



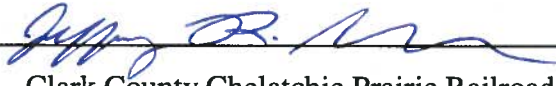
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250
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**GRADE CROSSING PROTECTIVE FUND
2013 – 2015 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

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: Jeff Swanson
Signature: 
Organization: Clark County Chelatchie Prairie Railroad
Address: 1300 Franklin Street Suite 650, Vancouver, WA, 98660
Phone: (360) 397-2323 ext. 4113
Email: Jeff.Swanson@clark.wa.gov
Fax: (360) 397-6027

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.

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Clark County has an immediate need to address and repair the condition of the railroad crossing located at 119th Street in unincorporated Vancouver, WA. Crosstie, track, and crossing surface condition have all deteriorated such that the motoring public (and non-motorized facility users such as bicyclists) are subject to risk. Additionally, the railroad risks derailment in this area due to widening gauge resulting from these conditions.

Attachment 1 shows a photo of the condition of the East rail at this crossing. The railroad tie condition at this crossing has deteriorated such that the ties no longer retain spikes and hardware, thus the rail is “floating” above the grade, and traffic on 119th Street strikes this rail when passing through the grade crossing. The bond wire for the crossing signal has also broken due to the condition of the rail and crossing, rendering the crossing signal inoperable.

There have been no reported accidents or incidents as of the date of preparation of this application (August 6, 2013), however as the condition of the crossing rapidly deteriorates this is an increasingly greater concern.

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.**

Given the foregoing, it is proposed that this crossing, including track, structure, and surface materials, be replaced. The existing rail, crossties, and asphalt surface will be excavated and removed. The replacement crossing will consist of two new pieces of mainline rail (80 ft length, 136 lb weight), new hardwood crossties (10 ft length), and new concrete surface crossing panels. Clark County’s railroad consultant provided a detailed estimate of materials and related costs to construct the new crossing (included as Attachment 2), although this submission reflects a more recent and precise estimate of costs (included as Attachment 3).

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).**

Portland Vancouver Junction Railroad (PVJR)
Eric Temple, President
14205 SE 36th Street Suite 100
Bellevue, WA 98006
(425) 649-1199

Clark County Public Works
Peter Capell, Director
1300 Franklin Street
Vancouver, WA 98660
(360) 397-6118

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4. A cost estimate, including:

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

See Attachment 3.

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

See attachment 4.

5. The name of the party responsible for long-term maintenance, such as repair of fencing.

Clark County is responsible for the maintenance of railroad grade crossings on its 33-mile short line railroad.

6. An estimated timeline of the project.

This project is estimated to be constructed and completed no later than October 31, 2013.

7. A description of how the project's success would be measured.

The project will be considered successful if derailments at the crossing site are prevented, the track and structure in the crossing are stabilized from vibration and related damage by passing motorists, and crossing signals are again consistently functional as the bond wire is no longer broken by said vibration and related damage. In sum, the crossing will be constructed to a state that it is again consistently operationally safe for the motoring public and for railroad operations.

8. Any other information the applicant believes would be useful to the Commission in considering the project.

This project is considered to be critically necessary both for the safety of the motoring public and to support safe, ongoing railroad operations in this area.

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.

Not applicable.

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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.

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Phone

Email

Date: _____

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Attachment 1: Condition of East Rail at 119th Street Crossing



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Attachment 2: Clark County's Railroad Consultant Estimate of Materials and Costs for Project

Prepared August 6, 2013

Clark County will:

- Cover the cost of the permits.
- Provide the signage and flagging.
- Stake the future centerline – centerline per the designed NE 119th Street widening project.
- Install the asphalt strip at the edge of the new concrete crossing planks.
- Provide from inventory the required 115 RE tie plates, and rail anchors.
- Provide from inventory the required 90 RB tie plates, and rail anchors if available.
- Provide from inventory the required 6602 tie plates and joint bars.

NE 119th Street will need a 2 to 3 day road closure to excavate and rebuild the track.

The Contractor will provide the equipment, labor, and materials to:

- Saw cut the existing asphalt.
- Remove and dispose of existing asphalt, crossties, and scrap rail in the crossing.
- Excavate the full width of the planned street widening project; install new sub-grade, geotechnical fabric, and ballast.
- Install drain pipes the full width of the future crossing.
- Install 6 inch conduits for the future grade crossing signals.
- Install 32 track feet of BNSF-UP Common Standard Concrete Crossing panels.
- Install two 80 foot lengths of 136 RE rail, with Pandrol plates and e-clips on new oak 10 foot ties under the panels and with five 10 foot ties on each side of the panels.
- Install 115 RE rails for the first step down from the 136 RE. Then use an intermediate step to reduce to the existing 6602 outside the new concrete panels.
- Install insulated joints and compensating joint bars as needed.
- Bond the rails through the signal area and reconnect the track circuits to the control cabinet.
- Install 25 new hardwood 8 foot 6 inch ties in the approaches to the crossing.

Estimated cost for the contractor is \$58,803.25 plus WA State sales tax. This is based on prevailing wage at regular rate. If the work is done on a weekend, an overtime premium will need to be added.

The above not only eliminates the existing problems, but prepares the crossing for the street widening. At the time of widening, the crossing will only need to close one lane at a time to extend the 10 foot ties and concrete planks. At that time the heavy rail will need to be extended and the insulated joints moved outward in conjunction with the signal relocation.

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Attachment 3: Itemized List of Total Project Costs

<u>Description</u>	<u>UOM</u>	<u>QTY</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>In-Kind Value</u>
119th Street Grade Crossing					
Mobilization	EA	1	\$ 5,000.00	\$ 5,000.00	
136-lb Rail	NT	3.6	\$ 1,380.00	\$ 4,968.00	
Comp Bars	Pair	12	\$ 343.75	\$ 4,125.00	
Concrete Crossing Panels	T-Ft.	32	\$ 250.00	\$ 8,000.00	
New 7"x9"x10' Crossties	EA	25	\$ 187.50	\$ 4,687.50	
Pandrol Plates w/e-clips	EA	50	\$ 43.75	\$ 2,187.50	
Ballast Rock	NT	125	\$ 22.50	\$ 2,812.50	
Base Rock	NT	60	\$ 22.50	\$ 1,350.00	
Drain Pipe	LF	200	\$ 12.50	\$ 2,500.00	
Conduit	LF	210	\$ 31.25	\$ 6,562.50	
Labor Demo	T-Ft.	100	\$ 18.75	\$ 1,875.00	
Labor Construct	T-Ft.	100	\$ 93.75	\$ 9,375.00	
Equipment	T-Ft.	100	\$ 50.00	\$ 5,000.00	
Saw Cutting	LS	1	\$ 625.00	\$ 625.00	
Excavation	CU	190	\$ 10.00	\$ 1,900.00	
Disposal	LS	1	\$ 1,500.00	\$ 1,500.00	
IJ	Pair	4	\$ 468.75	\$ 1,875.00	
115 RE Rail	NT	1.53	\$ 1,375.00	\$ 2,103.75	
Misc tie plates	EA	20	\$ 15.00	\$ 300.00	
New 7"x9"x8' Crossties	EA	25	\$ 106.25	\$ 2,656.25	
Geotextile Fabric	LS	1	\$ 500.00	\$ 500.00	
Highway Flagging	Day	4	\$ 2,500.00	\$ 10,000.00	
Paving of roadway approaches	EA	1	\$ 10,000.00	\$ 10,000.00	
115 RE tie plates and anchors					\$ 250.00
90 RB tie plates and anchors					\$ 250.00
6602 tie plates and joint bars					\$ 2,000.00
WA State Sales Tax	8.20%	\$ 89,903.00	\$ 7,372.05	\$ 7,372.05	
Project Management (Cahill Inc.)	10.00%	\$ 89,903.00	\$ 8,990.30	\$ 8,990.30	
Subtotals				\$ 106,265.35	\$ 2,500.00
Total Value of Project			\$ 108,765.35		
(Minus In-Kind)			\$ (2,500.00)		
(Minus Anticipated WUTC Grant)			\$ (20,000.00)		
Net Cost to Clark County Public Works			\$ 86,265.35		

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Attachment 4: List of Project Financial Contributors and Associated Contribution Amount

Clark County Chelatchie Prairie Railroad	
<u>Contribution of items from inventory</u>	<u>\$2,500.00</u>
Net Contribution	\$2,500.00
Clark County Public Works Department	
Funds for materials and labor sourced through railroad contractor, WA sales tax and project management costs	\$106,265.35
Minus anticipated Washington Utilities and <u>Transportation Commission (WUTC) Grant</u>	<u>(\$20,000.00)</u>
Net Contribution	\$86,265.35