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## **GRADE CROSSING PROTECTIVE FUND 2019 – 2021 GRANT APPLICATION OPEN CALL FOR PROJECTS**

The Washington Utilities and Transportation Commission (UTC), 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 for a GCPF grant.

In the open call for projects, applications submitted should generally be related to one of the following three categories:

- **Trespass prevention projects.** Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad rights-of-way, pedestrian warning devices, channelization devices, media or public relations campaigns, and enforcement-related activities. Note for fencing projects: Fencing should meet Washington State Department of Transportation fencing standards and may not include decorative features such as vinyl-coated, slatted chain link or wood fences unless the applicant directly pays for the decorative features.
- **Private grade crossing safety improvements.** Examples of projects in this category include installation of crossing-specific warning devices such nighttime or off-hours locked gates or improvements to existing warning devices.
- **Miscellaneous safety projects.** Examples of projects in this category include improvements to motorists' ability to see approaching trains, such as the removal of physical obstructions, participation in roadway improvements at or approaching grade crossings, and mitigation of crossing closures.

**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 UTC. If you are proposing a change to the warning devices at a public railroad crossing, complete the GCPF petition form.**

**Please be sure to complete the entire form. Incomplete or missing information will delay the grant review process.**

**Applicant Information**

Applicant Name: Greg Hendricks  
Signature: *Gregory Scott Hendricks*  
Organization: Nippon Dynawave Packaging Company  
Address: 3401 Industrial Way Longview, WA 98632  
Phone: 360-414-3387  
Email: greg.hendricks@nippondynawave.com

**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.

The Longview Site is located immediately adjacent to the City of Longview, WA in unincorporated Cowlitz County and sits across some 750 acres along two and one-half miles of the Columbia River. The Longview Site is home to eight medium and heavy industrial companies; Nippon Dynawave Packaging (NDP), North Pacific Paper Company (NORPAC), Weyerhaeuser Log Export, Weyerhaeuser Wood Products, Columbia and Cowlitz Railroad (Patriot Rail), The Andersons, Westlake – Axial Chemical and HASA. Approximately 750,000 vehicles enter the Longview Site annually, some 200,000 of which must cross the at grade crossing in question to access Gate 10 (Main Gate). Many of those vehicles are sixteen-wheel tractor trailers and include fire, EMS, and law enforcement units.

As the Port of Longview develops Barlow Point, which is to the West of the Longview Site , daily rail traffic is anticipated to increase significantly. In recognition of the

anticipated Barlow Point development and other safety considerations, the State of Washington Department of Transportation (WSDOT) is in the planning, design, and land acquisition phases of the Industrial Way – Oregon Way (IWOW) Project. IWOW will redesign and rebuild the intersection of Industrial Way and Oregon Way with a primary focus on rail safety and reduction in traffic congestion and throughput as it relates to the anticipated significant increase in rail traffic to Barlow Point.

One design element of the aforementioned IWOW Project includes elimination of the Longview Site Gate 4. Approximately 200,000 vehicles utilize Gate 4 for ingress onto and egress off of the Longview Site annually. The majority of these vehicles are 16-wheel semi-tractor trailers. With the elimination of Gate 4, much if not most of the current Gate 4 traffic will be diverted to Gate 10. Consequently, the at grade crossing immediately adjacent to Gate 10 is key to the safe, efficient, and effective operation of the Longview Site.

The “at grade crossing” in question is located immediately adjacent to WA State Highway 432 also known as Industrial Way at the intersection with Washington Way. The intersection with WA State 432 and Washington Way and access to the Longview Site (Main) Gate 10 is controlled by traffic signals with a left turn lane, West bound Highway 432 and South bound Washington Way traffic.

All inbound and outbound vehicle traffic to the Longview Site Gate 10 (Main Gate) must cross the aforementioned at grade crossing. The tracks are owned by Burlington Northern Santa Fe Railroad (BNSF). BNSF trains make two round trips across the crossing each a week. Currently Longview Columbia Railroad (Patriot Rail) trains make two round trips across the crossing each day.

This at grade crossing has been in poor repair for many years and continues to deteriorate. Deterioration is anticipated to continue and at an increased rate when the majority of Gate 4 traffic is diverted (as a result of IWOW) to Gate 10. The crossing is constructed solely of asphalt surrounding the tracks. Much of the asphalt is cracked, failing or is no longer in place. **Refer to attached digital photos.**

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.

As the at grade crossing continues to deteriorate, vehicles will be required to further slow their ingress to and egress from the Longview Site. This will impact “throughput” at Gate 10. Put another way, the longer it takes for vehicles to enter and leave the Longview Site, the more traffic congestion on Industrial Way and Washington Way increases.

Said traffic congestion will create additional safety hazards i.e., traffic back up onto the West bound lane of Industrial Way, East bound lane of Industrial Way and to a lesser degree South bound traffic of Washington Way. This safety hazard will only increase as traffic from Gate 4 is diverted to Gate 10.

The rebuild of the Gate 10 at grade crossing will improve safety while reducing traffic congestion by improving throughput and reducing potential damage to vehicles, in particular personal vehicles on ingress and egress to the Longview Site.

In addition to helping alleviate congestion on adjacent roadways, the crossing improvements will also allow vehicles to clear the crossing more quickly, which reduces the risk of a vehicle/train incident.

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).

Jarrell Williams  
 Roadmaster  
 Northwest Division  
 BNSF Railway Company  
 115 Industrial Way  
 Longview, WA 98632  
 Cell: 360-989-6906  
 Jarrell.Williams@BNSF.com

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.

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|--|--------------------|
| <b>Burlington Northern Santa Fe Railroad:</b> In kind contribution – Labor | \$10,000.00        |
| <b>Nippon Dynawave Packaging Company: Materials Cost</b>                   |                    |
| - 60’ Pandrol Crossing Panels w/10’ ties                                   | \$19,625.78        |
| - One (1) set of ramps for the end of the crossing                         | \$ 310.00          |
| - 96’ Concrete crossing tops 136lb w/crossing lags                         | \$16,018.56        |
| - Transition rails 136lb – 115 1/4lb rail                                  | \$ 3,700.00        |
| - Paving   | \$11,785.00        |
| - 100NT ballast  | \$ 1,000.00        |
| <b>Grade Crossing Protective Fund Request Total</b>                        | <b>\$52,438.78</b> |
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5. The name of the party responsible for long-term maintenance, such as repair of fencing.

Nippon Dynawave Packaging Company

6. An estimated timeline of the project.

CY 2021 Q-2/Q-4

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

Improve throughput onto and from the Longview Site via Gate 10 onto East and West bound Hwy 432 and Washington Way. It is anticipated the resulting decrease in congestion at the intersection will improve general traffic safety and reduce the potential damage to personal vehicles.

As most Longview Site Gate 4 traffic is diverted to Gate 10 (resulting from IWOW) and the with the anticipated significant increase in daily rail traffic from Barlow Point development, we recommend more visible signage and the installation of railroad crossing gate arms and signals.

8. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

Nippon Dynawave Packaging (NDP) leadership and engineers manage numerous multimillion dollar capital projects each year on the Longview Site. NDP has at least one civil engineer in their employ. That engineer is assigned to the Longview Site. That individual is responsible for road construction and repair and repair of trackage used by Patriot Rail on the Longview site.

9. Any other information the applicant believes would be useful to the UTC in evaluating the project.

N/A

### **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 and signed 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  
621 Woodland Square Loop SE  
Lacey, WA 98503  
PO Box 47250  
Olympia, WA 98504-7250

## 2019-2021 GCPF Application Form – Open Call for Projects

A signed application may be filed electronically at [records@utc.wa.gov](mailto:records@utc.wa.gov). When filing electronically, please specify “Grade Crossing Protective Fund” in the subject line.

### **Assistance**

For questions or assistance, please contact:

- [rail@utc.wa.gov](mailto:rail@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.

\_\_\_\_\_  
Jarrell Williams  
Printed name of Railroad Representative

\_\_\_\_\_  
*Jarrell Williams*  
Signature of Railroad Representative

\_\_\_\_\_  
Roadmaster  
Title

\_\_\_\_\_  
BNSF Railway  
Name of Railroad

\_\_\_\_\_  
3001 Talley Way, Kelso WA 98626  
Mailing Address of Railroad

\_\_\_\_\_  
3609-989-6906  
Telephone Number

\_\_\_\_\_  
[Jarrell.williams@bnsf.com](mailto:Jarrell.williams@bnsf.com)  
Email

Date: 03/09/2021  
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