

TR-144056-AF



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.

STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION
COMMISSION
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RECORDS MANAGEMENT

As part of a 2014 TIP project, Clark County will be making improvements to the intersection of NE 78th Street and NE 47th Avenue in order to improve the operational safety and efficiency of truck movements in the adjacent industrial area, as well as improve crossing protection on the Clark County Railroad, which diagonally bisects the intersection with both mainline track and an industrial siding. The crossing structure is characterized by tub-style concrete crossing panels. In the time since the installation of these panels, the drainage mechanism has failed to perform adequately, causing deterioration of the subgrade and ballast supporting the tub panels and resulting in a condition where, over time, the panels sink below the grade of the roadway.

This project will address roadway surface conditions, correcting the drainage problems and replacing the tub-style concrete crossing panels with standard BNSF/UP concrete crossing panels, 10 ft crossties, and rehabilitated ballast and subgrade. Additionally, active crossing protection will be added on NE 47th Avenue to support the existing active protection on NE 78th Street, resulting in a 4-way protected crossing. The project also supports the efficient, safe movement of large freight trucks at a key ingress/egress point to the adjacent industrial lands. In total, the project will address design and condition related risks to the Railroad, motoring public, and non-motorized facility users such as pedestrians and bicyclists.

As of the date of this application, Clark County's Public Works Department indicates there have been no reported accidents or incidents during 2014.

1. 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.

This crossing, including track, structure, and surface materials, will be replaced as part of the improvements to the roadway intersection. The existing rail and tub-style concrete crossing panels will be excavated and removed. The replacement crossing will consist of new mainline rail (136 lb weight), new hardwood crossties (10 ft length), new concrete surface crossing panels, and rehabilitated subgrade and ballast. **Attachment 1** includes drawings and plans for this project and below are photos of existing and projected conditions at this grade crossing, pre- and post-construction.

GCPF Application Form – Open Call for Projects



Pre-construction conditions at grade crossing: main line



Pre-construction conditions at grade crossing: siding track

GCPF Application Form – Open Call for Projects



Example of expected post-construction conditions at grade crossing

This project has been put out to bid and the bid award is expected to occur December 9, 2014. Currently, the apparent low bidder is Tapani Underground Inc. of Battle Ground, WA. The bid amount is \$1,826,670 for construction only. The total project cost for design and the construction phase is \$2,400,056.

2. 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
Scott Fakler, Project Manager
PO Box 5000
Vancouver, WA 98666-5000
(360) 397-6118

GCPF Application Form – Open Call for Projects

3. A cost estimate, including:
 - a. An itemized list of the total costs of the project.

Expenses

Design/ Engineering		\$289,000
Construction Contract-Tapani Underground Inc		\$1,826,670
Construction Mgmt & Engineering		\$250,000
CPU Power Pole Relocation		\$34,386
Total Project Estimated Cost:		\$2,400,056

See [Attachment 2](#) for itemized detail.

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

Budgeted Revenue

County Road Fund		\$1,288,056
Traffic Impact Fees		\$92,000
Federal Grant		\$1,000,000
Grade Crossing Protective Fund		\$20,000
Total Budgeted Revenues:		\$2,400,056

4. 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.

5. An estimated timeline of the project.

See [Attachment 3](#).

GCPF Application Form – Open Call for Projects

6. 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 rehabilitated such that conditions are consistently safe for the motoring public and non-motorized users, and if the additional active crossing protection prevents accidents between roadway users and the Railroad. In sum, the crossing will be constructed to a state that it is consistently operationally safe for the public and for railroad operations, given the heavy use of the roadways in this area by multiple transportation modes.

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

This project is considered to be essential both for the safety of the motoring and non-motoring public, to improve freight vehicle access to key industrial lands, and to support safe, ongoing railroad operations in this area.

The speed limit on this roadway is 45 mph, and based on the Regional Transportation Council's most recent counts for this area (2014 data), an estimated 33,200 vehicles traverse this crossing daily, including 35 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

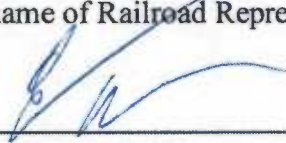
Railroad Commitment

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 of Railroad Representative

Owner

Title

425-649-1104

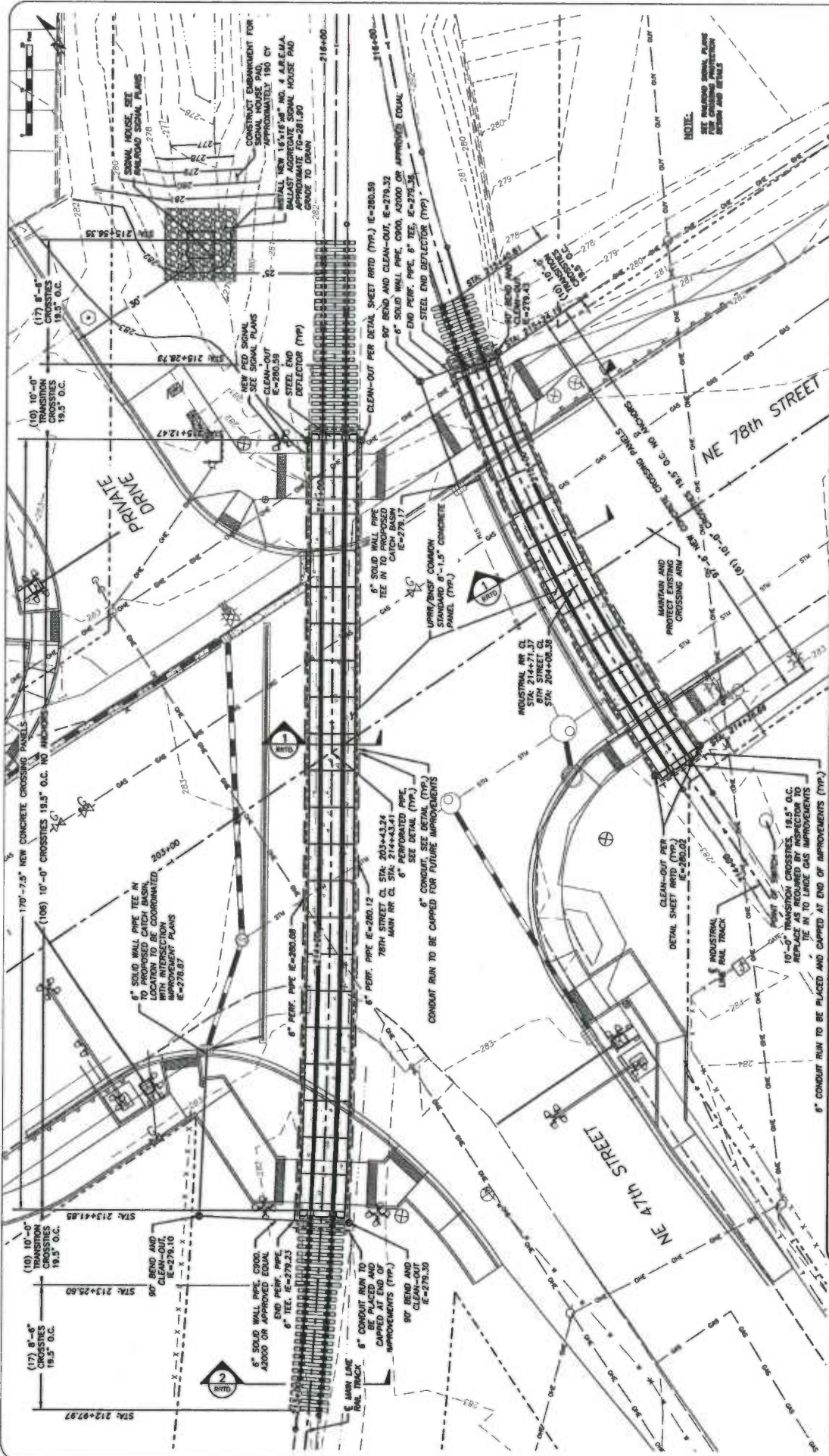
Phone

etemple@pvjr.com

Email

Date:

12/4/14



DATE 10/10/2014
 FRCD
 74 of 93

NE 47TH AVENUE INTERSECTION CRW# 333222
 RAIL CROSSING DETAIL



ENGINEERING AND DESIGN SECTION
 PUBLIC WORKS DIVISION
 TRANSPORTATION PROGRAM



CALL US TODAY
 206-467-5000
 425-525-5000
 206-467-5000

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE

NOTE:
 SEE RELATED SIGNAL PLANS FOR CROSSING PROTECTION DESIGN AND DETAILS

10'-0" TRANSITION CROSSINGS, 18.5' O.C. TO REPLACE AS REQUIRED BY INSPECTOR TO TIE IN TO UNDER GAS IMPROVEMENTS

CLEAN-OUT PER DETAIL SHEET RPD (TYP.) E-280.59

CONSTRUCT EQUIPMENT FOR APPROXIMATELY 190 CY BALLAST AGGREGATE SIGNAL HOUSE PAD APPROXIMATE FG-281.90

NEW RED SIGNAL CLEAN-OUT E-280.59

6" SOLID WALL PIPE TEE IN TO PROPOSED CATCH BASIN, LOCATION TO BE COORDINATED WITH IMPROVEMENT PLANS E-278.87

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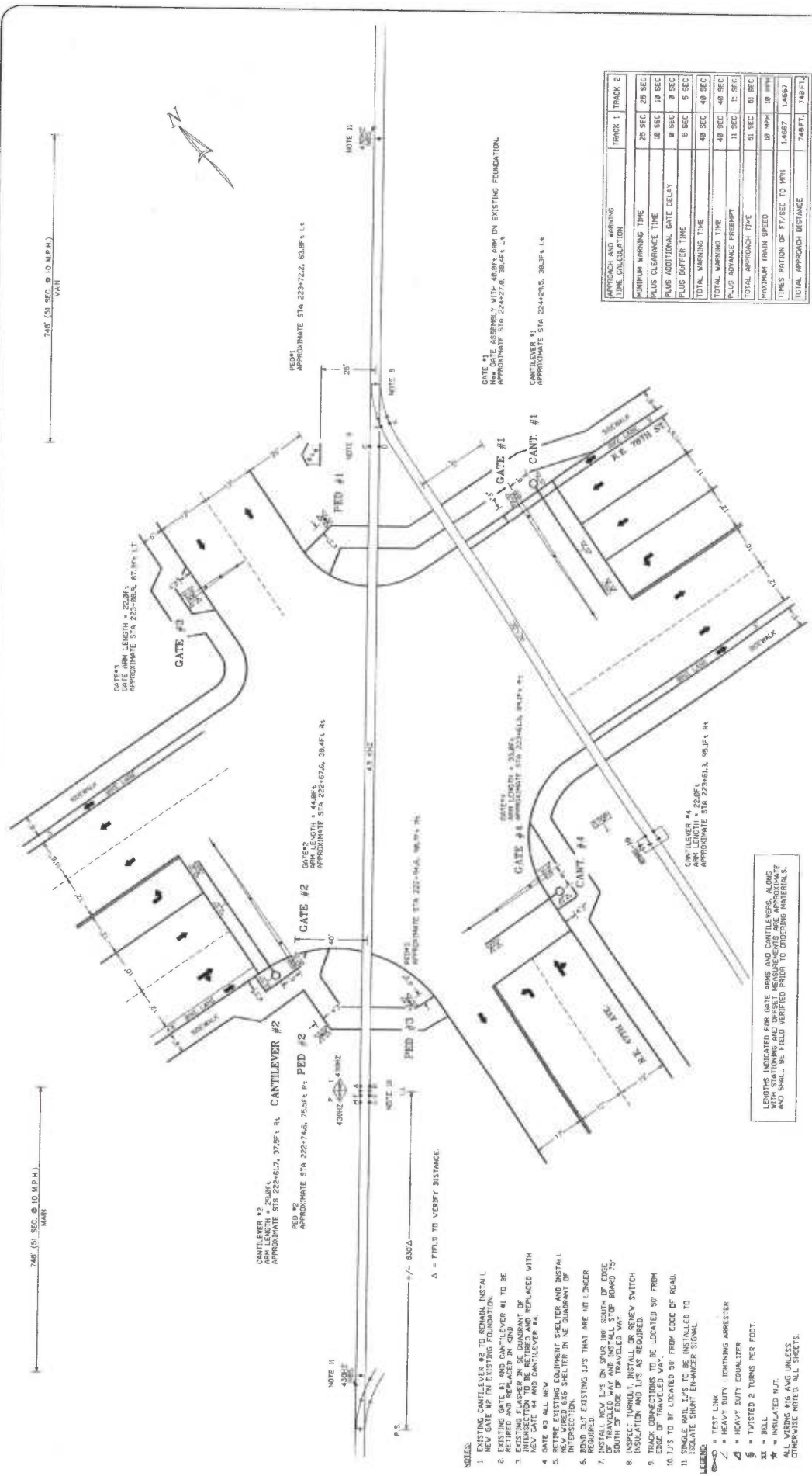
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748' (51 SEC @ 10 M.P.H.)
MAIN

748' (51 SEC @ 10 M.P.H.)
MAIN



GATE #3
ARM LENGTH = 22.8Ft
APPROXIMATE STA 223+66.1, 67.8Ft LT

PED #1
APPROXIMATE STA 223+72.2, 63.8Ft LT

GATE #2
ARM LENGTH = 44.8Ft
APPROXIMATE STA 223+07.6, 38.4Ft RT

CANTILEVER #2
ARM LENGTH = 29.8Ft
APPROXIMATE STA 222+61.7, 37.5Ft RT

GATE #1
ARM LENGTH = 46.8Ft, 40M ON EXISTING FOUNDATION
APPROXIMATE STA 224+27.8, 38.4Ft LT

CANTILEVER #1
APPROXIMATE STA 224+28.5, 38.3Ft LT

GATE #4
ARM LENGTH = 33.8Ft
APPROXIMATE STA 223+44.4, 38.4Ft RT

CANTILEVER #4
ARM LENGTH = 22.8Ft
APPROXIMATE STA 223+61.3, 38.1Ft RT

Δ = FIELD TO VERIFY DISTANCE

- NOTES:**
- EXISTING CANTILEVER #2 TO REMAIN. INSTALL NEW GATE #2 IN EXISTING FOUNDATION.
 - EXISTING GATE #3 AND CANTILEVER #1 TO BE REMOVED AND REPLACED IN KIND.
 - EXISTING PED #1 TO BE REMOVED AND REPLACED WITH NEW GATE #1 AND CANTILEVER #1.
 - REMOVE ALL NEW EQUIPMENT, SHELTERS AND INSTALL NEW WIRELESS SHELTER IN NE QUADRANT OF INTERSECTION.
 - REPLACE EXISTING LJS THAT ARE NO LONGER REQUIRED.
 - INSTALL NEW LJS ON SPUR 100' SOUTH OF ENDE SOUTH YELLED AVENUE AND INSTALL STOP BOARD 75' SOUTH OF ENDE AVENUE.
 - INSPECT THROUGH INSTALL OR REPAIR SWITCH INSULATION AND LJS AS REQUIRED.
 - TRACK CONNECTIONS TO BE LOCATED 50' FROM EDGE OF TRAVELED WAY.
 - SINGLE RAIL LJS TO BE INSTALLED TO INDICATE SHORT ENGINEER SIGNAL.
 - TEST LINK.
 - HEAVY DUTY LIGHTNING ARRESTER.
 - HEAVY DUTY EQUALIZER.
 - TWISTED 2 TURNS PER FOOT.
 - BELL.
 - INSULATED NUT.
 - ALL WIRING 816 AVG UNLESS OTHERWISE NOTED. ALL SHEETS.

APPROACH AND WARNING LINE CALCULATION	TRACK 1	TRACK 2
MINIMUM WARNING TIME	25 SEC	25 SEC
PLUS CLEARANCE TIME	18 SEC	18 SEC
PLUS ADDITIONAL GATE DELAY*	8 SEC	8 SEC
PLUS BUFFER TIME	5 SEC	5 SEC
TOTAL WARNING TIME	48 SEC	48 SEC
TOTAL APPROACH TIME	48 SEC	48 SEC
PLUS ADVANCE PREEMPT	11 SEC	11 SEC
TOTAL APPROACH TIME	59 SEC	59 SEC
MAINTAIN TRAIN SPEED	18 MPH	18 MPH
TIMES RATION OF FT/SEC TO MPH	1.4667	1.4667
TOTAL APPROACH DISTANCE	748FT	748FT

LENGTHS INDICATED FOR GATE ARMS AND CANTILEVERS, ALONG WITH STATIONING AND OFFSET MEASUREMENTS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED PRIOR TO ORDERING MATERIALS.

DATE 10/10/2014

RPS

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NE 47TH AVENUE/NE 78TH STREET INTERSECTION CR#323222
RAILROAD SIGNALING
NE 78TH STREET/NE 47TH AVENUE
DOT# 852 4297

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LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE

NE 47th Avenue Intersection at NE 78th Street

