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UTILITIES AND TRANSPORTATION  
COMMISSION

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](http://www.wutc.wa.gov)  
E-mail: [records@utc.wa.gov](mailto:records@utc.wa.gov)

**GRADE CROSSING PROTECTIVE FUND  
APPLICATION FOR FUNDING**

The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), funds projects that eliminate or mitigate public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private, or non-profit entity may submit an application to the commission for GCPF monies.

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

**Applicant Information**

Applicant Name: Andrew L. Kallinen; Park Ranger  
Organization: Washington State Parks / Columbia Hills State Park  
Address: PO Box 426 ; Dallesport, WA 98617  
Phone: (509) 767-1159  
E-mail: [columbia.hills@parks.wa.gov](mailto:columbia.hills@parks.wa.gov)  
Fax: (509) 767-4304

Please list all other companies, organizations or state or local agencies that may be involved in implementing this proposal and the contact name, address and phone number for each.

**Project Information**

1. Provide a detailed summary of the hazard being addressed. Include:

- ⊙ Any information about accidents or incidents at the site.
- ⊙ Photographs, drawings or other materials that supports the application.

BNSF upgraded the crossing at Columbia Hills State Park (Horsethief Lake) in 2007 in response to a UTC inspection which found the crossing in need of upgrading. The new crossing is good but now the approach road on either side needs to be improved. The old road is much narrower than the new crossing, the surface is decaying, there is a slight grade variance from the road to the crossing (the crossing being higher than the road), and there is lots of loose gravel and rock due to interim fill/patching required using gravel. To the out of area river boat launch user, the crossing may appear infrequently used due to decayed approach conditions. Additionally, to take advantage of the upgraded crossing that UTC required the road needs to be brought to the same width. Additionally, there was a train vs. boat on

trailer collision on the crossing during the 2007 season. This collision occurred prior to replacement of the crossing material; however, the transition from road to the previous timber crossing was essentially the same gravel patching. The driver of the truck pulling the boat and trailer stated that he felt that he spun in gravel on the roadway when he attempted to accelerate out of the crossing after he realized he was about to be struck by the train he didn't see when he entered the crossing.

2. Provide a detailed description of the proposed project and explain how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.

This project proposes to resurface the road approach and vehicle boat trailer turn around for the river boat launch into the Columbia River at Columbia Hills State Park with a new layer of asphalt. Additionally the project will transition the width of the road to that of the upgraded crossing within the limits of the terrain. Resurfacing the river boat launch approach and turn around will reduce the amount of loose gravel materials that can enter the roadway and will increase the safety of vehicles entering and exiting the river boat launch via this crossing. This new paving in conjunction with appropriate striping, the new crossing and signs BNSF installed will present a maintained image and subtly communicate to visitors that this railroad crossing area is maintained because there is railroad traffic here.

3. Provide cost estimates. Include:

⊙ Total costs of the project.

⊙ Names of parties contributing to the project and the amount each is contributing.

The paving is estimated at \$20,500

The railroad flagger cost estimated at \$1000

This grant application seeks \$20,000 from the UTC GCPF toward the paving. Columbia Hills State Park will provide \$500+ for the remainder of the paving costs BNSF will provide the flagger.

4. Provide the name of the party responsible for long-term maintenance.

Washington State Parks is responsible for the long-term maintenance of the road.

5. Provide an estimated timeline of project, if approved.

If approved it is anticipated that official bid solicitation/selection will occur during the spring. Project scheduled in mid to late summer.

6. Provide a description of how the project's success would be measured.

The project success would be measured by completion the road widening and appropriate grade transition as well as monitoring the reduced quantity of transient gravel on the roadway.

7. Provide any other information the applicant believes would be useful to the commission in considering the project.

8. If the project involves any construction, modification or demolition on a railroad right-of-way, complete the attached Railroad Commitment form. This includes fencing, gates or other structures located near enough to the tracks to be on the railroad right-of-way, modification to a grade crossing or any other project that involves railroad property or rights-of-way.  
See attached.

#### **Submitting the Application**

After completing the GCPF 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 [records@utc.wa.gov](mailto:records@utc.wa.gov). When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

#### **Assistance**

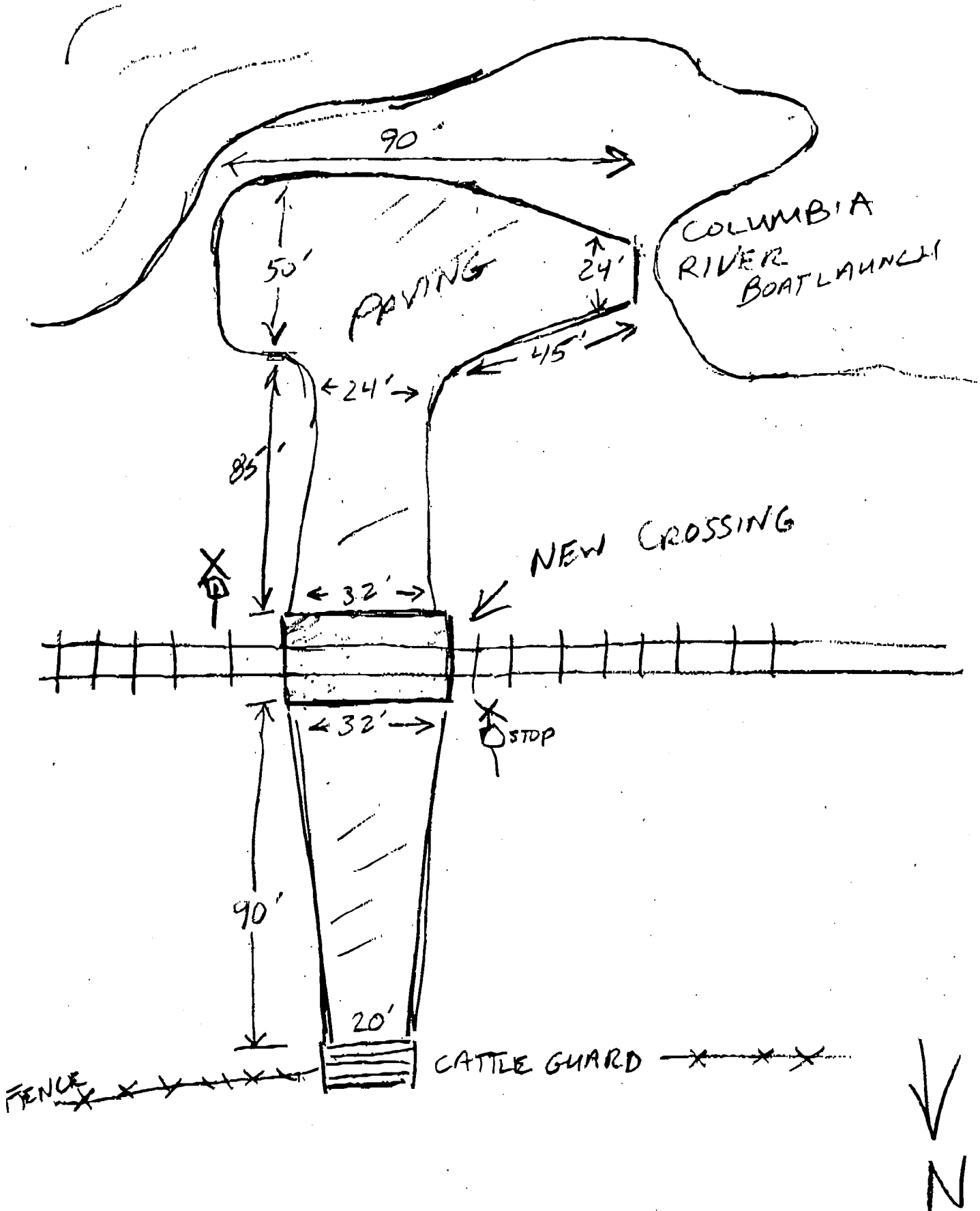
For questions or assistance, please contact:

☎ Kathy Hunter at (360)664-1257 or by e-mail at [khunter@utc.wa.gov](mailto:khunter@utc.wa.gov).

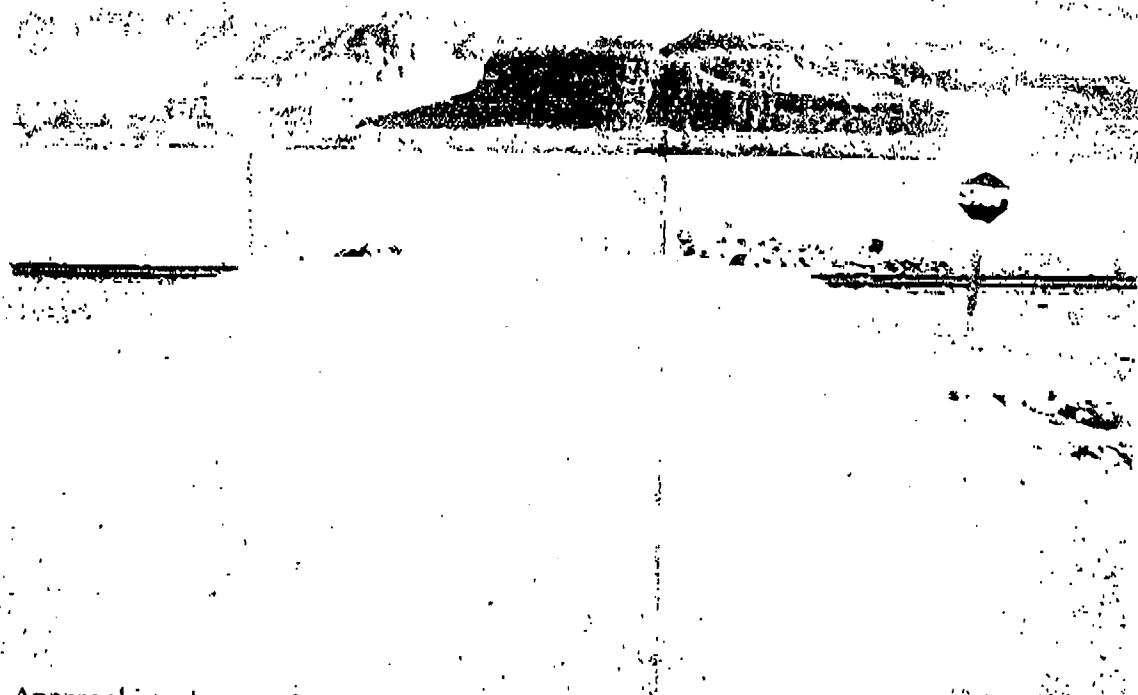
☎ David Pratt at (360)664-1100 or by e-mail at [dpratt@utc.wa.gov](mailto:dpratt@utc.wa.gov).

Grade Crossing Protective Fund Application Form

# COLUMBIA RIVER

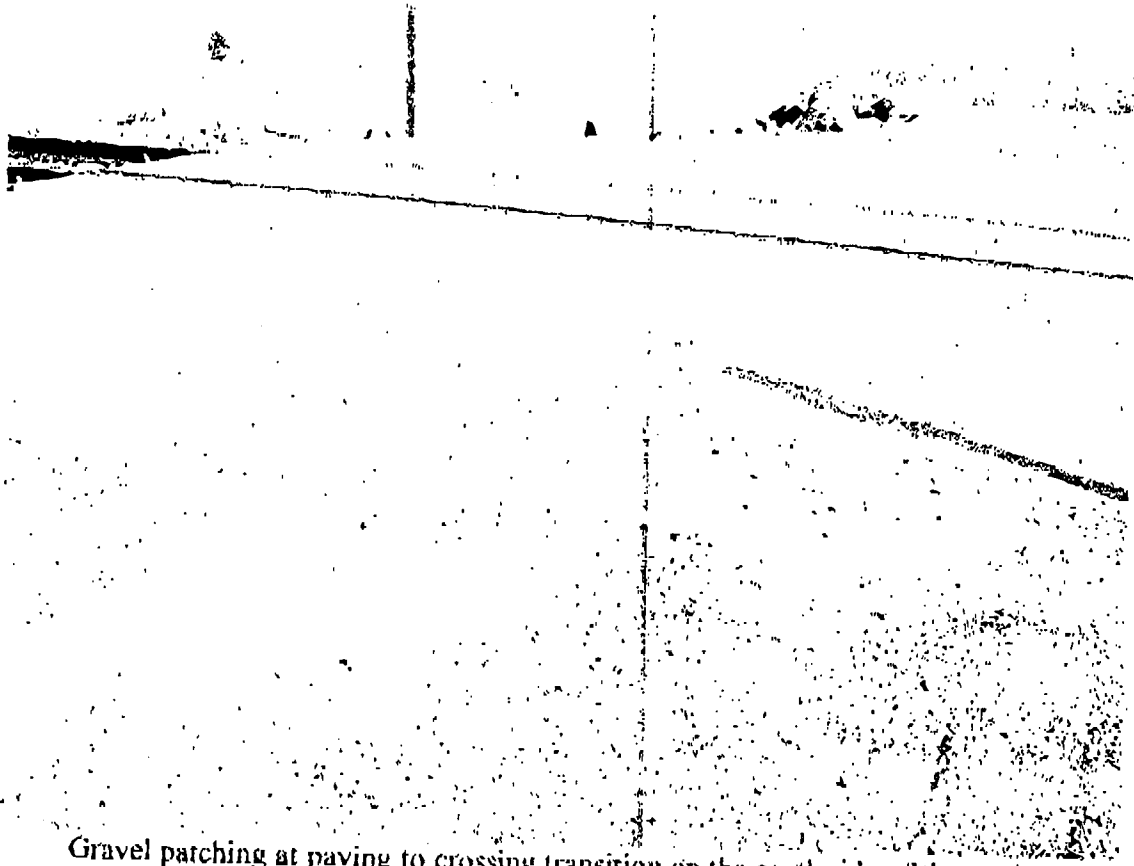


**GRADE CROSSING PROTECTIVE FUND  
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Columbia Hills State Park**



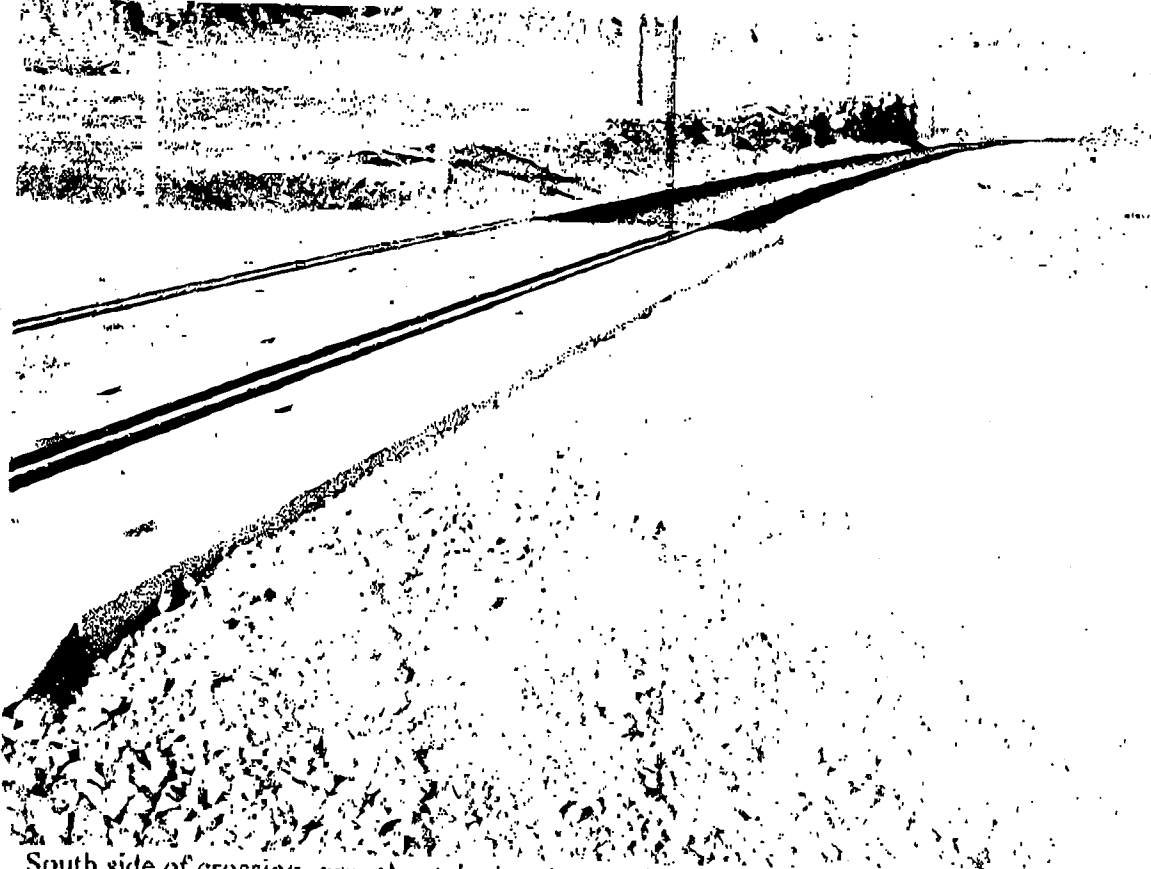
Approaching the crossing toward the Columbia River. Rough road and gravel transition to crossing visible ahead.

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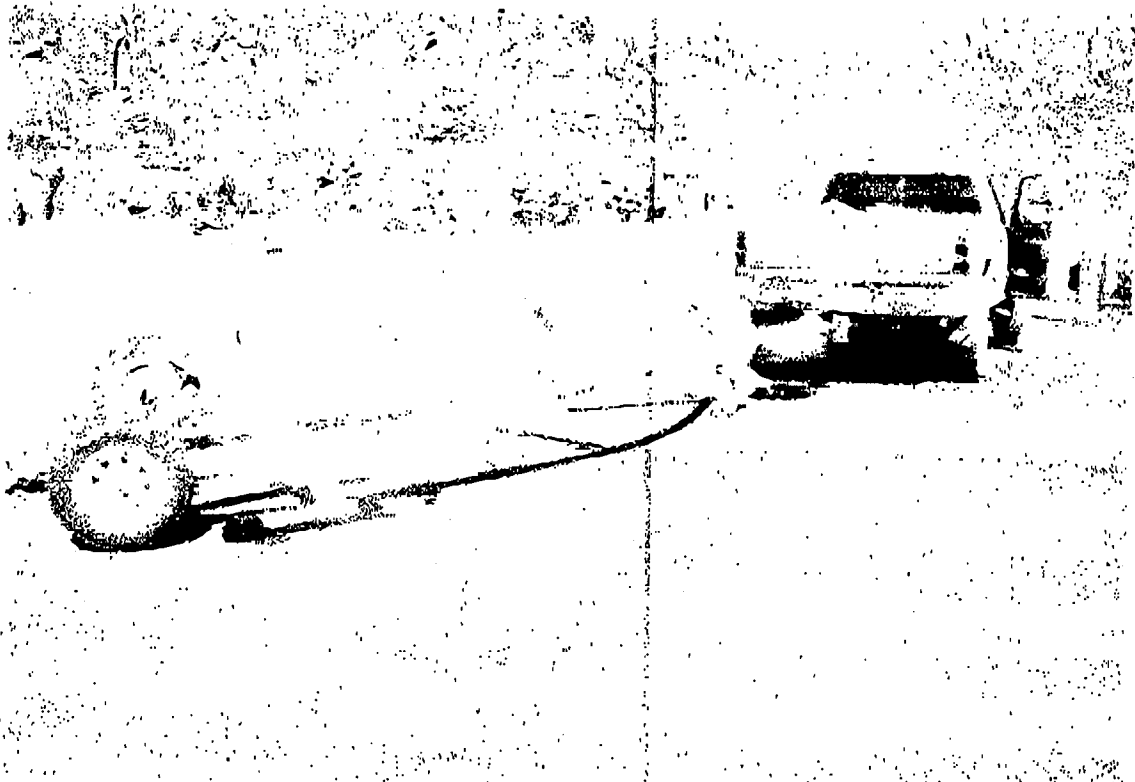
Gravel patching at paving to crossing transition on the north side of the tracks

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South side of crossing, gravel patch already showing signs of erosion at edge of grade crossing.

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Boat trailer flipped upside down, boat was destroyed and spread out down the tracks.  
Boat on trailer struck in crossing while crossing north from the boat launch turn around.



Pieces of the boat in ROW.



### Grade Crossing Protective Fund Application Form

### Railroad Commitment

The undersigned represents the Railroad Company in the GCPF application described as (enter a brief description):

REPAIRING ACCESS TO HORSETHIEF LAKE.

BNSF FULLY SUPPORTS THIS PROJECT AND HAS

BEEN WORKING WITH STATE PARKS TO ADDRESS THIS

SAFETY ISSUE. SCOTT FREDERICK, BNSF ROADMASTER, IS POINT OF CONTACT.  
We have reviewed the application and are satisfied the conditions are the same as described by the applicant in this matter. We agree to allow construction, modification or demolition on a railroad right-of-way as described in the application. SUBJECT TO FINAL AGREEMENTS AND RAILROAD ACCEPTANCE OF FINAL PLANS.

DANNIEL MACDONALD

Printed name of Railroad Representative



Signature of Railroad Representative

MANAGER ENGINEERING

Title

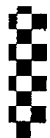
206 625 6150

Phone

DANNIEL.MACDONALD@BNSF.COM

E-mail

Date: 03/28/08



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#### Railroad Commitment

The undersigned represents the Railroad Company in the GCPF application described as (enter a brief description):

REPAIRING ACCESS TO HORSETHIEF LAKE.

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DANNIEL MACDONALD

Printed name of Railroad Representative

Signature of Railroad Representative

MANAGER ENGINEERING

Title

206 625 6150

Phone

DANNIEL.MACDONALD@BNSF.COM

E-mail

Date: 03/28/08