

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.utc.wa.gov
E-mail: records@utc.wa.gov

**GRADE CROSSING PROTECTIVE FUND
2011 – 2013 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

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. Any public, private or non-profit entity may submit an application to the Commission for a GCPF grant.

To apply for a grant to eliminate or mitigate a public safety hazard at a railroad crossing or along a railroad right-of-way, complete the following information and submit it and any attachments to the Commission.

Applicant Information

Applicant Name: Francis A Thomas II
Signature: Francis A Thomas II
Organization: Washington & Idaho Railway
Address: Po Box 275 Rosalia, WA 99170
Phone: (509) 523 - 4445
Email: wirailway@yahoo.com
Fax: (509) 523 - 4446

Project Information

Attach additional sheets as necessary that provide the following:

1. A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

GCPF Application Form – Open Call for Projects

2. A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.
3. A list of 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 for each (if known).
4. A cost estimate, including:
 - a. An itemized list of the total costs of the project.
 - b. Names of parties contributing to the project, including the applicant, and the amount each is contributing.
5. The name of the party responsible for long-term maintenance, such as repair of fencing.
6. An estimated timeline of the project.
7. A description of how the project's success would be measured.
8. 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 or the tracks, the applicant must submit the attached Railroad Commitment form completed by the railroad owning the crossing or tracks.

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 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 email at khunter@utc.wa.gov
- David Pratt at (360)664-1100 or by email at dpratt@utc.wa.gov

Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF application.

We have reviewed the application and are satisfied that 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.

Francis A. Thomas II

Printed name of Railroad Representative

Francis A. Thomas II

Signature of Railroad Representative

Roadmaster

Title

(208) 827-0057

Phone

fthomas.wira@gmail.com

Email

Date: 11/22/11

Washington & Idaho Railway

Proudly Serving the Palouse

November 22, 2011

Washington Utilities and Transportation Commission
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

RE: Grade Crossing Protective Fund

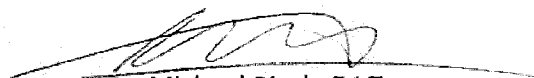
Utilities and Transportation Commission,

The Washington & Idaho Railway is seeking a grant from the Grade Crossing Protective Fund to replace a damaged railroad grade crossing in Pullman, WA. Through years of heavy use and winter plowing, the Bishop Boulevard crossing panels have deteriorated beyond repair and present a safety hazard to the public. The surface has become worn and chunks of rubber have been broken out of the panels. There is concern that drivers may lose control of their vehicle while using the crossing. Due to the complicated nature of this crossing and the current economic climate, the W&I Railway lacks sufficient funding to bring the crossing back to UTC standards.


The project will involve replacing damaged rubber crossing panels. The work will be completed by the W&I Railway, Motley & Motley Inc., and the City of Pullman. Motley & Motley will develop a traffic control plan and remove the old panels with assistance from the Railway and the City of Pullman. The new panels will have to be heated on site prior to placement to ensure elasticity and a proper fit. Old panels will be disposed of for recycling. These new panels will feature a textured surface for improved grip and most importantly, will be fully intact.

Each day, the Bishop Boulevard crossing sees approximately 26,000 vehicle movements, including community residents, Pullman Transit, Washington State and University of Idaho students, commerce, and visitors to the Palouse region. With safety as a paramount goal of any railroad, one less distraction between driver and rail is important to all who utilize grade crossings. Keeping this crossing safe and operative is a key goal for the W&I Railway and the Pullman community. With grant money from the Grade Crossing Protective Fund, we can work together to improve the Bishop Boulevard crossing for the betterment of our community.

Regards,



Michael Bjork, E.I.T
W&I Railway



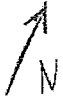
Frank Thomas
W&I Railway

Office (509) 523-4445

Fax (509) 523-4446
PO Box 275, Rosalia, WA 99170

Email wirailway@yahoo.com

↑ TO PALOUSE



BISHOP BLVD GRADE CROSSING

PULLMAN, WA

Drawn by M. Bjork

2 WITH MINOR DAMAGE
IN SIDEWALK LIMITS

12 UN-DAMAGED

VARIES FOR DAMAGED
AND UN-DAMAGED

6 UN-DAMAGED

12 DAMAGED

8 UN-DAMAGED

54 PANELS
TOTAL

GATES AND
LIGHTS
(TYP)

SE JOHNSON RD

BANQUET

RAIL
(TYP)

NTS

↓ TO WILSON

SW

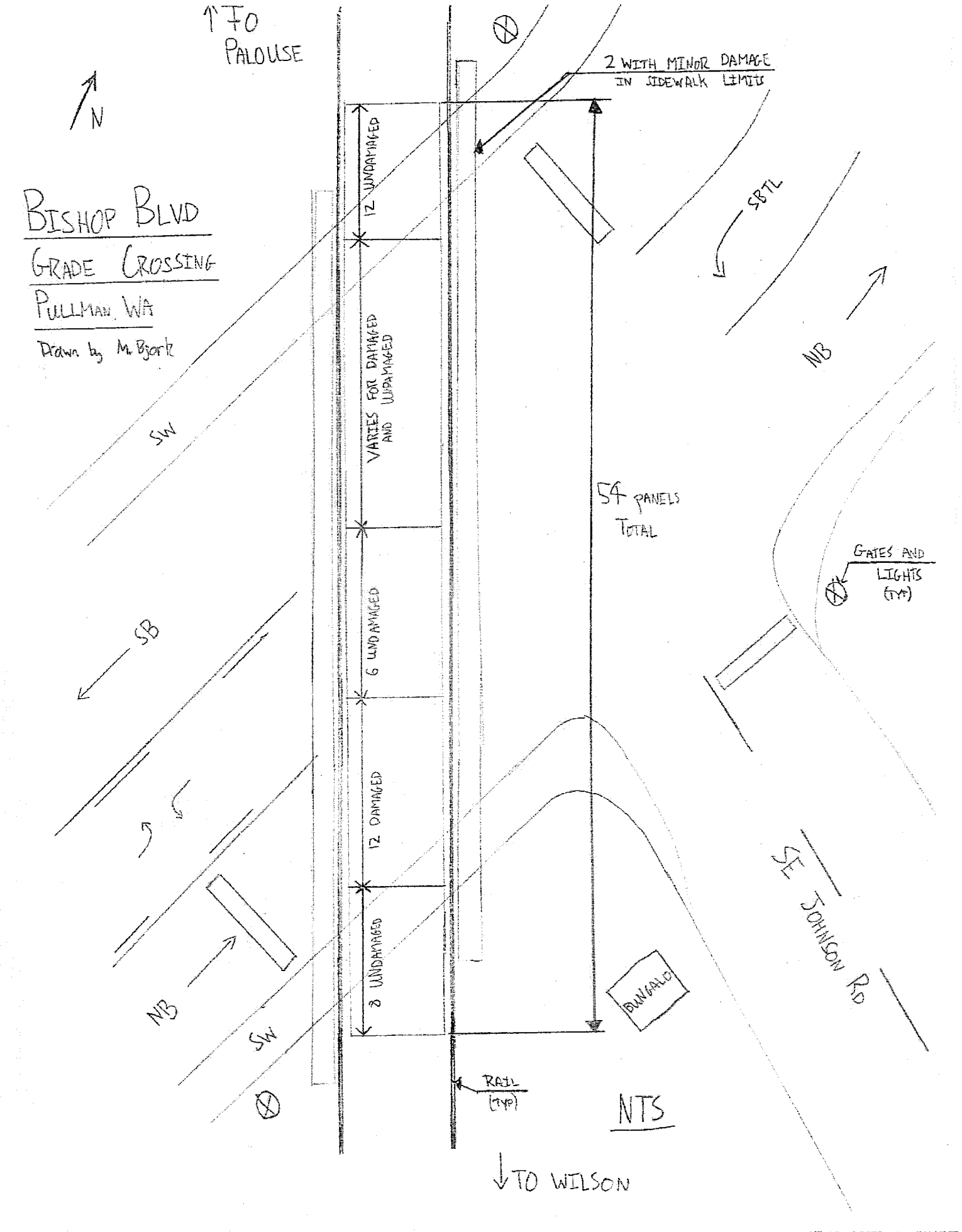
SB

NB

SW

SRTL

NB

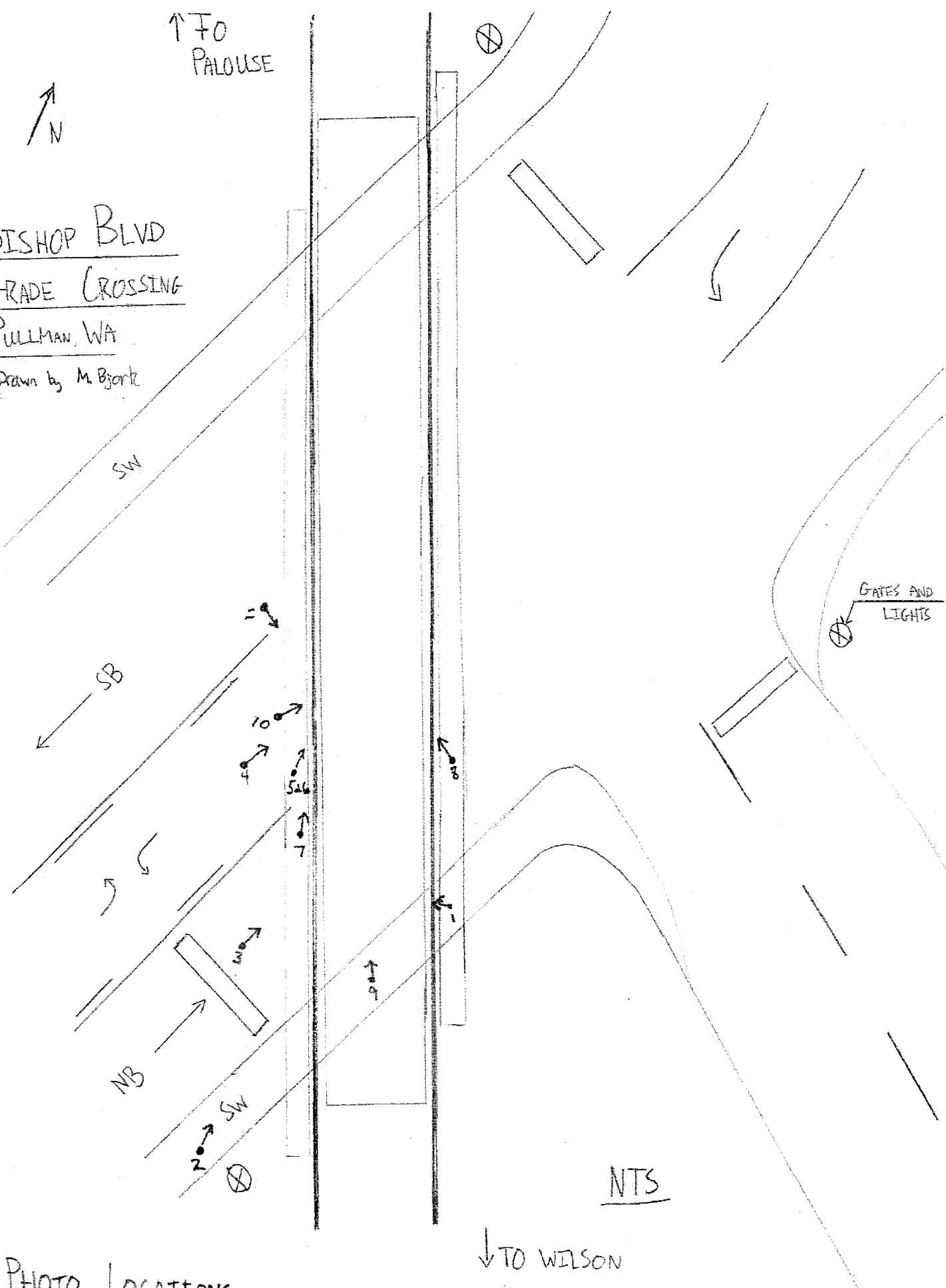




↑ TO
PALOUSE

BISHOP BLVD
GRADE CROSSING
PULLMAN, WA

Drawn by M. Bjork



GATES AND
LIGHTS

SW

SB

NB

SW

NTS

PHOTO LOCATIONS

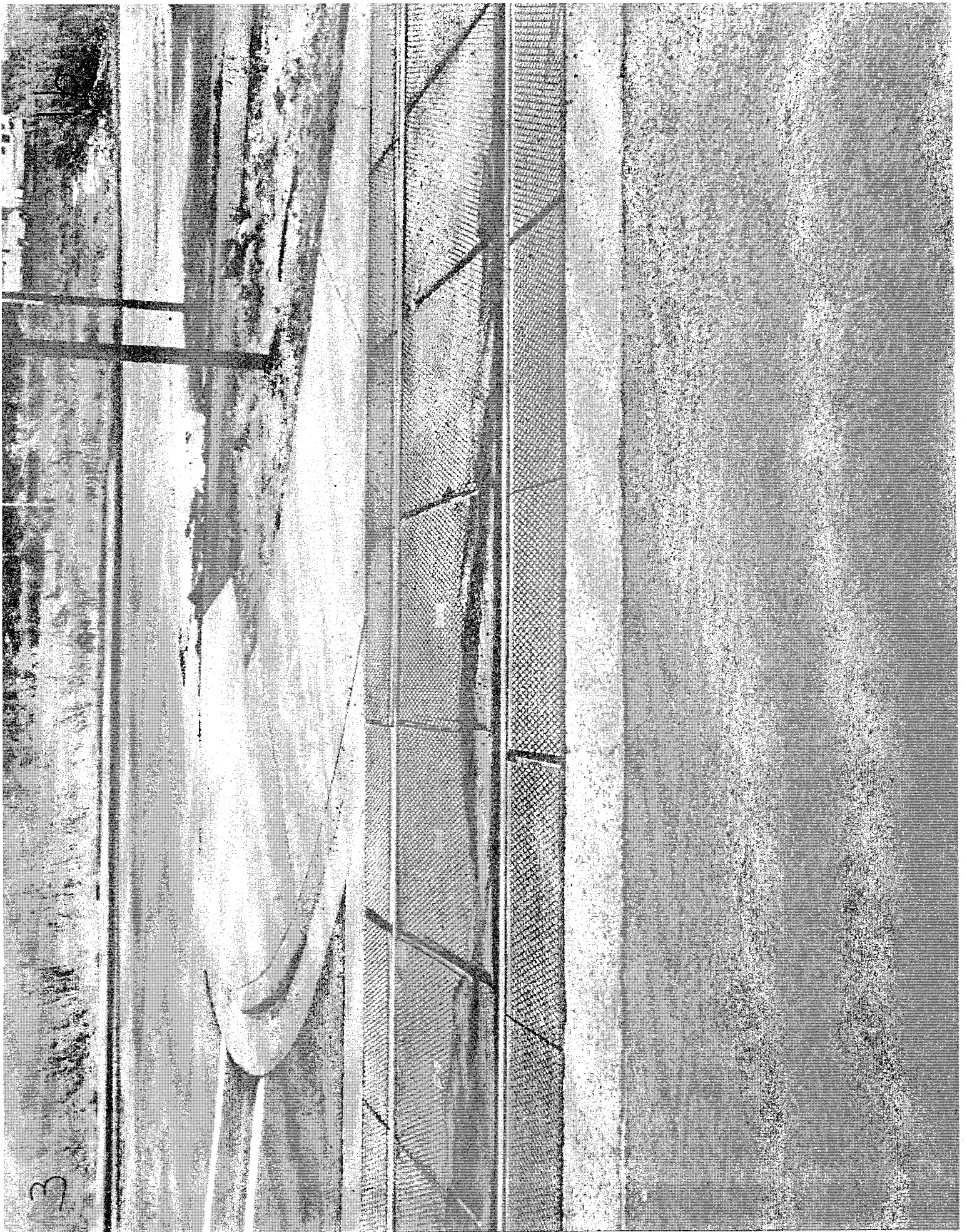
↓ TO WILSON





101

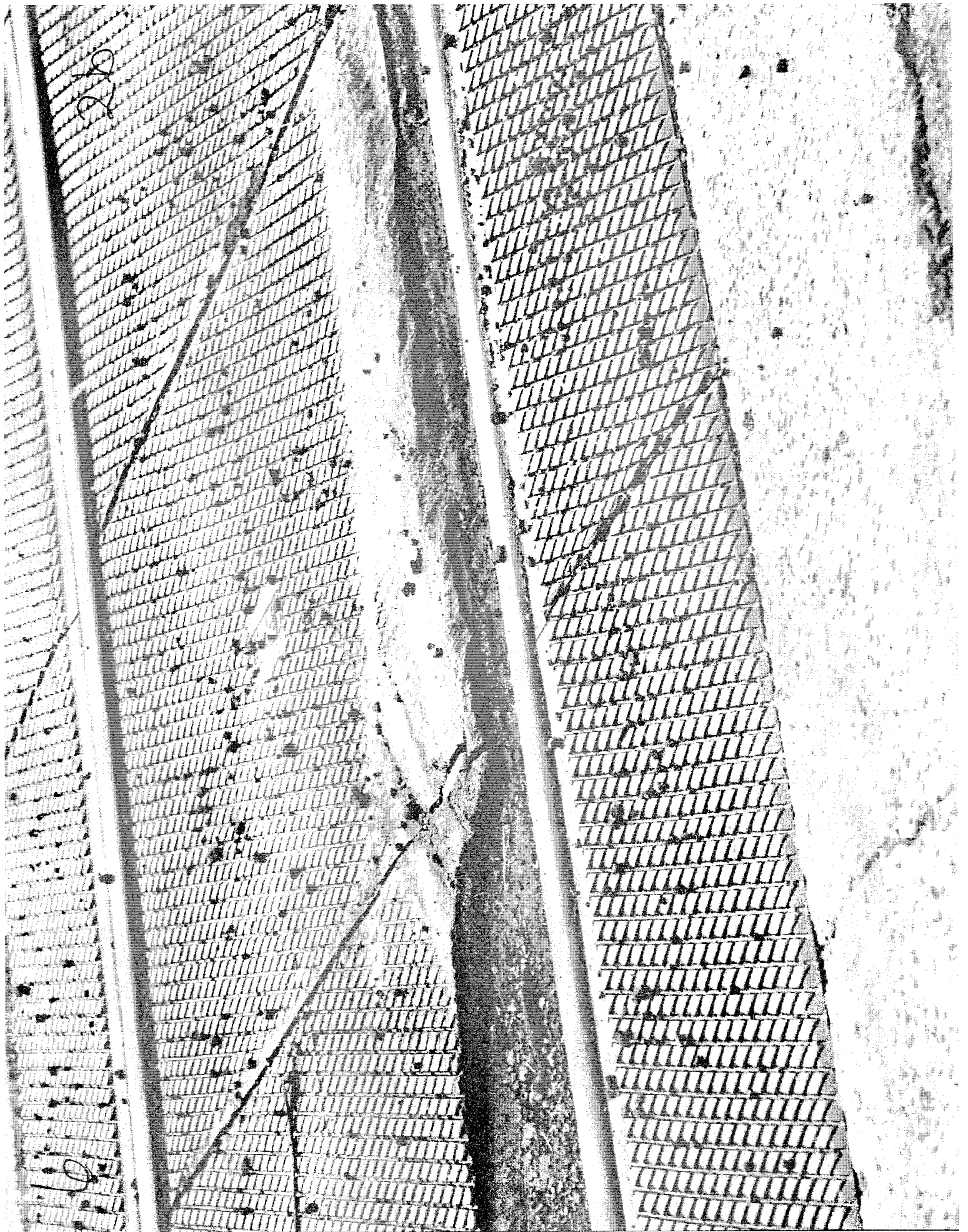
2



3

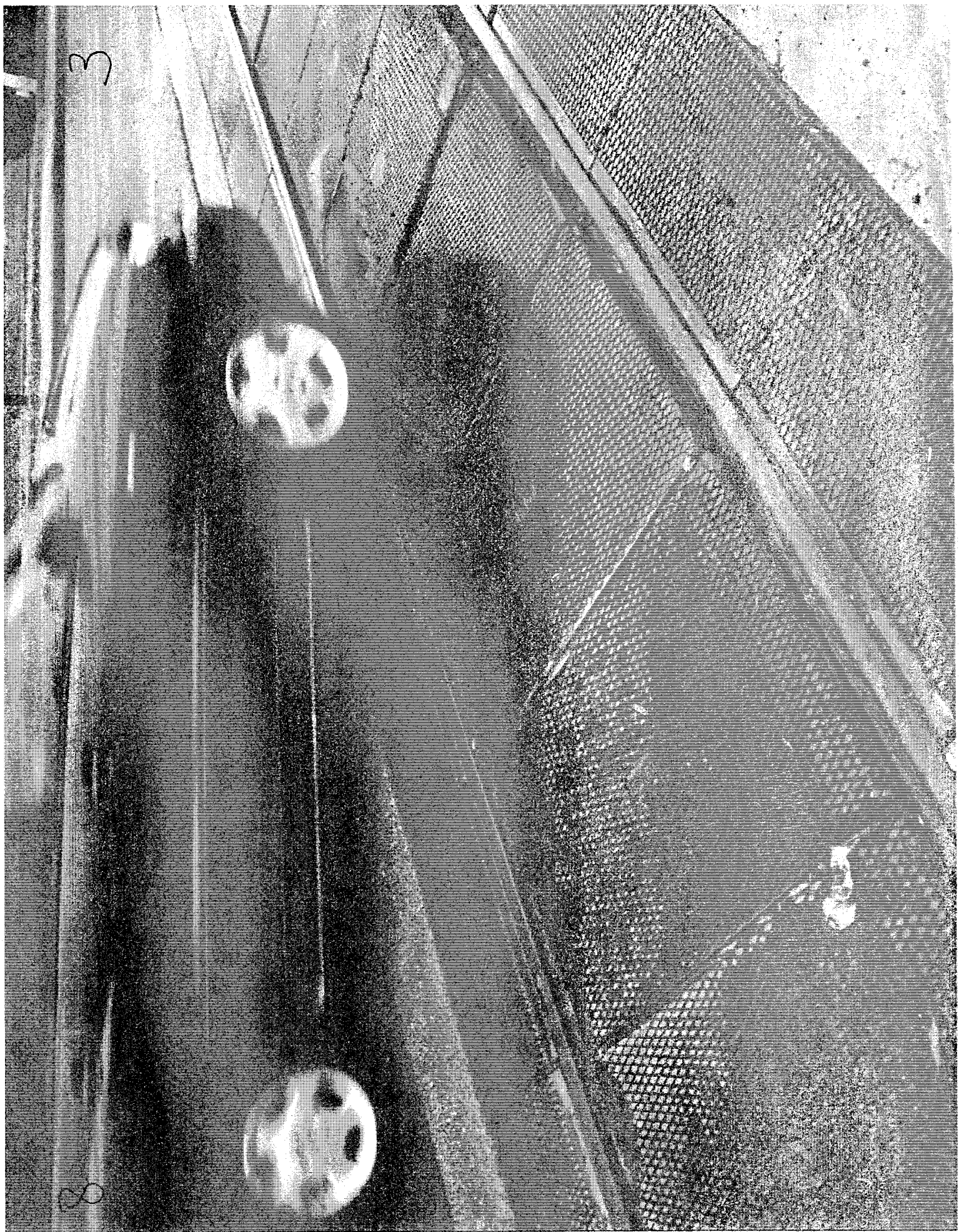






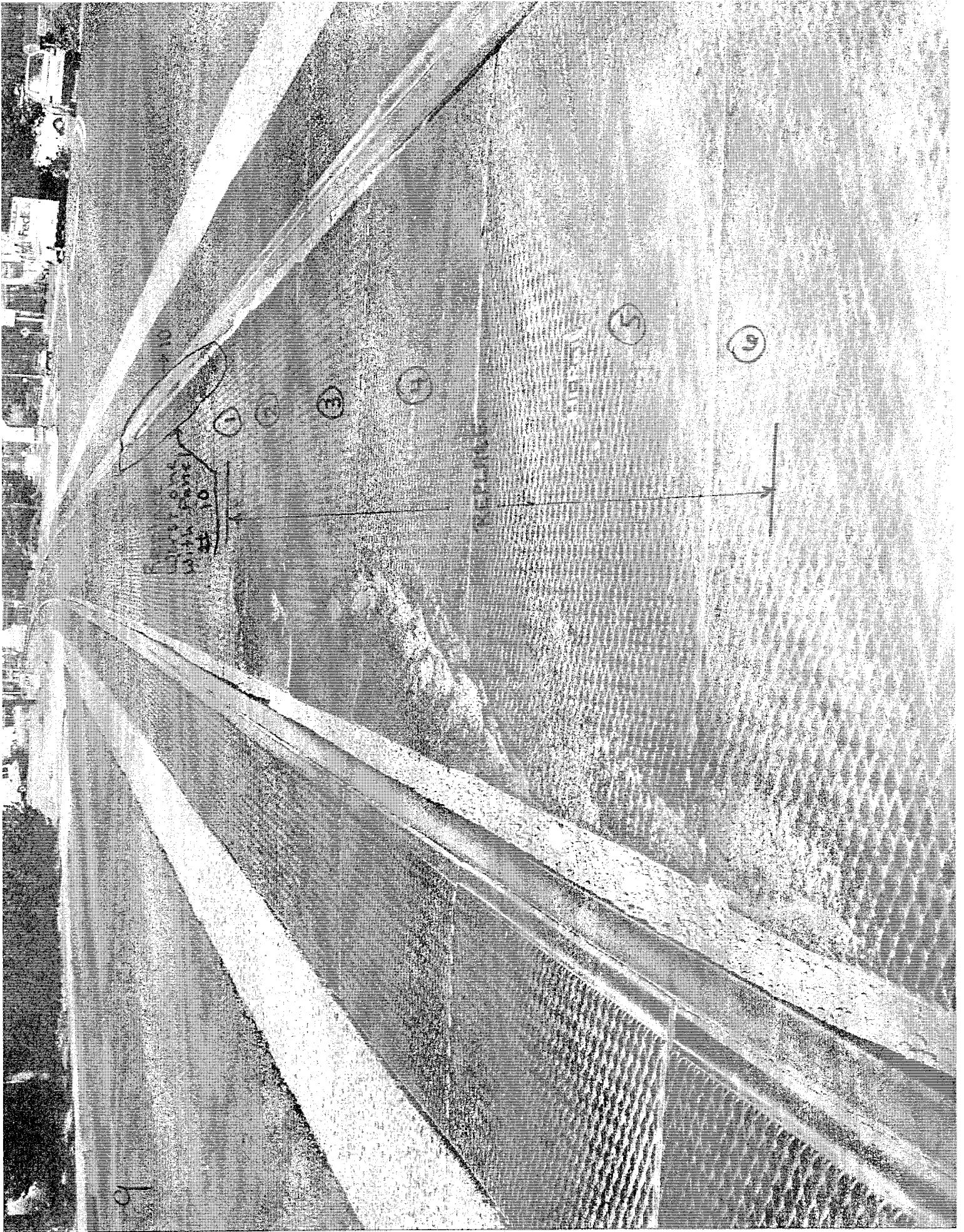
20



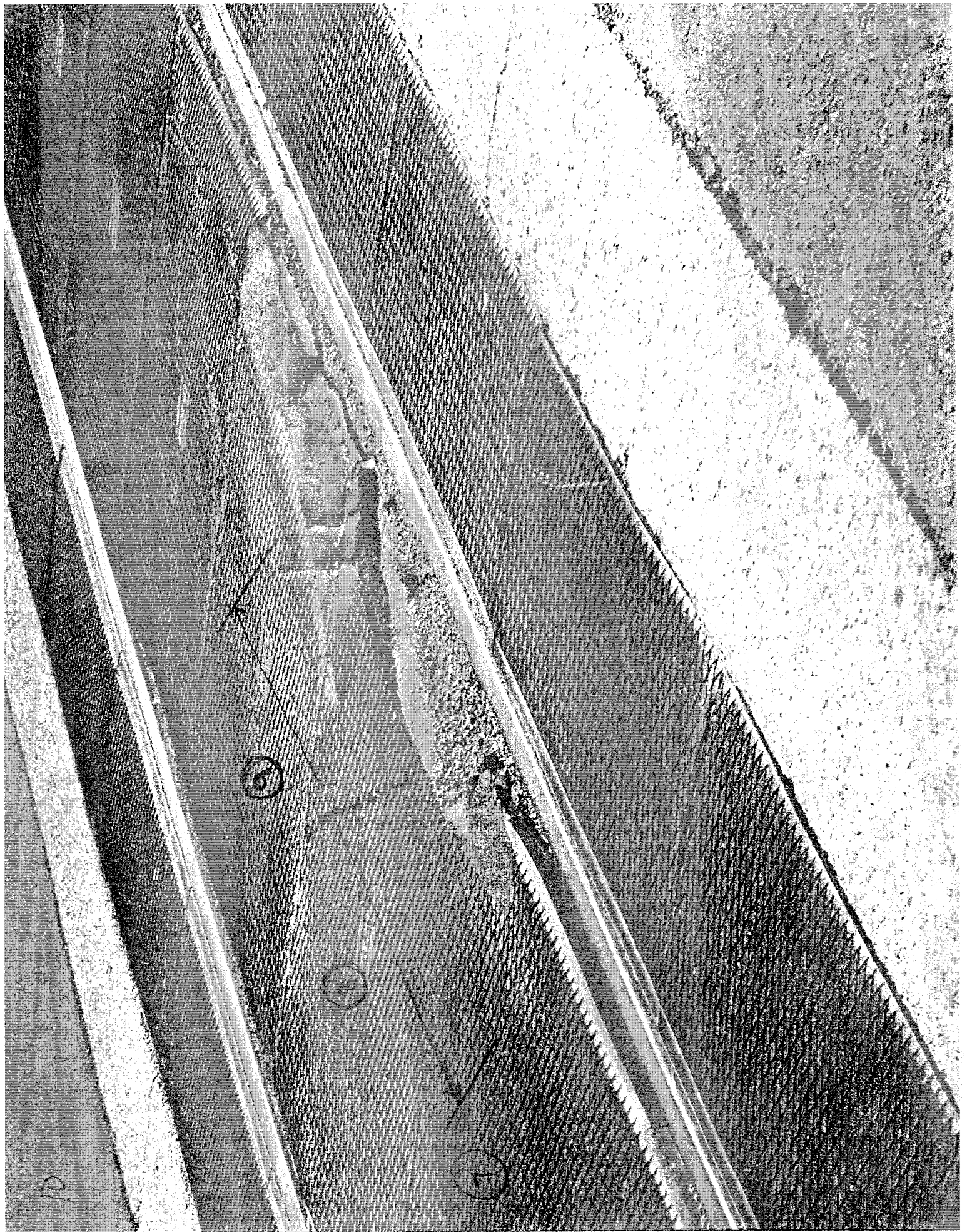


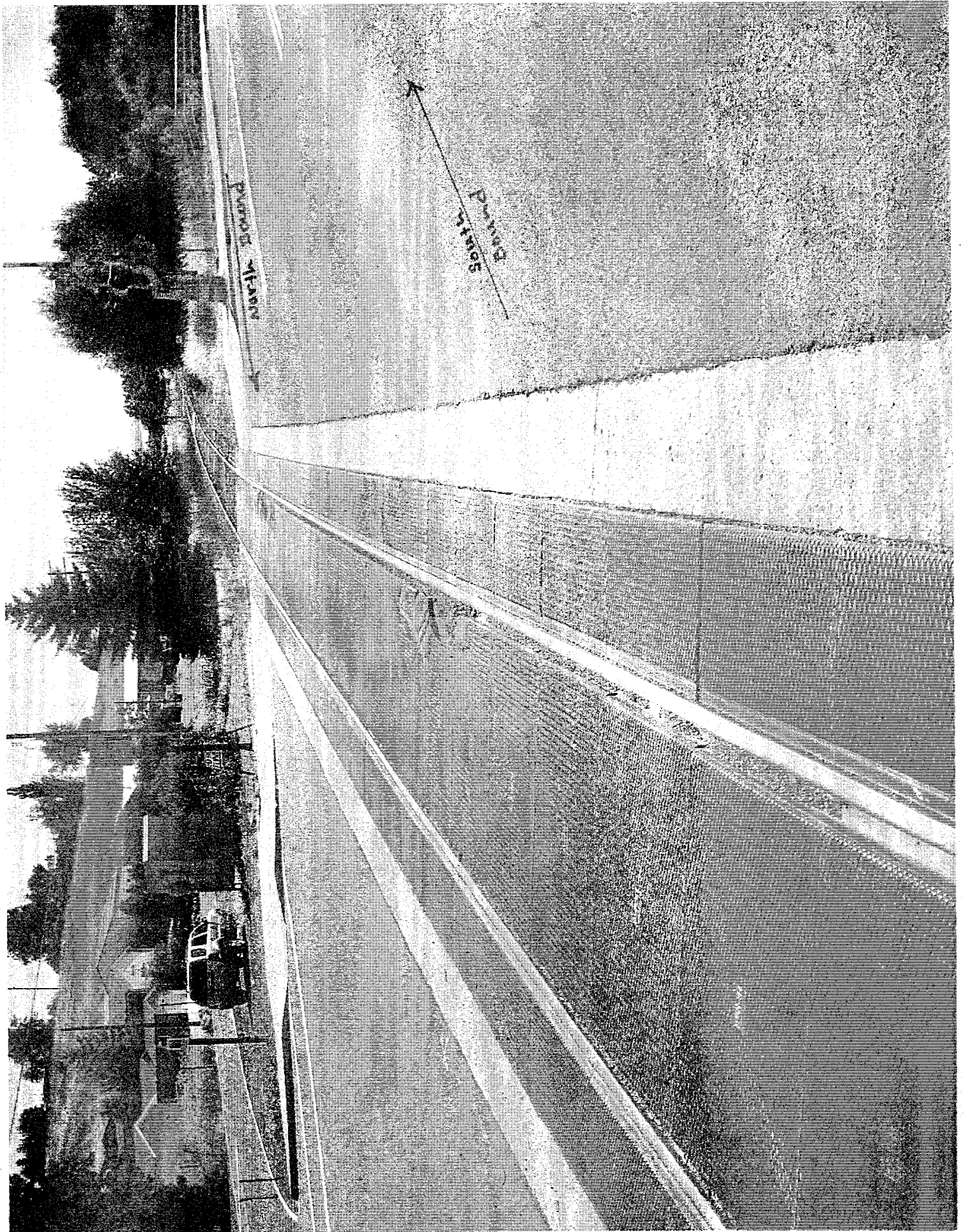
3

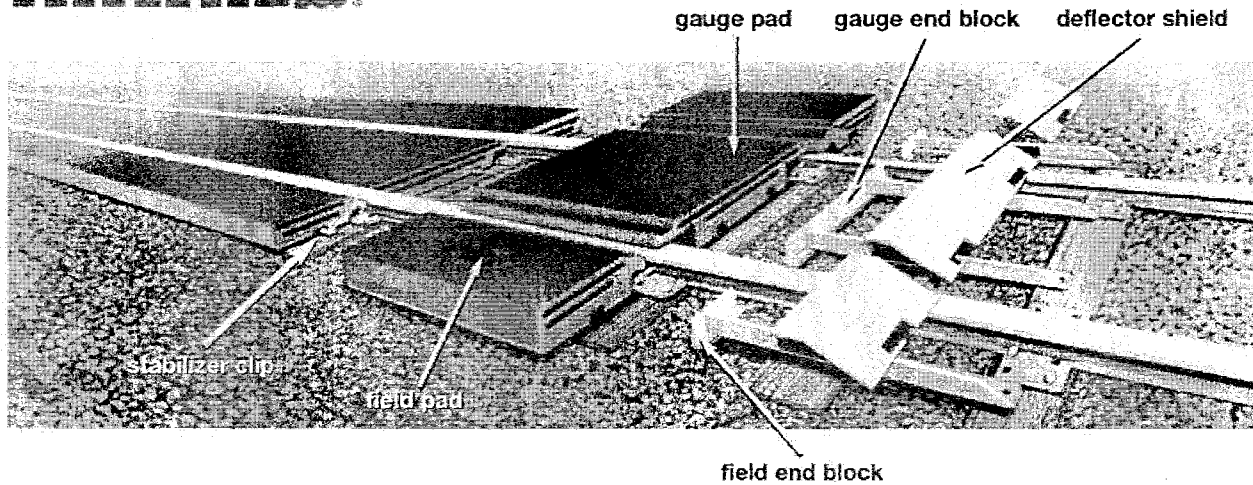
80



9







System For Use on Wood Ties

Within each three-foot section of the Hi-Rail® system, one gauge pad is seated tightly between the rails. Sections are then completed with two field pads—one on each side of the rail. Small stabilizer clips are placed every six feet (or every 2 pads) to eliminate the possibility of lateral pad movement. The bottom of each crossing pad is notched, so when pads are pressed together, stabilizer clips are recessed into the notches.

Steel end blocks secure gauge and field sections on both ends of the crossing. Optional deflector shields are also available to help protect your crossing from items that may be dragging beneath passing trains. Approaches are completed with asphalt or concrete to the full depth of all field pads.

Hi-Rail rubber grade crossing systems are covered by a 5-year limited warranty. Contact your HiRAIL sales representative for complete details.

Resistance

The surface coating is ozone and crack resistant. The material is resistant to the following chemicals:

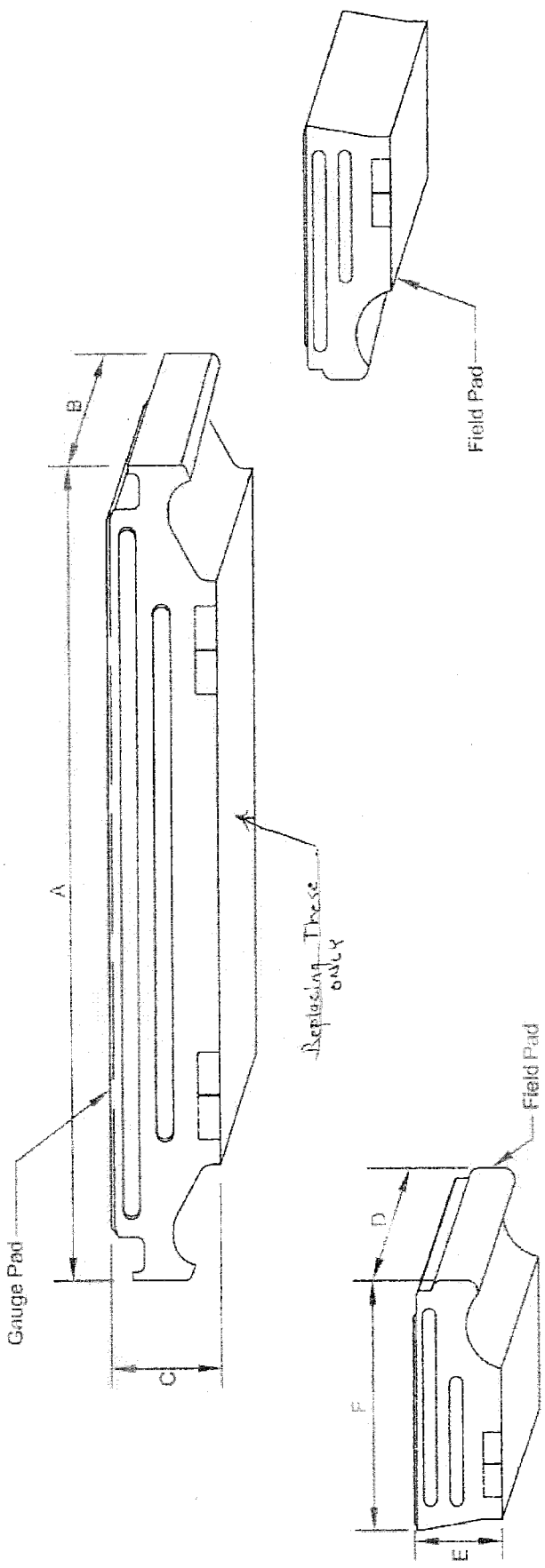
Ammonia, ASTM oil No. 1, brake fluids, n-butanol, diethylene glycol, ethanol, ethylene glycol, fatty acids, glycerol, hydrochloric acid, methanol, n-propanol, sodium base 50%, sulfuric acid 25%, distilled, sea and waste water.

Resistance is defined as a change in the main physical properties after more than 20 days at 120°F = 50°C, see physical data. For waters this is valid for more than 4 years at the a.m. temperature.

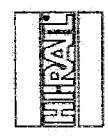
change in weight	± 30%
tensile strength	- 50%
hardness	± 15 ShA

Physical Data

Elastomer Classification	ASTM D 2000
Line Callout	ASTM D 2000, M2 AA 710 C12 F17
Hardness	ASTM D 2240, 65 ± 5 Shore A
Tensile Strength	ASTM D 412, > 12 MPa
Ultimate Elongation	ASTM D 412, > 350%
Density	ASTM D 297, 1.18 ± 0.02 g/cm ³
Abrasion Resistance	DIN 53516, < 150 mm ³
Skid Resistance	ASTM E 303, > 65 BPN
Resistance To Ozone	ASTM D 1171, C12
Accelerated Aging	ASTM D 573, A13
Compression Set (22h, 70°C)	ASTM D 395, < 20%
Volume Resistivity	ASTM D 257, 1.3 x 10 ⁷ ohms/cm
Low Temperature Brittleness	ASTM D 2137, -105°F = -40°C F17



Product to be used on Bishop.



HiRAIL®

HiRAIL Corporation

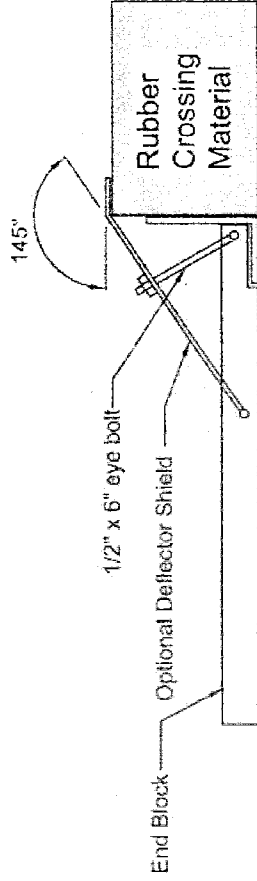
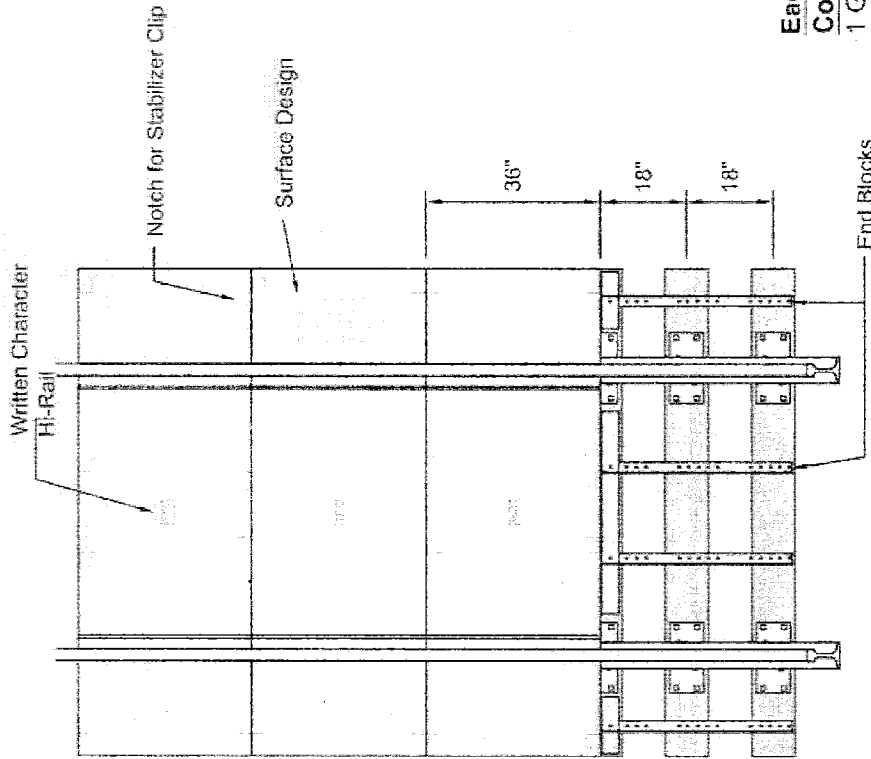
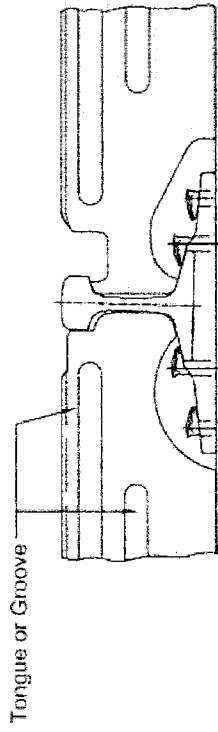
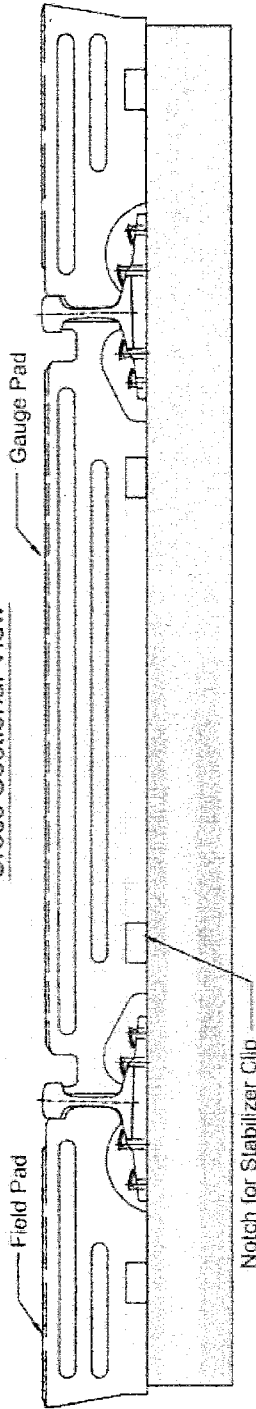
Full Depth Rubber System Drawing, Wood Ties

Drawn: WP 021607	Rev.
Rev.	Rev.
Rev.	Rev.

System Wood Ties
 Drwg: No FB 2

Weight of Rail	Weight (lbs)		Dimensions (in.)											
	Tie Length		Gauge Pad						Field Pad					
	8'6"	9'0"	8'6"	9'0"	10'	F	F	F	E	D	A	C	B	
100	204	---	529	22½	---	7	36	58½	7	36	---	---	---	
112-122	225	270	586	22½	25½	30	7½	36	58½	7½	36	---	---	
131-140	238	280	630	22½	25½	30	8 ⅝	36	58½	8 ⅝	36	---	---	

Cross Sectional View



**Notes: Ties are to be spaced 18" on center through the crossing.
No rail joints through the crossing, rail must be welded.**

HIRAIL

HIRAIL Corporation

Full Depth Rubber

System Drawing, Wood Ties

Drawn: wfb-011106 Rev.
Rev: wfb 12/24/07 Ser.
Rev: wfb 07/31/09 Rev.

System Wood Ties

DRWG: No FB



Each 3 Ft. Section

Consists of:

1 Gauge Pad

2 Field Pads

View from the Top

Bishop Blvd. Repair Organizational Involvement

Washington & Idaho Railway

Frank Thomas
Roadmaster

ftomas.wir@gmail.com

(208) 827-0057

PO Box 275

Rosalia, WA 99170

Contribution: Railroad Employee Labor Cost & FRA Qualified Supervisor on site

WSDOT

Bob Westby

PCC Rail System Manager

westbyB@wsdot.wa.gov

(509) 324-6086

2714 Mayfair

Spokane, WA 99207

Contribution: Railroad Commitment Form

Motley & Motley

Jeff Motley

Owner/Contractor

jeff@motlevmotley.com

(509) 872-3511

6901 SR 270

Pullman, WA 99163

Contribution: Traffic Control & Machine / Operator to Install Panels

City of Pullman

Mark Workman

Public Works Director

(509) 338-3222

325 SE Paradise St.

Pullman, WA 99163

Contribution: Labor Cost of Contractor

Washington Idaho Railway
 Bishop Blvd. Cost Estimate

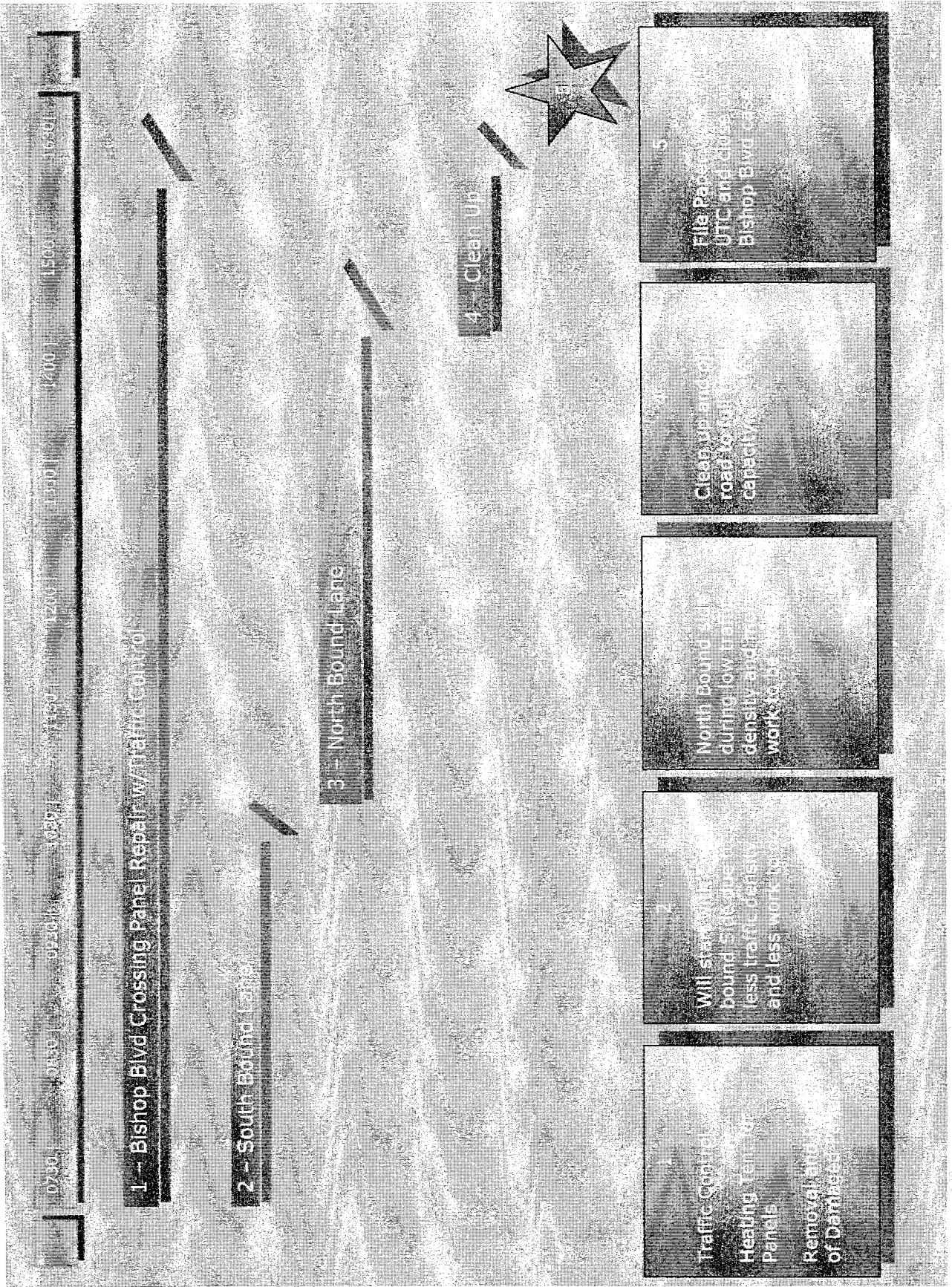
Item	Quantity	Contributing Agency	Cost	Notes
Hy-Rail Brand Rubberized Xing Panels 3/11.5#/Inside	10 Panels		\$3,750.00	
Shipping	FOB Pullman, WA		\$1,600.00	Product
Sales Tax	7.80%		\$417.30	
Mobilization	1		\$400.00	
Equipment & Fuel	1		\$1,675.00	
Traffic Control Devices	1		\$350.00	
Contract Labor	10 Hrs	City of Pullman	\$800.00	Contractor
Overhead & Profit	1		\$275.00	
Sales Tax	7.80%		\$273.00	
Railroad Labor - 2 Men and FRA Qualified Supervisor	10 Hrs	Railroad	\$509.80	
Fuel & Equipment	1	Railroad	\$250.00	
Signal Maintainer	1	Railroad	\$250.00	Railroad
Total Cost			\$10,550.10	
Less Labor & Other			\$1,809.80	
Requested Amount			\$8,740.30	

Please See Attached Forms & Quotes

Future Maintenance and Repair Statement

Continued future maintenance will be a joint effort between the Washington State Department of Transportation and the Washington & Idaho Railway. We have had an excellent and proven relationship with WSDOT over the last 5 years in improving crossing and railroad safety. We are both committed to safety and maintenance, and will continue this tradition with the Bishop Boulevard Crossing Repair.

Bishop Blvd Project Timeline



Project Goals and Success

With the repair of the Bishop Boulevard Grade Crossing, we hope to provide drivers a safe method of crossing the Washington & Idaho Railway tracks in Pullman. The risk of drivers losing control while driving over the crossing will be greatly reduced with replacement of the damaged panels. The potential for vehicle tires getting caught will be reduced. With 26,000 daily vehicle movements on Bishop Boulevard, reducing a potential conflict point is important to safety.

Success will be measured by a reduction in accidents, concerns received by all parties, and an increase in driver safety. To the W&I Railway, any improvement in safety on and around our railroad is a great success.

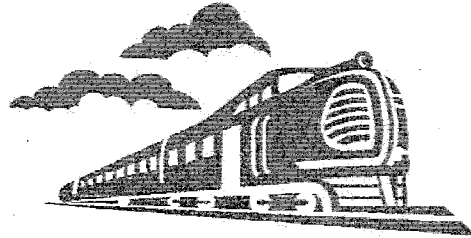
From: **Bob Westby** WestbyB@wrsdot.wa.gov
Subject: Bishop Blvd Pullman Washington
Date: November 17, 2011 2:32 PM
To: thomas.wir@gmail.com

AS the owner of the facility, the WSDOT agrees to the work proposed for the crossing at Bishop Blvd in Pullman Washington.

Bob Westby

PCC Rail System Manager
(509)324-6086

R.B. HORNBERGER COMPANY
3900 24 th Avenue, Bay #2
Forest Grove, OR 97116
Phone: (503) 357-8931
Fax: (503) 357-7554
E-mail: rbhdbh@grovenet.net

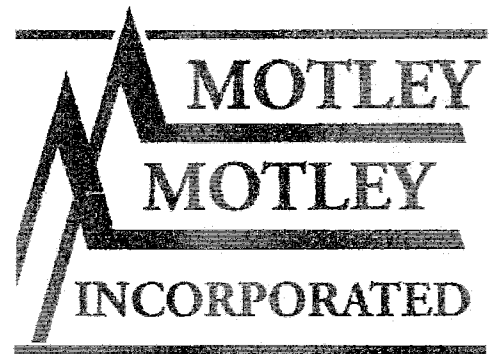


QUOTATION

To: WIR/Frank Thomas	Project: Pullman, WA gauge panels
Pullman, WA grade crossing repair	Date: 11-16-2011
	Terms: TBD
	Delivery: ready to ship in 3 weeks ARO
Email ; fthomas.wir@gmail.com	Quoted FOB: Iowa plant

Quantity:	Item Description:	Price per each:	Amount:
Min.			
10 panels	Rubber Full Depth "gauge panels" for 115RE rail, for full depth on wood ties with spike and tie plate rail fastening. Each panel is 3 feet wide by "gauge" width by full depth thickness of 115RE rail section	\$125.00 /per track foot (each panel is 3 track feet)	\$3750.00
	Panel weight is 600# /each panel		
1 ea.	Panel lifting tong	NC	
1 ea.	Bar, pry, gauge panel fixing	NC	
1 lot	Estimated truck freight for 6200# of Class 60 NMFC Rubber railroad grade crossing panels to Pullman, WA., F.O.B.(6901 St Rt. 270)	\$1600.00/lot	
NOTE	Quote is subject to "fuel surcharge escalation" without notice of change.		
	Truck transit time is 5-6 working days after date of shipment at origin.		
			Plus WA sales tax

November 14, 2011



RE: Bishop Blvd X-ing
Pullman, WA

Mr. Frank Thomas,

Cost breakout for our portion of the work of replacing the crossing at Bishop Blvd. is as follows:

Mobilization	\$400
Equipment & Fuel	\$1,675
Traffic Control Devices	\$350
Labor	\$800
Overhead & profit	\$275
	=====
	\$3,500

Sales tax is not included. Please let me know if you need anything further.

Jeff Motley

Motley-Motley, Inc.

6901 SR 270, PULLMAN, WASHINGTON 99163 PHONE: (509) 872-3511 FAX: (509) 872-3512
MOTLEMI174LT