



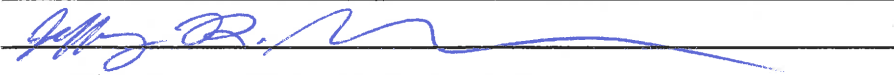
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PO Box 47250
Olympia, WA 98504-7250
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**GRADE CROSSING PROTECTIVE FUND
2013 – 2015 GRANT APPLICATION
OPEN CALL FOR PROJECTS**

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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The Clark County Railroad needs to address and repair the condition of the railroad crossing located on East Main Street in the city of Battle Ground, WA. Crosstie, track, and crossing surface condition have all deteriorated, creating unsafe conditions for the motoring public (and non-motorized facility users such as bicyclists).

Attachment 1 shows photos of the condition of the main line and industry siding rail crossings over East Main Street in Battle Ground, WA. Deteriorating railroad crosstie condition is evident in flexion of the rail as vehicles pass over the crossing, demonstrating that crossties are failing to retain spikes and hardware. Crosstie replacement and crossing surface condition need to be addressed. With further deterioration, this crossing will not be considered safe for the passage of both trains and roadway traffic.

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 undergo significant rehabilitation, including replacement of crossties, ballast, crossing surface materials, and rail where necessary. The existing rail, crossties, and asphalt surface will be excavated and removed. The replacement crossing will consist of new hardwood crossties, replacement asphalt crossing surface, and rail and hardware as needed. 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.

This project is integrated with rehabilitation work occurring at the adjacent industrial track, switching complex, and railroad main line funded through a WSDOT Freight Rail Assistance Program grant award. Thus, overall project costs will be reduced through scale economies such that the contractor's anticipated mobilization costs and other labor and materials costs will be leveraged through the larger 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).

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

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(425) 649-1199

City of Battle Ground Public Works
Scott Sawyer, Director
109 SW 1st Street Suite 122
Battle Ground, WA 98604
(360) 342-5075

4. A cost estimate, including:

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

See Attachment 2. The costs are broken down by directly attributable project costs as well as indirect project costs associated with leveraging the larger WSDOT Freight Rail Assistance Program grant-funded project.

- 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 derailments at the crossing site are prevented, and the track and structure in the crossing are stabilized from vibration and related damage by passing motorists. 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. The speed limit on this roadway is 25 mph, and based on the Regional Transportation Council's most recent counts for this

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area (2009 data), an estimated 11,936 vehicles traverse this crossing daily, including 22 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

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Attachment 1: Condition of Main Line Rail at East Main Street Crossing, Battle Ground, WA



Condition of Industry Siding at East Main Street Crossing, Battle Ground, WA



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

Direct Project Costs:

Description	UOM	QTY	Unit Cost	Total Cost
East Main Street Crossing Repair				
Saw Cut Asphalt	LS	1	\$ 600.00	\$ 600.00
Demo and Dispose Asphalt	LS	1	\$ 650.00	\$ 650.00
F&I New 7"x9"x10' Crossties	EA	24	\$ 195.00	\$ 4,680.00
F&I New 7"x9"x8'-6" Crossties	EA	10	\$ 130.00	\$ 1,300.00
Ballast	TON	2	\$ 24.50	\$ 49.00
Service Joints	EA	3	\$ 75.00	\$ 225.00
Line/Surface Track				\$ -
HMAC	LS	1	\$ 2,300.00	\$ 2,300.00
Asphalt Surfacing	LS	1	\$ 10,000.00	\$ 10,000.00
Highway Flagging	LS	2	\$ 2,500.00	\$ 5,000.00
TOTAL				\$ 24,804.00

Total Project Costs (Including Above Direct Project Costs):

Description	UOM	QTY	Unit Cost	Total Cost
Mobilization	EA	1	\$ 8,000.00	\$ 8,000.00
Replace Main Line Cross Over Switch MP 13.96				
Furnish Used #9 Turnout	EA	1	\$ 20,000.00	\$ 20,000.00
F&I Geotextile Fabric for #9 Turnout	EA	1	\$ 310.00	\$ 310.00
F&I #9 Timber Turnout Package	EA	1	\$ 9,600.00	\$ 9,600.00
F&I Comp Joint Bars	PAIR	6	\$ 490.00	\$ 2,940.00
Ballast	NT	180	\$ 24.50	\$ 4,410.00
F&I Walkway Rock	NT	60	\$ 25.00	\$ 1,500.00
F&I Crossties	EA	25	\$ 110.35	\$ 2,758.75
Rail & OTM Freight	NT	12.30	\$ 9.55	\$ 117.47
Install New Anderson Turnout MP 14.09				
Demo Track	T-Ft	190	\$ 18.75	\$ 3,562.50
Furnish Used #9 Turnout	EA	1	\$ 20,000.00	\$ 20,000.00
Construct #9 Turnout Pad	EA	1	\$ 1,850.00	\$ 1,850.00
F&I Geotextile Fabric for #9 Turnout	EA	1	\$ 310.00	\$ 310.00
F&I #9 Timber Turnout Package	EA	1	\$ 9,600.00	\$ 9,600.00
Construct Track	T-Ft	75	\$ 16.50	\$ 1,237.50
F&I Crossties	EA	36	\$ 110.35	\$ 3,972.60
F&I Comp Joint Bars	PAIR	6	\$ 490.00	\$ 2,940.00
Ballast	NT	205	\$ 24.50	\$ 5,022.50
F&I Walkway Rock	NT	85	\$ 25.00	\$ 2,125.00
Rail & OTM Freight	NT	12.30	\$ 9.55	\$ 117.47
House Loop Track Demo				

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Demo East Connection to Main	T-Ft	50	\$	18.75	\$	937.50
Demo a portion of Anderson Spur	T-Ft	130	\$	18.75	\$	2,437.50
Connect Anderson Spur to New Switch						
F&I Crossties	EA	42	\$	110.35	\$	4,634.70
Construct Track	T-Ft	74	\$	16.50	\$	1,221.00
Realign Existing Track	T-Ft	15	\$	6.85	\$	102.75
Ballast	NT	58	\$	24.50	\$	1,421.00
F&I Comp Joint Bars	PAIR	2	\$	490.00	\$	980.00
Excavation	YD3	17	\$	10.00	\$	170.00
F&I Walkway Rock	NT	56	\$	25.00	\$	1,387.50
Rail & OTM Freight	NT	3.35	\$	9.55	\$	31.99
Repair West Siding						
F&I Crossties	EA	88	\$	110.35	\$	9,710.80
Remove & Replace Rails and OTM	T-Ft	589	\$	35.25	\$	20,762.25
Surface Track	T-Ft	589	\$	2.85	\$	1,678.65
Ballast	NT	442	\$	24.50	\$	10,822.88
Rail & OTM Freight	NT	31.35	\$	9.55	\$	299.39
Repair Cross Over						
F&I Crossties	EA	9	\$	110.35	\$	993.15
Service Joints	EA	2	\$	77.00	\$	154.00
Surface Track	T-Ft	60	\$	2.85	\$	171.00
Ballast	NT	33	\$	24.50	\$	808.50
F&I Walkway Rock	NT	24	\$	25.00	\$	600.00
East Main Street Crossing Repair						
Saw Cut Asphalt	LS	1	\$	600.00	\$	600.00
Demo and Dispose Asphalt	LS	1	\$	650.00	\$	650.00
F&I New 7"x9"x10' Crossties	EA	24	\$	195.00	\$	4,680.00
F&I New 7"x9"x8'-6" Crossties	EA	10	\$	130.00	\$	1,300.00
Ballast	TON	2	\$	24.50	\$	49.00
Service Joints	EA	3	\$	75.00	\$	225.00
Line/Surface Track					\$	-
HMAC	LS	1	\$	2,300.00	\$	2,300.00
Asphalt Surfacing	LS	1	\$	10,000.00	\$	10,000.00
Highway Flagging	LS	2	\$	2,500.00	\$	5,000.00
TOTAL					\$	184,502.34

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

Clark County Chelatchie Prairie Railroad

In-kind contribution (materials)	\$40,000.00
In-kind contribution (project management, etc.)	\$5,000.00
<u>Cash match</u>	<u>\$5,000.00</u>
Net Contribution	\$50,000.00

WSDOT Freight Rail Assistance Program Grant

Funds for materials and labor sourced through railroad contractor, WA sales tax and project management costs	\$134,502.34
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Minus anticipated Washington Utilities and Transportation Commission (WUTC) Grant	<u>(\$20,000.00)</u>
Net Contribution	\$114,502.34