

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

Puget Sound & Pacific RR
Petitioner

PETITION

Road Name E. Terminal Way

vs.

Port of Grays Harbor

Respondent

W.U.T.C. Crossing No. n/a

D.O.T. Crossing No. n/a

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

- directing the _____ of a grade crossing;
(construction-reconstruction-relocation)
- directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing;
- directing _____ of warning devices at an existing crossings;
(replacement-change-upgrade)
- allocating funds from the "grade crossing protective fund" for _____
_____ of active warning devices; (installation and/or
maintenance)
- authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

- hearing and order
- order without hearing

[x] [] Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project?
Yes No

[] [x] If the answer is yes to the question above, has the funding requested under the Intermodal Surface Transportation Efficiency Act been denied?
Yes No

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

Puget Sound & Pacific RR Tom Paul
Petitioner

TOM PAUL GENERAL Manager
Print Name Title

501 N. SECOND ST.
Street Address

ELMA, WA 98541
City-State-Zip Code

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of Puget Sound & Pacific RR

for Improvements to East Terminal Way RR Crossing

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

The cost of installation (estimated at \$ 117,568.77)

subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

as apportioned between the parties.

to be paid by petitioner.

Other conditions to waiver of hearing:
As per Agreement between the Parties

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at Aberdeen, Washington, on this 31st day of October, 20 03.

Respondent Port of Grays Harbor

by Gary G. Nelson

Print Name GARY G. NELSON

Title Executive Director

SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL

AGENCY City of Aberdeen
 PROJECT NO. STPX-2014 (062) ITEM NO. _____
 LOCATION E. Terminal Way
 RAILROAD PSAP

DIMENSIONS

A = _____

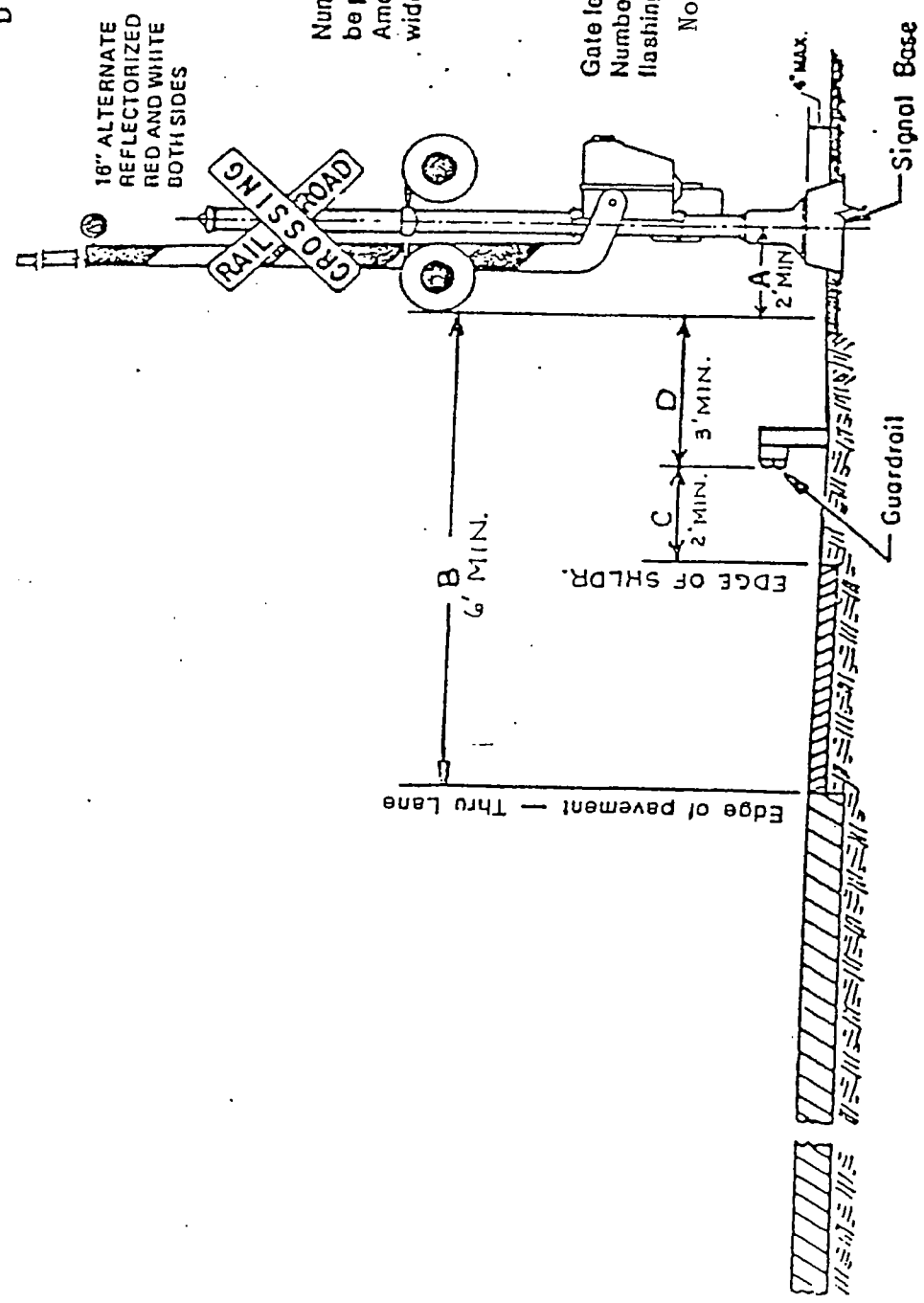
B = _____

C = _____

D = _____

Number of lanes to be protected = 1
 Amount of future widening = n/a

Gate length = 28ft.
 Number of flashing lights = 2 prs. Northbound Lane



ELEVATION VIEW

No Scale

DATE _____ BY _____

SHOULDER SECTION ELEVATION VIEW FOR SUBMITTAL

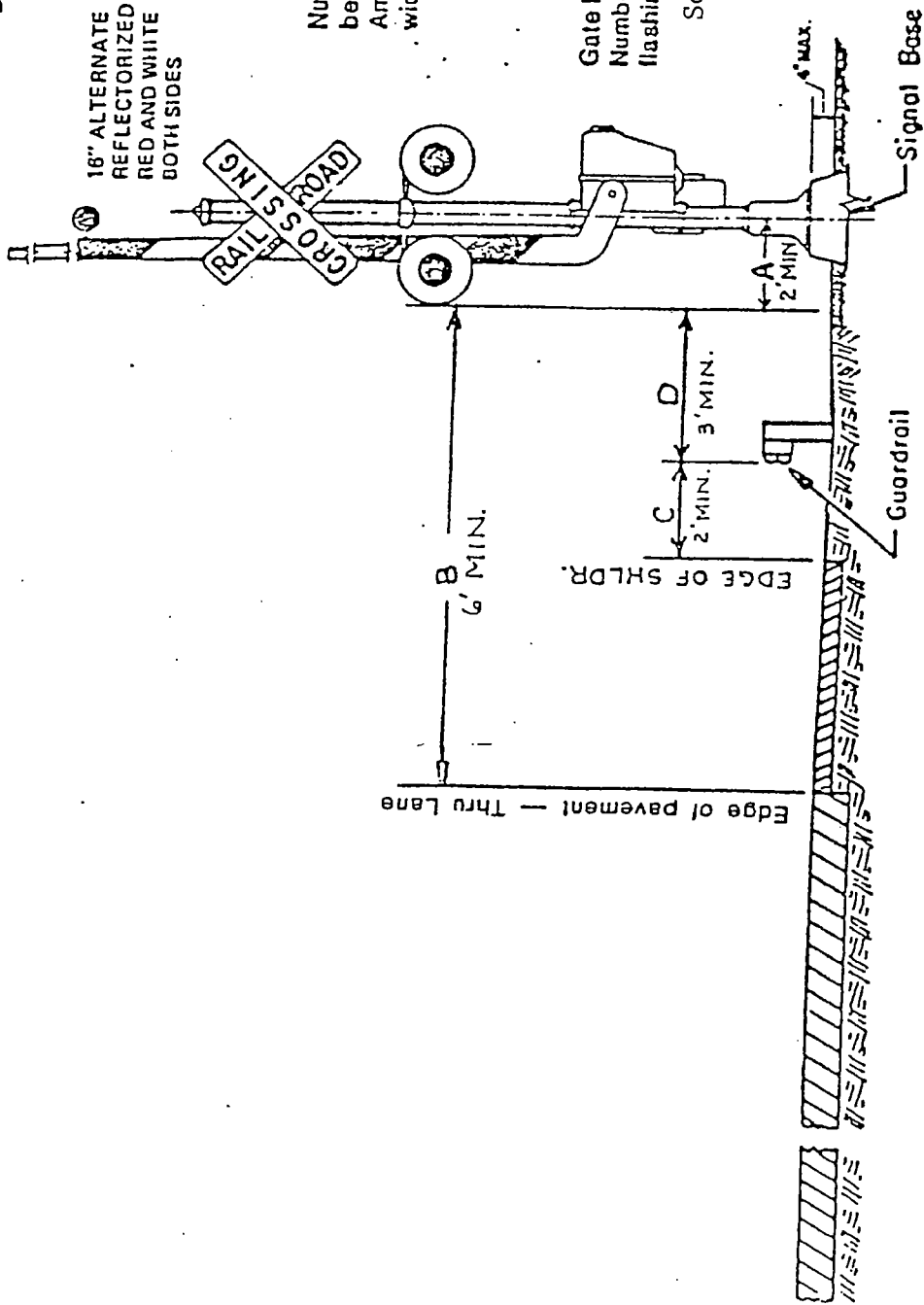
AGENCY City of Aberdeen
 PROJECT NO. STPX-2014 (062) ITEM NO. _____
 LOCATION E. Terminal Way
 RAILROAD PSAP

DIMENSIONS

A = _____
 B = _____
 C = _____
 D = _____

Number of lanes to be protected = 1
 Amount of future widening = n/a

Gate length = 26ft.
 Number of flashing lights = 2 prs.
 Southbound Lane



ELEVATION VIEW

No Scale

DATE _____ BY _____



**Local Agency Railway Agreement
Federal Aid Safety Projects
Highway-Railway Grade Crossing
Warning Devices**

Local Agency Port of Grays Harbor Project Number STPX-2014(062)

Railway Puget Sound and Pacific Railroad Agreement Number LA-5525

The above parties having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the regulations issued pursuant thereto, and (3) the Policies and Procedures promulgated by the Washington State Department of Transportation, relating to grade crossing warning devices, hereby agree to proceed with the accomplishment and completion of the project hereinafter described.

Project Description

Local Agency Road Name East Terminal Way

Location East Terminal Way south of Port Industrial Road

Railway Line Name PSAP

Location SW 1/4 Sec 8, T17N, R9W No WUTC nor USDOT number designation

Description of Work

Install railroad protective devices to include shoulder mount gates and lights with MS train detection, siding track will have island only circuit. Install median separators, 100 ft for each direction of travel by vehicle traffic.

The site plan attached hereto as Exhibit C further describes the work.

Construction is estimated to be completed in 365 days, following execution of this agreement and authorization to proceed.

Estimate of Cost

Type of Work	Labor	Non-Labor	Total
1. Install Warning Devices (Type)			92,024.00
a. Freight Material Handling			
b. Equipment Rental			
c. Expenses			
d. Salvage			
e. Other WA State Tax			5,693.57
2. Engineering and Accounting			9,851.20
3. Liability Insurance			
4. Labor Surcharge			
5. Other Work by Railroad* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Exhibit A attached hereto			10,000.00
6. Total Project Costs			117,568.77

* If detail is required, attached Exhibit A. Insert Exhibit A totals in this line.

The above parties further stipulate that they agree to and will comply with the provisions set forth in the reverse hereof and made a part of this agreement. Where a franchise or permit exists, the parties shall determine to what extent the franchise or permit is superseded by this agreement. Such determination should be in writing and attached as part of the agreement.

Repair or replacement of damaged or obsolete signals. The cost of repair or replacement of the signals shall be borne on the ratio of -0- percent Local Agency and 100 percent railway.

This agreement shall inure to the benefit of and be binding on the parties hereto, their successors and assigns.

Adopted by Resolution/Ordinance No. _____ Railroad Official Tom Paul

Local Agency Official Andy G. ... Exec. Director Title Paul Murr

Date 10/31/07 Date 10/23/07

I. Scope of Work

The Railway will provide all the work, labor, materials, and services to install the warning devices hereinafter called "signals" as described and set forth in the "Project Description" and "Estimate of Cost."

The Local Agency shall perform those services necessary to facilitate the processing of all necessary documents required for the orderly progress of the project in accordance with the policies and procedures of the Washington State Department of Transportation (hereinafter called "Department") and the Federal Aid Policy Guide of the Federal Highway Administration (hereinafter called "FHWA.")

The Local Agency shall install without expense to the Railway advance warning signs, standard pavement markings for railroad crossings, and guardrails or barriers to protect the signals from highway traffic when such protection is required.

II. Funding

The project will be financed in conformity with FHWA regulations adopted for safety improvement projects authorized in the Transportation Equity Act for the 21st Century.

III. Payment

Upon written authorization by the Local Agency, the Railway may proceed with the project. Following execution of this agreement, progress bills may be submitted to the Local Agency for the cost of labor, materials, and other services provided to date of billings and as shown in the Estimate of Cost or supplemental estimates of cost furnished by the Railway and accepted by the Local Agency, the Local Agency shall pay such progress billings promptly upon receipt. Final and detailed billing of all incurred costs shall be made by the Railway within one year of project completion, and the Local Agency shall pay all eligible amounts of such bill, less progress payments previously made.

The Local Agency agrees to reimburse the Railway for the amount shown in the Estimate of Cost for the actual cost of labor, materials, and other services furnished by the Railway pursuant to this agreement, provided the costs are eligible.

IV. Availability of Records

All project records in support of all costs incurred and expenditures are to be kept and maintained by the Railway and by the Local Agency in accordance with Subchapter B, Subpart H or Section 140.922(c) of the C.F.R.

The records shall be open to inspection by the Department and FHWA at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any funds to the Railway.

V. Maintenance of Facility

Upon completion of installation, the Railway shall operate and maintain the signals as required by law. The Local Agency will maintain the advance warning signs, the standard pavement markings for railroad crossings, and protecting barriers or guardrails at Local Agency expense. However, in the event that any existing or future legislation makes federal, state, or other public funds available for the operation, maintenance, repair, or replacement of signals at grade crossings, the Local Agency shall cooperate with the Railway to secure said funds for the operation, maintenance, repair, or replacement of the signals installed pursuant hereto. This agreement may be supplemented and amended as necessary for the operation and maintenance of said signals to qualify for such funds.

VI. Repair or Replacement of Damaged or Obsolete Facility

In the event one or more of the signals installed under this agreement are partially or wholly destroyed and its or their replacement value or cost of repairing cannot be recovered from the person or persons responsible for such destruction, then in

that event, cost of repair of the signals or cost of installation of a new signal or signals shall be borne on a ratio agreed upon by the Railway and the Local Agency as specified on the front hereof.

If the damage to a signal is caused by highway traffic, Local Agency will cooperate with the Railway in determining the location and identification of the parties responsible to the extent of making accident records available.

If said damaged signals cannot, through age, be maintained or require replacement by virtue of the obsolescence, then the cost of replacing the signals shall be negotiated by the Local Agency and the Railway as specified on the front hereof, with such state, federal, or other public funds as may be available at the time such replacement becomes necessary.

VIII. Disposition of Signals No Longer Required

If for any reason, signals shall no longer be required at grade crossing and, in the opinion of the Railway and WSDOT TransAid, they are not obsolete, the state will take ownership and arrange to have them relocated to some other grade crossing. If said relocation is agreed upon by the WSDOT TransAid and the Railway, the divisions of cost of such relocation shall be agreed upon between the Local Agency and the Railways prior to such removal. If for any reason the signals shall no longer be required at the grade crossings and in the opinion of the Railway and WSDOT TransAid the signals are obsolete, the Railway may remove the signals and credit the Local Agency with the value of salvage recovered less cost of removal. The funds credited by the Railway will be reimbursed to the FHWA.

VIII. Relocation Required by Improvement

In the event that either railway or highway improvement will necessitate a rearrangement of relocation or alternation of the existing signals at said crossing, the party whose improvement causes such changes shall bear the entire cost thereof without expense to the other party. The Railway and WSDOT TransAid will make the decision as to whether the signals or control circuits will be obsolete or inadequate to accommodate an improvement, subject to conformance with the policies and procedures promulgated by the Washington State Department of Transportation relating to grade crossing warning devices.

IX. Nondiscrimination Provision

If the Railway enters into a contract or agreement with a contractor to perform any of the work which the Railway is required to perform under the terms of this agreement, the Railway for itself, its assigns, and successors in interest, agrees that it will not unlawfully discriminate in its choice of contractors and will include all the nondiscrimination provisions set forth in Exhibit B, attached hereto and made a part hereof, in any such contract or agreement.

X. Audit of Federal Aid Project

The Department, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Department's files and made available to the state and the federal government.

An audit shall be conducted by the Department's Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United State General Accounting Office by the Comptroller General of the United States; WSDOT Directive D27-50, Consultant Authorization, Selection, and Agreement Administration; and Office of Management and Budget circular A-128.

If upon audit, it is found that an overpayment of federal money in ineligible items of cost has occurred, the Railway shall reimburse the Local Agency for the amount of such overpayment in excess of participation (see Section VIII). The funds credited by the Railway will be reimbursed to the FHWA.