



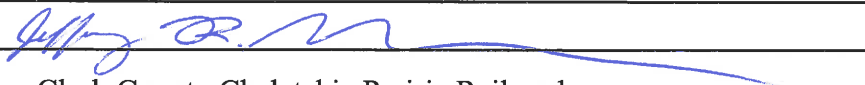
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250
(360)664-1257 or (360)664-1100
Fax: (360)586-1150
Web: www.utc.wa.gov
E-mail: records@utc.wa.gov

**GRADE CROSSING PROTECTIVE FUND
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.

GCPF Application Form – Open Call for Projects

Clark County has an immediate need to address and repair the condition of the railroad crossing located on NE St. Johns Street in the City of 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. Additional deterioration will render this crossing unsafe for the passage of both trains and roadway traffic.

The crossing surface at this location is currently comprised of rubberized crossing panels. Attachment 1 shows a photo exemplifying conditions at this crossing, as well as an example of a concrete-surfaced railroad crossing such as would be expected post-construction. The railroad tie condition has deteriorated such that the ties no longer retain spikes and hardware, causing the rubberized crossing panels to move under the load of passing vehicle traffic and creating an unstable roadway surface.

There have been no reported accidents or incidents as of the date of preparation of this application (November 18, 2013), however as the condition of the crossing further deteriorates this is an increasingly greater concern, particularly with respect to motorcycles and bicycles traversing this crossing. Rainfall and cold, wet conditions appear to exacerbate the safety concerns at this crossing.

- 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 new mainline rail (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).

This project has not yet been put out for bid nor been awarded. The County maintains a list of vendors approved to work on the County Railroad. Frequently, West Rail Construction Company LLC of Vancouver, WA performs work of this nature, and they have successfully been awarded projects through the County's public bid process quite recently, performing track and structure work on the County Railroad associated with a Department of Commerce grant award. West Rail has over 30 years of railroad experience and nearly 40 years of general construction experience.

- 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

GCPF Application Form – Open Call for Projects

14205 SE 36th Street Suite 100
Bellevue, WA 98006
(425) 649-1199

City of Vancouver Public Works
Brian Carlson, Director
4500 SE Columbia Way
Vancouver, WA 98661
(360) 487-7130

4. A cost estimate, including:

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

See Attachment 2.

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

See attachment 3.

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

Clark County owns the Clark County Chelatchie Prairie Railroad line and is submitting the GCPF application. The Portland-Vancouver Junction Railroad (PVJR) leases the line from the County and operates freight traffic between Milepost 0.0 and Milepost 14.1. The County, under the lease agreement with the PVJR retains responsibility for maintenance of way.

6. An estimated timeline of the project.

This project is estimated to be constructed and completed no later than August 1, 2014.

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

The project will be considered successful if the track and structure in the crossing are stabilized from vibration and related damage by passing motor vehicles, and the crossing surface is stabilized to prevent motor vehicle and bicycle accidents related to an unstable crossing surface. 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.

GCPF Application Form – Open Call for Projects

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. The speed limit on this roadway is 35 mph, and based on the Regional Transportation Council's most recent counts for this area (2007 data), an estimated 14,677 vehicles traverse this crossing daily, including 29 school buses.

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.

Eric Temple

Printed name of Railroad Representative

[Signature]

Signature of Railroad Representative

President

Title

206-660-4731

Phone

etemple@pvjr.com

Email

Date:

11-21-2013

GCPF Application Form – Open Call for Projects

Attachment 1: Example of crossing conditions at NE St Johns Street showing rubberized crossing surface



Example of expected crossing conditions post-construction with concrete panel crossing surface



GCPF Application Form – Open Call for Projects

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

St. Johns Blvd. Grade Crossing					
136-lb Rail	NT	7.25	\$	1,380.00	\$ 10,005.00
Rail Welds	EA	6	\$	575.00	\$ 3,450.00
Comp Bars	Pair	4	\$	343.75	\$ 1,375.00
Concrete Crossing Tub Panels	T-Ft.	132	\$	295.00	\$ 38,940.00
New 7"x9"x10' Crossties	EA	101	\$	187.50	\$ 18,937.50
Pandrol Plates w/e-clips	EA	34	\$	43.75	\$ 1,487.50
Ballast Rock	NT	60	\$	22.50	\$ 1,350.00
Base Rock 3/4 minus	NT	50	\$	32.20	\$ 1,610.00
Asphalt Base	NT	80	\$	143.75	\$ 11,500.00
Drain Pipe	LF	320	\$	12.50	\$ 4,000.00
Conduit	LF	260	\$	31.25	\$ 8,125.00
Labor Demo	T-Ft.	160	\$	18.75	\$ 3,000.00
Labor Construct	T-Ft.	132	\$	57.50	\$ 7,590.00
Labor Construct	T-Ft.	28	\$	93.75	\$ 2,625.00
Equipment	T-Ft.	160	\$	23.50	\$ 3,760.00
Saw Cutting	LF	256	\$	5.00	\$ 1,280.00
Excavation	CU	150	\$	10.00	\$ 1,500.00
Disposal	LS	1	\$	1,725.00	\$ 1,725.00
IJ	Pair	4	\$	468.75	\$ 1,875.00
115 RE Rail	NT	0	\$	1,375.00	\$ -
Misc Tie Plates	EA	16	\$	15.00	\$ 240.00
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
Pave Roadway Approaches	EA	1	\$	17,500.00	\$ 17,500.00
Total					\$ 155,031.25

GCPF Application Form – Open Call for Projects

Attachment 3: List of Project Financial Contributors and Associated Contribution Amount

Clark County Chelatchie Prairie Railroad

In-kind contribution (project management, etc.)	\$5,000.00
Cash match	\$5,000.00
Net Contribution	\$10,000.00

WSDOT Freight Rail Assistance Program Grant

Funds for materials and labor sourced through railroad contractor, WA sales tax and project management costs	\$145,031.25
--	--------------

Minus anticipated Washington Utilities and Transportation Commission (WUTC) Grant	(\$20,000.00)
Net Contribution	\$125,031.25