type of Application: Roadway improvements approaching a grade crossing

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.

John Li
Manager Public Projects
BNSF Railway Company
2454 Occidental Ave South, Suite 1A
Seattle , WA 98134-1451
Tel: 206-625-6146
Fax: 206-625-6115

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:*

The city has grown rapidly the past several years from a population of 8,595 in 2000 to 11,350 in 2005. This rapid growth is expected to continue for years to come. Nearly all the new residents live in the northern sections of the city which necessitates crossing the BNSF mainline tracks to commute to the Portland metro area and to many businesses in the city.

There are some 32 trains daily that utilize the BNSF tracks through the city. There are six crossings only one of which is separated. A large percentage of city residents live in the eastern section of the city and utilize the 32nd Street grade crossing making it one of the busiest. Some of the largest retail merchants in the city are located on both sides of the tracks near this crossing.

In recent years vehicular traffic has been increasing about 2.7 percent per year at the 32nd Street crossing. 2006 traffic data shows about 5800 vehicles per day southbound and 6000 vehicles per day northbound for a total combined flow of 11,800. City police records show there have been 3 accidents at the crossing since 2004. Two involved vehicles hitting the crossing arms, and one a DUI that drove into the ditch at the RR crossing

The existing 32nd St. crossing is protected with gates and lights for each direction of travel. The street is fully paved without center median, curbs or channelization to prevent drivers from crossing into the opposing travel lane to drive around a closed gate. With the rapidly increasing use of the crossing by newer residents and visitors unfamiliar with the risks, and driver frustration with increasing traffic congestion there is a greater likelihood that it is only a matter of time before someone makes a bad judgment and drives around a gate.

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):*

The project will consist of installing a raised traffic curb with tubular delineators on each side of the crossing to prevent vehicles from driving around a closed gate. The curbs will extend a distance of 60 to 100 ft. in each direction from the gates.

The placement of these curbs will prevent drivers from crossing into the opposing travel lane to drive around a closed crossing gate.

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

The estimated cost to prepare the necessary construction plans, coordinate with the railroad and construct the project, including traffic control is \$26,500. The city has the funds and will pay the costs in excess of the grant amount.

Long term maintenance will consist of periodic repainting of the curb and occasional replacement of tubular delineators that may be damaged. These costs will be nominal and will become a part of the routine street maintenance budget.

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

The city recognizes the desired timeline to expend the funds and will proceed with the project immediately upon grant authorization. The work can be completed before June 2007.

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

The project success will be measured by the fact that, hopefully, no one ever drives around a closed gate into an accident with a train.

6) *Other comments:*

For questions or assistance, please contact Mark Halliday at 360-664-1232 (e-mail mhallida@wutc.wa.gov) or Vicki Elliott at 360-664-1100 ([e-mail velliott@wutc.wa.gov](mailto:velliott@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, and may be filed electronically at railinfo@wutc.wa.gov. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.