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CLARK COUNTY  
WASHINGTON

TR-100200 -AF

## GENERAL SERVICES

### MEMORANDUM

**TO:** Kathy Hunter  
Washington Utilities and Transportation Commission  
Attention: Grade Crossing Protective Fund  
1300 S Evergreen Park Drive SW  
PO Box 47250  
Olympia, WA 98504-7250

**FROM:** Fred Abraham, Clark County Railroad Coordinator

**DATE:** January 21, 2010

**SUBJECT:** Grade Crossing Protective Fund Grant application

RECEIVED

FEB 01 2010

WASH. UT. & TP. COMM

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Attached is a grant application to the grade crossing protective fund for installation of no trespassing signs along the Chelatchie Prairie Railroad in Clark County, WA. We request \$20,000 for the installation of approximately 83 signs along the 33-mile length of the railroad.

If you have questions or need additional information, please do not hesitate to call me at 360.397.2323 ext 4113.

**Grade Crossing Protective Fund  
2009-2011 Grant Application  
No Trespassing Sign Project  
January 2010**

**Applicant Information**

Name: Fred Abraham, Railroad Coordinator  
Organization: Clark County Department of General Services  
Address: 1300 Franklin Street, Vancouver WA 98660  
Phone: 360.397.2323 ext 4113  
E-Mail: [Fred.Abraham@clark.wa.gov](mailto:Fred.Abraham@clark.wa.gov)  
FAX: Not available

**Project Description and Hazards**

This application is for 33 miles of no trespassing signs. Approximately 120 signs are needed. The grant, if awarded, will allow installation of 83 signs.

The no trespassing signs along the right of way are old, inconsistent in format and message, and do not cite the appropriate RCW. Because of this, it is difficult to enforce no trespassing statutes, which places rail operators, motorists, and trespassers at risk. New signage would make it easier to avoid risk and to protect public health and safety in the corridor. New signage will make more effective use of law enforcement personnel, who will be able to take action when called to the scene of trespassing.

Cover the next two years, Clark County plans to submit three grant applications to the grade crossing protective fund.

1. Public Crossing Protection for the 33-mile length of the Chelatchie Prairie Railroad
2. Private Crossing Protection for the 33-mile length of the Chelatchie Prairie Railroad
3. No trespassing sign installation for the 33-mile length of the Chelatchie Prairie Railroad.

Because of these three projects, the entire 33 mile length of the railroad will be completely re-signed for the safety of rail users, motorists and pedestrians. Intrusion to the right of way by trespassers will be more easily controlled and adjudicated.

This project is in Clark County, Washington, including the cities of Vancouver and Battle Ground, the town of Yacolt and unincorporated Chelatchie Prairie. Clark County is in southwest Washington, and is part of the Portland metropolitan region. The line crosses





through densely populated urban areas, to a small city, to rural areas once dominated by the lumber industry.

This is the only active short-line railroad in southwest Washington. It provides the only access to short-line rail side land uses in a 5,799 square mile area (Clark, Cowlitz, Skamania, Klickitat, and Wahkiakum Counties). In addition, it provides the only major opportunity north of Portland for expansion of rail uses.

The rail line is proximal to two international ports (Vancouver and Portland). The Port of Vancouver has rail spurs from the BNSF serving its customers. The Chelatchie line intersects with the Burlington Northern Santa Fe main line on the north side of the Columbia River and is a short distance from the Union Pacific main line on the south side of the Columbia River.

### Implementation Agencies

The Clark County Department of General Services is the implementation agency for this project. All work will be done within the right of way owned by Clark County. The applicant information presented above is the implementation agency information.

Signs will be produced by the county sign shop. They may be installed by a work crew associated with the Larch Mountain Correction Facility, under contract to the county. This assumes the Larch Mountain facility remains open. If it is closed, county offender crews, railroad personnel, and public works staff will install the signs. Project and construction management will be provided by Will Cahill, under contract to the county.

### Cost Estimate

#### Install for 120 signs with 12 foot square post with anchor

2009 Rates	Rate	Hours	Price
Crew Chief Reg. Rate	\$ 42.93	60	\$2,576
Crew Chief O.T. Rate	\$ 64.39	0	\$0
Traffic Teck. Reg. Rate	\$ 35.07	240	\$8,417
Traffic Teck. O.T. Rate	\$ 52.60	0	\$0
T10-330	\$ 11.58	300	\$3,474
T90-826	\$ -	0	\$0
T90-481	\$ -	0	\$0
<b>Total Labor &amp; Equipment</b>			<b>\$14,467</b>
	<b>Cost</b>	<b>Total</b>	
Sign 18"X24"	\$ 32.00	120	\$3,840
12' post	\$ 27.90	120	\$3,348
post anchor	\$ 10.25	120	\$1,230
Mortar Mix	\$ 6.38	120	\$766
	\$ -	0	\$0
	\$ -	0	\$0

Total Materials	\$9,184
Total	\$23,650
Overhead @ 22%	\$5,203
Grand Total	\$28,853

Clark County requests a grant of \$20,000 to install 83 of the 120 signs needed along the route. The signs will be installed in the areas of greatest potential trespassing, based on population density, accessibility to the public, previous calls for assistance and trespassing incidents, etc.

### Maintenance

Clark County is responsible for the maintenance of the signs.

### Timeline

Activity	Month
Grant application	February 2010
Grant evaluation	March 2010
Contract UTC\County	April 2010
Sign preparation	July to October 2010
Contract with project manager and installation crew, or amendment of scopes of work for existing contracts	May 2010
Installation	October 2010 to January 2011
Grant reporting	January 2011

### Measurement of Success

- Complete the project on time and within budget.
- Agreement by legal staff that sign content and location gives adequate basis to prosecute trespassers.
- Reduced risk to county risk pool.

### Railroad Commitment

Clark County owns the railroad right of way, and is the applicant. A separate commitment form is not required.

## **Attachments**

Attachment A. Proposed sign layout.

Attachment B. Rail crossing priority analysis.

Attachment C. Summary of accomplishments.

**Attachment A**  
**Proposed Sign Layout**



**CCCP RAILWAY**

**DANGER**

**TRAINS APPROACH  
WITHOUT WARNING**

**NO**

**TRESPASSING**

**VIOLATORS WILL BE PROSECUTED**

**RCW 9A.52.080**

## Attachment B

### Background on Crossings and priority for action

The following are determined to be categorized as high risk to low risk based on overall exposure and risk factors. All are associated with corresponding numbered pictures as provided from a field survey completed in June 2009 by the RRAB. 1.) It is assumed that priority #1 is to upgrade all rail, ties, roadbed to a class 1 or 2 status throughout the rail line 2.) The second priority is to address crossings based on high to low risk factors.

**High Risk: Suggest to be closed due to inactivity, all are private crossings**

Photo #33	Farm MP 13.60 East of Battle Ground 199 <sup>th</sup> – 219th St
Photo #44	Farm MP 19.10 East of Battle Ground beyond 279th St
Photo #67	Farm MP 28.18 East of Yacolt beyond 356th St
Photo #68	Farm MP 28.87 East of Yacolt south of 356th St

**Moderate Risk: Modifications necessary (Signs, crossing arms, lights etc)**

Photo #2	Industrial	MP 3.50	Furniture World
Photo #19	Residential	MP 8.80	
Photo #20	Residential	MP 8.85	
Photo #21	Farm	MP 8.90	
Photo #22	Farm	MP 9.10	
Photo #26	Industrial	MP 9.95	(Construction) Brush P.
Photo #30	Farm	MP 11.60	
Photo #34	Farm	MP 13.60	
Photo #37	Public	MP 14.40	Fairgrounds Ave - B .G.
Photo #38	Farm	MP 15.01	
Photo #39	Farm	MP 16.02	
Photo #42	Public	MP 17.60	259 <sup>th</sup> Street
Photo #45	Farm	MP 20.80	
Photo #46	Public	MP 21.90	Hantwick Road
Photo #48	Resident/Public (2)	MP 24.30	Moulton Falls (BYCX)
Photo #51	Residential	MP 24.60	
Photo #52	Public	MP 25.30	Lucia Falls Rd/R.R. Ave
Photo #53	Residential	MP 25.36	
Photo #54	Residential	MP 25.56	
Photo #55	Residential	MP 25.60	
Photo #56	Residential	MP 26.20	
Photo #57	Residential	MP 26.30	
Photo #58	Public	MP 26.32	Yacolt Cemetery
Photo #65	Residential	MP 27.80	
Photo #66	Residential	MP 27.90	
Photo #69	Residential	MP 29.00	
Photo #70	Farm	MP 29.10	
Photo #71	Public	MP 29.59	Amboy Road
Photo #72	Residential	MP 29.70	Courtney Road
Photo #73	Residential	MP 29.83	
Photo #74	Farm	MP 32.65	

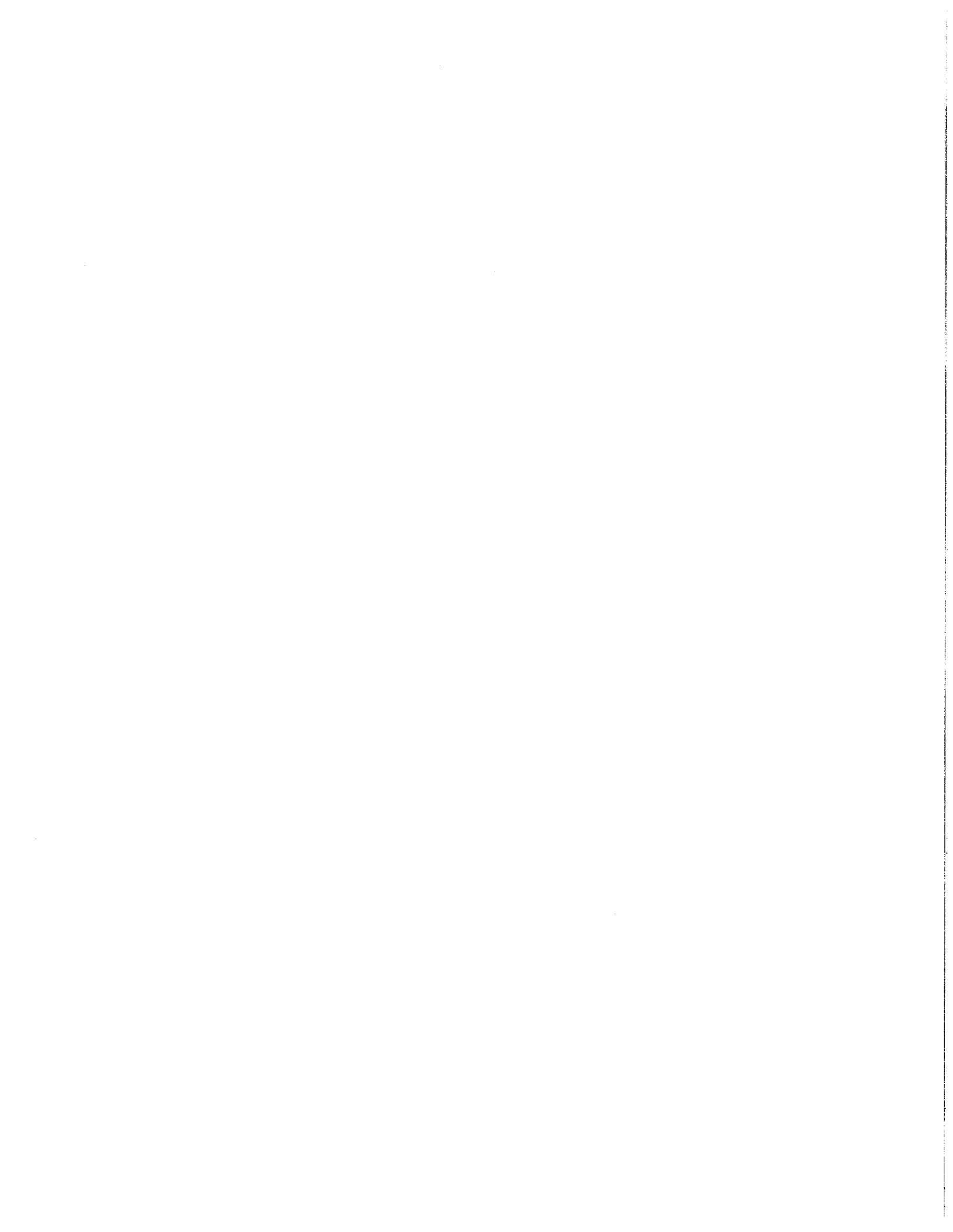
**Low Risk: No upgrades needed at this time**

Photo #1	Public	MP 3.10	68 <sup>th</sup> St and St. Johns
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Photo #3	Public	MP 3.60	40 <sup>th</sup> Ave. (renewed 2009)
Photo #4	Public	MP 3.60	(same as photo #3)
Photo #5	Public	MP 3.80	43 <sup>rd</sup> Ave. (renewed 2008)
Photo #6	Public	MP 4.10 (2)	47 <sup>th</sup> Ave and 78 <sup>th</sup> Street
Photo #7	Public	MP 4.10 (2)	78 <sup>th</sup> Street
Photo #8	*****	MP 4.30	Crossing's been removed
Photo #9	Public	MP 4.70	88 <sup>th</sup> Street
Photo #10	Public (State)	MP 5.30	I - 205 overpass
Photo #11	Public (State)	MP 5.30	I - 205 overpass
Photo #12	Public (State)	MP 5.35	I - 205 overpass
Photo #13	Public	MP 5.70	72 <sup>nd</sup> Ave/99 <sup>th</sup> St (New 09)
Photo #14	Construction	MP 6.00	Barberton (unused)
Photo #15	Construction	MP 6.00	Barberton (unused)
Photo #16	Public	MP 6.80	87 <sup>th</sup> Ave and Homan
Photo #17	Public	MP 7.60	119 <sup>th</sup> Street
Photo #18	Public	MP 8.40	131 <sup>st</sup> Ave / Lauren Road
Photo #23	Public	MP 9.30	149 <sup>th</sup> Street
Photo #24	Public (State)	MP 9.70	Highway 503 Brush Prairie
Photo #25	Public	MP 9.90	Caples Road (New 2009)
Photo #27	Public	MP 10.60	137 <sup>th</sup> Ave
Photo #28	Public	MP 10.70	159 <sup>th</sup> Street
Photo #29	Public	MP 11.00	142 <sup>nd</sup> Ave
Photo #31	Public	MP 12.07	152 <sup>nd</sup> Ave/181 <sup>st</sup> St (Cedars)
Photo #32	Public	MP 13.10	199 <sup>th</sup> Street
Photo #35	Public	MP 13.70	Rasmussen Rd (new 06)
Photo #36	Public	MP 14.10	Grace Ave and Main St
Photo #40	Public	MP 17.00	249 <sup>th</sup> Street/Crawford Rd
Photo #41	Public	MP 17.30	182 <sup>nd</sup> Ave
Photo #43	Public	MP 18.70	279 <sup>th</sup> St (Heisson Store)
Photo #47	Public	MP 23.10	Lucia Falls Road
Photo #49	Private	MP 24.30	Moulton Falls (BYCX)
Photo #50	Residential	MP 24.48	
Photo #59	Public	MP 26.48	Hoag Street (Yacolt)
Photo #60	Public	MP 26.70	Jones Street (Yacolt)
Photo #61	Public	MP 26.80	Cushman Street (Yacolt)
Photo #62	Public	MP 26.90	Yacolt Rd/Main St (Yacolt)
Photo #63	Public	MP 27.55	Amboy Rd/Unity Rd #16
Photo #64	Public	*****	(Same as photo #63)
Photo #75	Private (Mill)	MP 33.08	"Speeder" setoff old mill
Photo #76	Private (Mill)	MP 33.19	old fuel/water tank location
Photo #77	Private (Mill)	MP 33.25	locomotive access xing
Photo #78	Private (Mill)	MP 33.27	
Photo #79	Private (Mill)	MP 33.30	
Photo #80	Private (Mill)	MP 33.47	Old mill Road
Photo #81	Private (Mill)	MP 33.67	Old mill Road

**\* The following are recommendations based on risk, but all crossings need attention as per FRA requirements every 3-5 years for inventory prioritization. If any additions, deletions or major changes are made they must be reported to the FRA as soon as is reasonable.**

**\* All these crossings need to be researched as to deed, easements or reversionary implications prior to any action.**



## **Attachment C**

### **Infrastructure Improvements to Chelatchie Prairie Railroad 2006-2009**

#### **2006-07:**

WSDOT Rail Emergent Grant 300K:

Inserted 1200 ties over 5 miles of track 0.0 - 5.0

Surface, raise and spot tamp 5 miles of track 0.0 - 5.0

Improve Grade Crossing at Rasmussen Blvd. in Battle Ground to a new concrete panel crossing and heavy rail. The project was done through a partnership of the City of Battle Ground and Clark County Public Works. The crossing was redone properly with new regulatory signs and signals.

The rail operator did general maintenance of the line between milepost 0.0 - 14.1 in Battle Ground and so did the volunteer rail excursion operation the BYCX from Yacolt to Moulton Falls.

#### **2007-08:**

72<sup>nd</sup> Ave grade crossing improved by Clark County Public Works to a new concrete panel crossing and heavy rail. The crossing was redone properly with new regulatory signs and signals.

The rail operator did general maintenance of the line between milepost 0.0 - 14.1 in Battle Ground and so did the volunteer rail excursion operation the BYCX from Yacolt to Moulton Falls.

#### **2008-09:**

88<sup>th</sup> Street grade crossing improved by Clark County Public Works to a new concrete panel crossing and heavy rail. The crossing was redone properly with new regulatory signs and signals.

Caples Road grade crossing improved by Clark County Public Works to a new concrete panel crossing and heavy rail. The crossing was redone properly with new regulatory signs and signals.

WSDOT Rail Emergent Grant 1.1M

Installed 1200 ties between milepost 0.0 and 5.5

Installed a new timber access crossing at milepost 0.3

Installed a new concrete panel crossing and heavy rail at 43<sup>rd</sup> Ave.

Installed a new drainage pipe at milepost 2.5 and worked on overall drainage from mile post 0.4 to 3.0

Installed 800 cubic yards of ballast over 7 miles of track milepost 0.1 to 7.0

Surface, raise and spot tamp 8 miles of track from milepost 0.1 to 7.0

**2009-10:**

WSDOT Rail Emergent Grant 1.367M

Yet to be determined as to overall scope, but it will include new ties installed, some new rail, drainage repair at milepost 0.4 and install ballast, surface, and spot tamp track from milepost 0.4 to 14.1