



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

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May 7, 2007

Kathy Hunter, Rail Safety Manager
Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Subject: Petition for Reconstruction of a Grade Crossing

Dear Ms. Hunter:

Please docket and initiate proceedings for the enclosed petition for reconstruction of a railroad grade crossing at SR-6 in Lewis County, Washington. **I am also copying Rick Rouse of the Port of Chehalis to handle the Port's review and waiver of hearing in this matter.**

I am available to meet with you at any time to discuss this project or petition. Please contact me at (360) 705-7271 if I can be of any assistance.

Sincerely,

Ahmer Nizam
WSDOT Railroad Liaison

cc: Rick Rouse, Port of Chehalis
Russ Smith, WSDOT
Darlene Sharar, WSDOT

RECEIVED
RECORDS MANAGEMENT
07 MAY 10 AM 8:49
STATE OF WASH
UTIL. AND TRANSP
COMMISSION

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
The Washington State Department)	
of Transportation)	PETITION FOR RECONSTRUCTION OF A
)	HIGHWAY-RAIL GRADE CROSSING
)	
Petitioner,)	
)	
vs.)	
)	WUTC CROSSING NO. 37A 9.90
Port of Chehalis)	
)	USDOT CROSSING NO. 848565L
)	
Respondent.)	
.....)	

Petition is hereby made to the Washington Utilities and Transportation Commission for an order authorizing the reconstruction of a grade crossing at the crossing identified above and described in this petition:

1. Identifying information for the crossing

- a. Existing roadway: SR-6
- b. Existing railway: Port of Chehalis
- c. WUTC Crossing Number: 37A 9.90
- d. USDOT Number: 848565L

2. Character of rail line

- a. Is this a main line, branch line, siding or spur? Branch Line
- b. Do passenger trains use the crossing? No
- c. Legal maximum speed for passenger and/or freight trains: 10 MPH
- d. Actual or estimated train traffic in 24 hours:
Current = no regular train traffic
Future = possibly two or more round trips per day

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 STATE OF WASH.
 UTIL. AND TRASP.
 COMMISSION

3. Character of Roadway

- a. Government agency responsible for maintaining the road: WSDOT
- b. Number of traffic lanes in each direction. One active lane and one bus/truck pull-out lane in each direction.
- c. Number of traffic lanes in each direction that would exist after the project completion: one 12' lanes in each direction, with one 15' shoulder in each direction
- d. Posted vehicle speed limit for cars and trucks: 55 mph
- e. Estimated vehicle traffic in 24 hours: 3,500
- f. Is the crossing part of a truck route? Yes

4. Type (e.g. wood plank, concrete, asphalt) and length of the current crossing surface: Currently asphalt surface. The project will include an upgrade to the crossing surface with concrete materials covering the full length of the roadway, plus additional crossing surface to the north that will allow vehicle access to the signal bungalow for the signal maintainer.

5. Project description:

The Washington State Department of Transportation will realign this grade crossing as part of a bridge replacement project in the immediate vicinity. The wider bridge requires shifting SR-6 through the crossing 7' to the north. This will result in an adjustment to crossing surface and signal locations relative to the new edge of roadway.

6. Existing warning system

- a. Describe existing warning devices at the crossing:
Warning devices at the crossing include cantilever-mounted flashing light signals.
- b. Describe the type of existing crossing circuitry, if any: AC/DC-Type

7. How would the project affect warning devices at the crossing? The existing warning devices will be relocated relative to the new edge of roadway. The roadway is being shifted approximately 7 feet north, and roadway width will remain the same.

8. Drawings. Sketches drawn to scale are attached accurately showing the current and proposed layout of the highway (including shoulders, sidewalks, lanes of travel, bike lanes and crossing warning devices), of the crossing surface and of the railway in the vicinity of the crossing. If highway grades will be changed, sketches drawn to scale accurately displaying the existing and proposed highway profile for 50 feet on each side of the crossing should also be attached.


I certify under penalty of perjury that the foregoing is true and correct.

Dated at Olympia, Washington this 7th day of May 2007.

Petitioner:

Washington State Department of
Transportation

By: Ahmer Nizam, HQ RR Liaison

A handwritten signature in black ink, appearing to read 'Ahmer Nizam', is written over a horizontal line.

PO Box 47329, Olympia, WA 98504

WAIVER OF HEARING BY RESPONDENT

The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the crossing as proposed by petitioner. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2007.

Respondent:

Port of Chehalis

By: _____

(Address)

INSTRUCTIONS

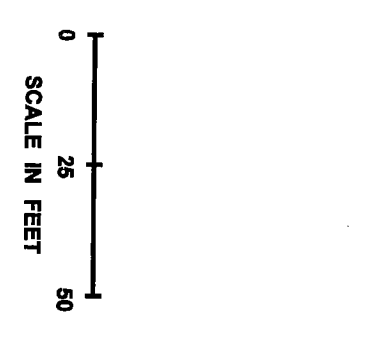
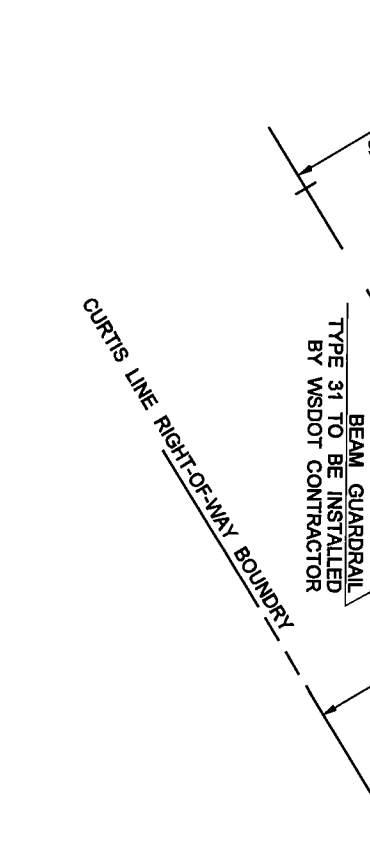
Petitioner can be the railroad, the road authority or the Washington Utilities and Transportation Commission. If the railroad is the petitioner, the road authority will be the respondent. If the road authority is the petitioner, the railroad will be the respondent.

The original and two copies of the petition must be filed with the Washington Utilities and Transportation Commission.

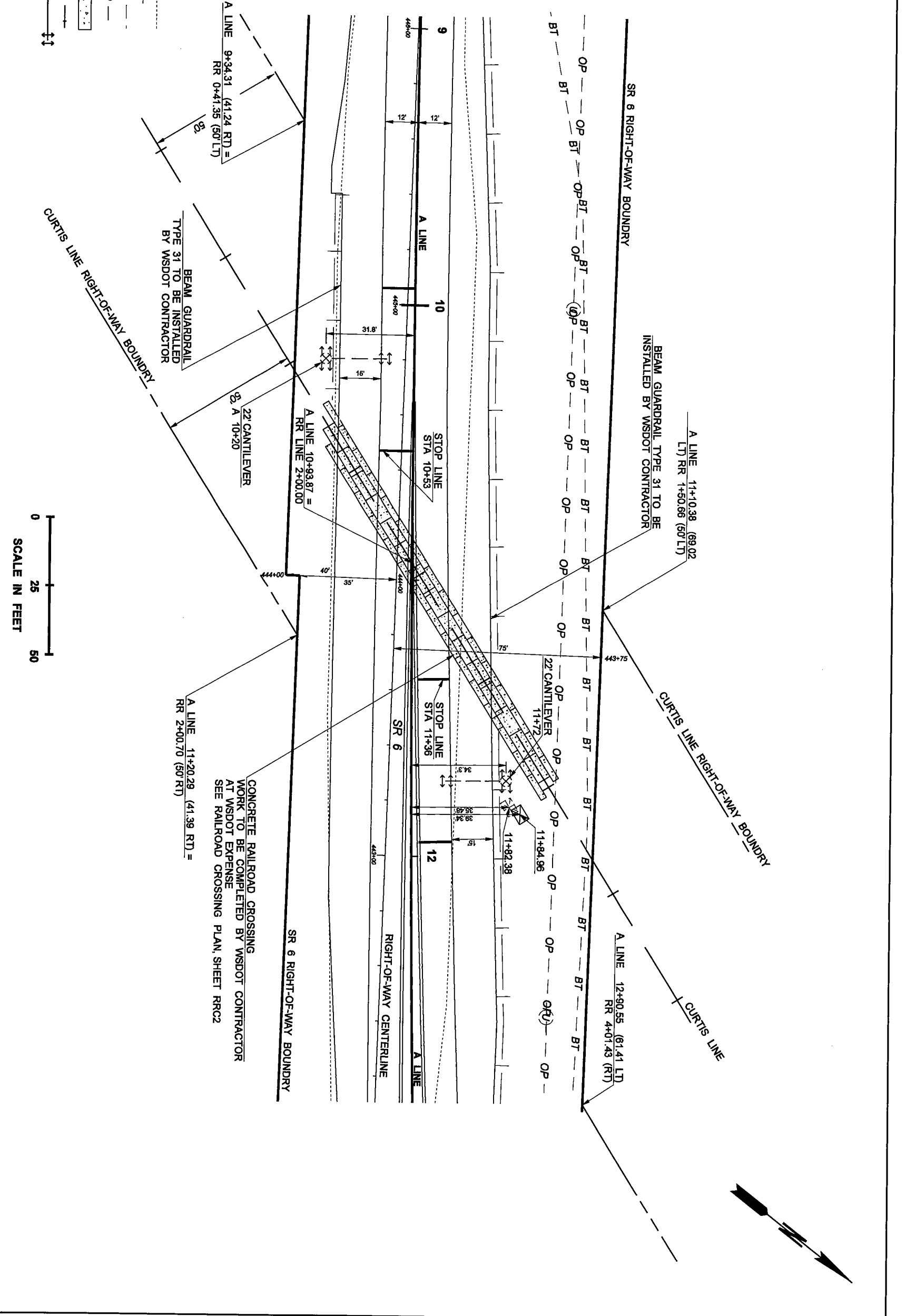
If the waiver of hearing is executed, the petition will be investigated and a decision made within approximately two weeks from receipt of the documents.

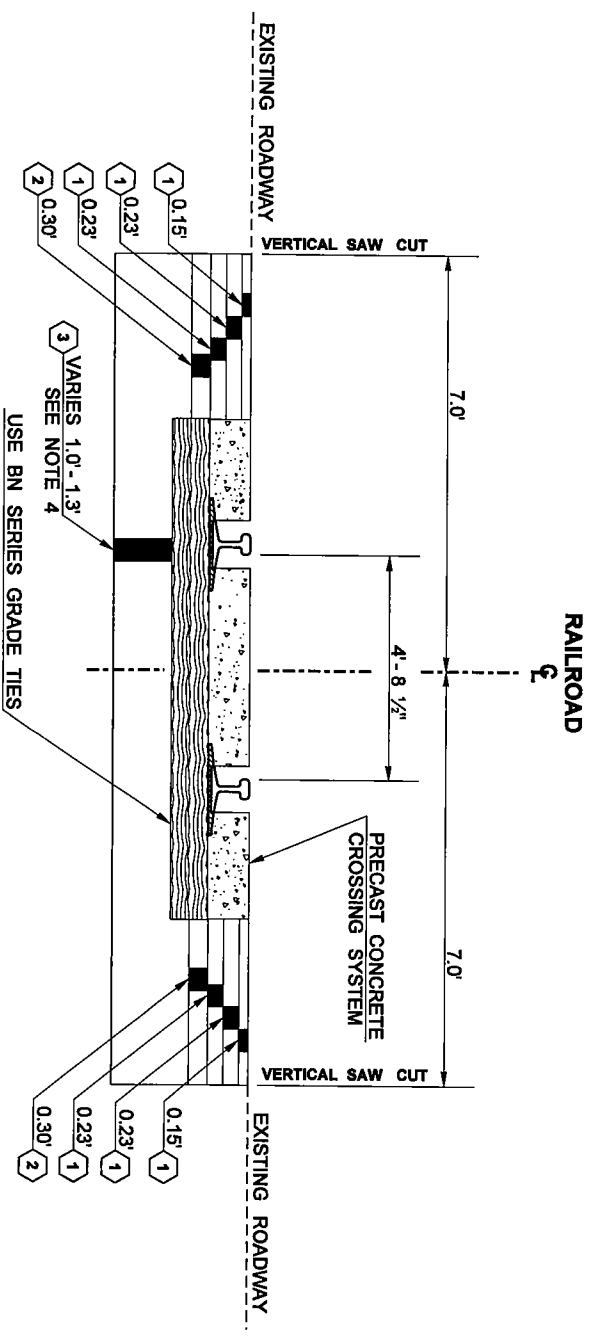
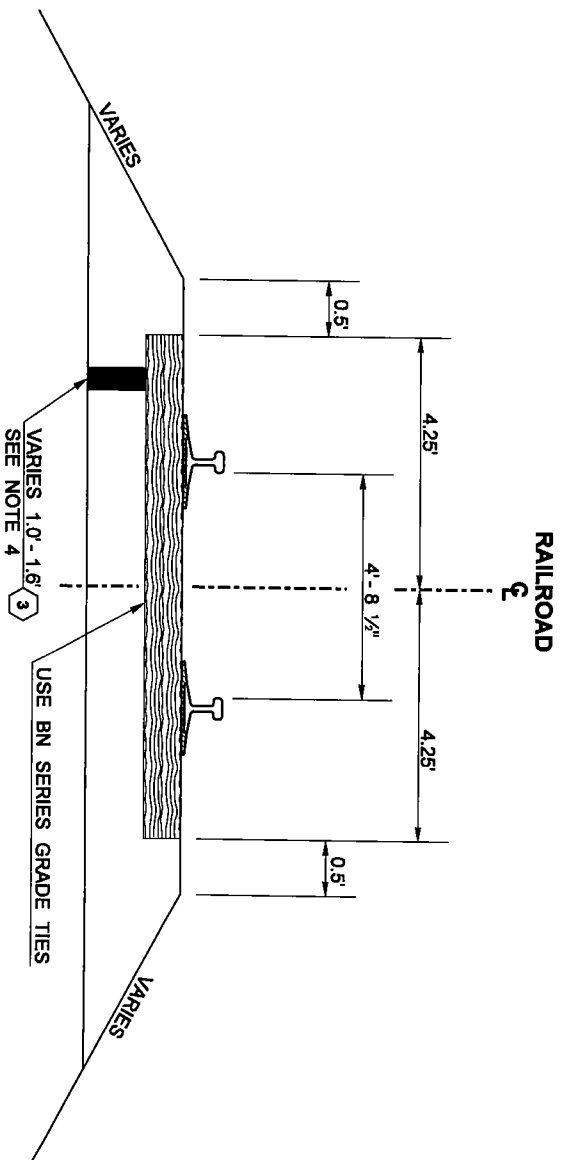
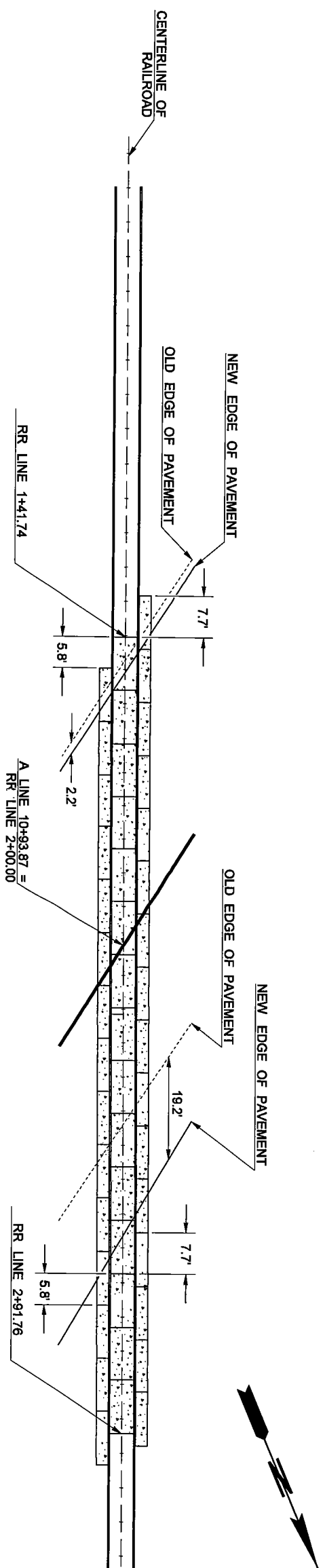
If the waiver of hearing is not executed on the petition filed, a copy of the petition will be served upon the respondent by the Commission for answer within 20 days. Upon receipt of respondent's answer or after the 20 day period has elapsed, the application will be processed. Time for making a decision will depend on whether an answer is filed and the content of the answer.

- LEGEND:**
- EXISTING PAVEMENT EDGE
 - UTILITY POLE
 - EXISTING BURIED TELEPHONE
 - EXISTING OVERHEAD POWER
 - CONCRETE PANELS
 - RAILROAD CENTERLINE
 - TYPE 2 SIGNAL ARM
 - RELOCATED CONTROLLER BOX
 - EXISTING CONTROLLER BOX



FILE NAME: C:\AA\Work\GADD\SR 6SR FORK\Expanded 10911 RR Crossing.dgn		REGION: STATE:	FED AID PROJ. NO.			SR-6/SOUTH FORK CHEHALIS RIVER BRIDGE RAILROAD CROSSING PLAN	Page 2 RRC1 SHEET 1 OF 2 BRIBTS
TIME: 7:36:44 AM	DATE: 6/3/2007	NO.:	WASH				
DESIGNED BY: WALLACE	ENTERED BY: R SMITH	JOB NUMBER:	L0911	P.E. STAMP BOX DATE:	Department of Transportation	RAILROAD CROSSING PLAN	SHEET 1 OF 2 BRIBTS
CHECKED BY: W WALLACE	PROJ. ENGR: R HENSLEY	CONTRACT NO.:					
REGIONAL ADM.:	D WAGNER	LOCATION NO.:		DATE:			





RAILROAD SECTION A

RR 1+20.00 TO RR 1+41.74
RR 2+61.76 TO RR 2+80.00

RAILROAD SECTION B

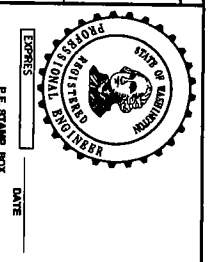
RR 1+41.74 TO RR 2+61.76

- LEGEND:**
- ① HMA CL. 1/2" PG 70-28
 - ② CRUSHED SURFACING BASE COURSE
 - ③ RAILROAD BALLAST

NOT TO SCALE

- NOTES:**
1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS.
 2. VERTICAL SAW CUT SHALL BE PARALLEL TO THE RAIL.
 3. HMA DEPTHS BASED ON 130 LB/LIN. YD. RAIL.
 4. DEPTH OF RAILROAD BALLAST UNDER TIES IS 1.0'

FILE NAME		C:\AA\Work\10\GADD\SR 618 FORK\Expanded 10911 RR Crossing.dgn	
TIME	12:44:51 PM	REGION	STATE
DATE	4/30/2007	NO.	WASH
PLOTTED BY	wallace	JOB NUMBER	L0911
DESIGNED BY	R SMITH	CONTRACT NO.	
ENTERED BY	W WALLACE	LOCATION NO.	
CHECKED BY	M BROWN		
PROJ ENGR.	R HENSLEY		
REGIONAL ADM.	D WAGNER	REVISION	DATE



PE STAMP BOX	DATE	PE STAMP BOX	DATE
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Washington State
Department of Transportation

SR-6/ SOUTH FORK
CHEHALIS RIVER
BRIDGE
RAILROAD CROSSING PLAN