



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Puget Sound & Pacific Railroad

Petitioner,

vs.

City of Aberdeen

Respondent

DOCKET NO. TR-

PETITION TO MODIFY HIGHWAY-RAIL GRADE CROSSING ACTIVE WARNING DEVICES AND REQUESTING DISBURSEMENT OF FUNDS FROM THE GRADE CROSSING PROTECTIVE FUND

USDOT CROSSING NO.: 096029N

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 & Pacific 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	Tyler Road		
2. Existing railroad	Puget Sound & Pacific Railroad		
3. USDOT Crossing No.	096029N		
4. GPS location	46.977217, -123.803115		
5. Railroad mile post (nearest tenth)	40E-68.00		
6. City	Aberdeen	County	Grays Harbor

*Section 4 – Current Highway Traffic Information*

1. Name of highway  Tyler Street

2. Road authority  City of Aberdeen

3. Average annual daily traffic (AADT)  8,000

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 does not propose any changes to this crossing. Continued commercial development in the area and increased traffic on the adjacent highway, US 12, will likely result in an increase of the AADT over time.

*Section 5 – Current Crossing Information*

1. Railroad company Puget Sound & Pacific Railroad

2. Type of railroad at crossing  Common Carrier     Logging     Industrial  
 Passenger     Excursion

3. Type of tracks at crossing  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.

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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 St. 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.

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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: Chehalis St., Newell St., and E. Heron St.

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

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

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***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 \$24,600.00.

***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. 096029N

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



WASHINGTON UTC GRANT REQUEST FOR CROSSING UPGRADES

Tyler Rd, Aberdeen, Mile-Post 40E-68.00, DOT No. 096029N

**MATERIAL**

MANUFACTURER	MATERIAL	PART NUMBER	UNIT COST	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 Arrester	202216-001	\$ 24.00	\$ 19.20	2	\$ 38.40
	Wide Band Termination Shunt	250121-001	\$ 364.00	\$ 291.20	1	\$ 291.20
	Narrow Band Termination Shunt (267 Hz)	250250-J03B	\$ 407.00	\$ 325.60	1	\$ 325.60
	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 Indicator	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
						\$ 22,224.49
						\$ 1,711.29
						\$ 666.73
						\$ 24,602.51

7.7% sales tax  
3% Shipping & Handling  
Material Total