WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

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| Puget Sound & Pacific Railroad<br>Petitioner,<br><br>vs.<br>City of Aberdeen<br>Respondent | DOCKET NO. TR-<br><br>PETITION TO MODIFY HIGHWAY-RAIL GRADE CROSSING ACTIVE WARNING DEVICES AND REQUESTING DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND<br><br>USDOT CROSSING NO.: 096691B |

The Petitioner asks the Washington Utilities and Transportation Commission to approve the modification of highway-rail grade crossing warning signals and disbursing funds from the Grade Crossing Protective Fund.

***Section 1 – Petitioner's Information***

Puget Sound & Pacifc Railroad
Petitioner


Signature

3220 State Street, Suite 200
Street Address

Salem, OR 97301
City, State and Zip Code

Mailing Address, if different than the street address

Chris Nagle
Contact Person Name

503-480-7785 christopher.nagle@gwrr.com
Contact Phone Number and Email Address

## *Section 2 – Respondent's Information*

City of Aberdeen
Respondent

200 E. Market Street
Street Address

Aberdeen, WA 98520
City, State and Zip Code

Mailing Address, if different than the street address

Kris Koski
Contact Person Name

360-537-3218 kkoski@aberdeenwa.gov
Contact Phone Number and Email Address

## *Section 3 – Crossing Location*

1. Existing highway/roadway Chehalis Street

2. Existing railroad Puget Sound & Pacific Railroad

3. USDOT Crossing No. 096691B

4. GPS location 46.977135, -123.806150

5. Railroad mile post (nearest tenth) 40E-68.36

6. City Aberdeen County Grays Harbor

## *Section 4 – Current Highway Traffic Information*

1. Name of highway Chehalis Street

2. Road authority City of Aberdeen

3. Average annual daily traffic (AADT) 12,000

4. Number of lanes Four

5. Roadway speed 25 MPH

6. Is the crossing part of an established truck route? Yes _____ No X

7. If so, trucks are what percent of total daily traffic? N/A

8. Is the crossing part of an established school bus route? Yes _____ No X

9. If so, how many school buses travel over the crossing each day? N/A

10. Describe any changes to the information in 1 through 7, above, expected within ten years:

The City of Aberdeen's East Aberdeen Mobility Project will reduce the number of crossings in this area. The preferred concept based on preliminary work includes replacing this crossing with a vehicle overpass. However, the project is currently only funded through pre-design planning.

## *Section 5 – Current Crossing Information*

1. Railroad company Puget Sound & Pacific Railroad

2. Type of railroad at crossing x Common Carrier □ Logging □ Industrial

□ Passenger □ Excursion

3. Type of tracks at crossing x Main Line □ Siding or Spur

4. Number of tracks at crossing One

5. Average daily train traffic, freight Six

Authorized freight train speed 5 MPH Operated freight train speed 5 MPH

6. Average daily train traffic, passenger None

Authorized passenger train speed N/A Operated passenger train speed N/A

7. Describe any changes to the information in 1 through 4, above, expected within ten years:

No changes expected.

8. What is the available sight distance from the stop bar (or 25 feet from the tracks if no stop bar) on both approaches to the crossing?

N/A

9. If the sight distance is less than 400 feet, describe the structures, roadway or track curvature, visual obstacles or other characteristics that limit sight distance.

The roadway is blocked by buildings of a shopping center as well as curvature of the track

To the west.

## *Section 6 – Current Warning Devices*

1. Provide a complete description of the warning devices currently located at the crossing, including signs, gates, lights, train detection circuitry and any other warning devices.

The current warning consists of an intersection traffic light that is preempted by approaching trains. Train detection circuitry was installed in the 1970's and consists of DC track circuits that are activated by train presence and tied to other crossings in the immediate area. There is a nearby train signal that may cause the train to stop short of a bridge and block all access to a shopping center. Puget Sound & Pacific Railroad has made recent changes to the bridge signal to enable a train to know if they may proceed before blocking any crossings. Unfortunately, in order to activate the signal, Tyler will be in preempt, thus stopping traffic entering or exiting Tyler St.

## *Section 7 – Description of Proposed Changes*

1. Describe in detail the number and type of proposed automatic signals, gates or other warning devices, including proposed circuitry.

Puget Sound & Pacific Railroad would like to upgrade the train detection circuitry to detect train motion. With the work done to improve the signal operation at the bridge, it can now be possible to park a train short of Tyler St. and see the bridge signal without putting the crossing in preempt. Until this year it was not possible to put a train detection computer in the existing small cabinet and with the limited funds available through this grant, it is not possible to do more. Even as it is, this upgrade must include the upgrade of three other crossings: Tyler St., Newell St., and E. Heron St.

The upgrade will consist of a new PMD4 (a constant warning device), new batteries, and battery Charger. A signal engineering firm with provide FRA required signal plans and software.

Puget Sound & Pacific Railroad will install and commission the equipment.

### *Section 8 – Illustration of Proposed Warning Devices*

Attach a detailed diagram, drawing, map or other illustration showing the proposed modification.

### *Section 9 – Project Cost Information*

1. Breakdown of estimated total cost.

   See attached spreadsheet.

2. Names of the parties contributing to the project and the amount each is contributing.

   Puget Sound & Pacific Railroad will provide all costs to install the equipment.

3. Provide the amount the applicant is requesting from the GCPF grant program.

   Puget Sound & Pacific Railroad is requesting $25,300.00.

### Section 10 – Project Completion Date

Project completion date: March, 2019.

*Section 11 – Waiver of Hearing by Respondent*

**Waiver of Hearing**

The undersigned represents the Respondent in the petition to modify highway-rail grade crossing warning signals at the following crossing.

USDOT Crossing No. 096691B

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree the warning signals should be modified and consent to a decision by the commission without a hearing.

Dated at Aberdeen, Washington, on the 5th day of November, 2017.

Kris Koski
Printed name of Respondent

Kris Koski
Signature of Respondent's Representative

City Engineer
Title

(360) 537-3218, kkoski@aberdeenwa.gov
Phone number and email address

200 E Market Street, Aberdeen, WA 98520
Mailing address

WASHINTON UTC GRANT REQUEST FOR CROSSING UPGRADES

Chehalis St, Aberdeen, Mile-Post 40E-68.36, DOT No. 096691B

**MATERIAL**

| MANUFACTURER | MATERIAL | PART NUMBER | UNIT COST | 20% DISCOUNTED COST | QUANTITY | TOTAL |
|---|---|---|---|---|---|---|
| ALSTOM | SYS ElectroLogIXS PMD-4R Limited Predictor - One track redundant. Includes one PMD-4R unit, one mounting plate with mounting hardware, one site Specific memory (SSM) external memory device with standard programs. | 300911-031 | $ 12,100.00 | $ 9,680.00 | 1 | $ 9,680.00 |
| | MDSA-1 Motion Detector Surge Arrester Model 1 | 250204-001C | $ 327.00 | $ 261.60 | 1 | $ 261.60 |
| | PMD-4R External Cable P16, 4 Ft. | 075141-000 | $ 98.00 | $ 78.40 | 1 | $ 78.40 |
| | PMD-4R External Cable P17, 4 Ft. | 075143-000 | $ 98.00 | $ 78.40 | 1 | $ 78.40 |
| | PMD-4R External Cable P18, 4 Ft. | 075145-000 | $ 98.00 | $ 78.40 | 1 | $ 78.40 |
| | PMD-4R External Power Cable, 4 Ft. | 075148-000 | $ 98.00 | $ 78.40 | 1 | $ 78.40 |
| | Lightning Equalizer | 202217-000 | $ 25.00 | $ 20.00 | 1 | $ 20.00 |
| | Lightning Arrestor | 202216-001 | $ 24.00 | $ 19.20 | 2 | $ 38.40 |
| | Dual Wide Band Shunt | 250121-004 | $ 364.00 | $ 313.00 | 2 | $ 626.00 |
| | Narrow Band Termination Shunt (392 Hz) | 250250-J05B | $ 407.00 | $ 325.60 | 2 | $ 651.20 |
| | 1TC-B DC Track Driver | 800-081012-002 | $ 526.00 | $ 420.80 | 1 | $ 420.80 |
| Graybar | Wire Tag | M-375-1-342 | $ 89.49 | | 1 | $ 89.49 |
| Leotek Electronics | Power Off Indicatior | TSL-POK-WCF-AB1-WG | $ 119.80 | | 1 | $ 119.80 |
| Eoff Electric | Okonite TC Blue #14 | 152-11-3024 | $ 0.4100 | | 100 | $ 41.00 |
| | Okonite TC Blue #10 | 152-11-3038 | $ 2.0800 | | 100 | $ 208.00 |
| SAFT AMERICA | SLP 250 Amp / Hr. Battery | SPL 250 | $ 225.00 | | 9 | $ 2,025.00 |
| Railway Equipment Co. | 10 AMP ETC-12V | 520710 | $ 390.00 | | 1 | $ 390.00 |
| XORail | Signal Design and Software | | $ 8,000.00 | | 1 | $ 8,000.00 |
| | | | | | | $ 22,884.89 |
| | | | | 7.7% sales tax | | $ 1,762.14 |
| | | | | 3% Shipping & Handling | | $ 686.55 |
| | | | | **Material Total** | | **$ 25,333.57** |