

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

TACOMA RAIL	)	DOCKET NO. TR-081713
	)	PETITION FOR MODIFICATION OF A GRADE
	)	CROSSING SURFACE
Petitioner,	)	
	)	
vs.	)	
	)	WUTC CROSSING NO. 20G 64.20
WASHINGTON STATE DEPARTMENT	)	
OF TRANSPORTATION	)	USDOT CROSSING NO. 397209T
	)	
Respondent	)	
.....	)	

Petitioner requests the Washington Utilities and Transportation Commission to enter an order consenting to the modification of a grade crossing surface as follows:

**1. Identifying information for the grade crossing:**

Existing highway, street, or road: SR-7

Existing railway (company): Tacoma Rail

**2. Type, condition, and dimensions of the current crossing surface:**

Crossing currently consists of two-track asphalt crossing. See attachment for crossing detail.

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WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

**3. Project description and justification:**

- (a) Proposed changes: Install concrete crossing surfaces on both tracks and adjust track elevations through the crossing as shown on the attached plan.
  
- (b) Justification for changes: The project is related to a larger Tacoma Rail project that rehabilitates the tracks along the Morton Wye and Fairhart Road in Morton, Washington. The project will also rehabilitate a trestle in Lewis County, Washington.
  
- (c) Affects of proposed changes on warning devices, advance warning signs, and pavement markings:

None

**4. 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 Tacoma, Washington this 3<sup>rd</sup> day of September, 2008.

Petitioner:

Tacoma Rail Mtn. Div. (TRMW)

By:

Alan Hardy

2601 SR 509 N. Frontage Rd

Tacoma, WA 98421  
(Address)

**WAIVER OF HEARING BY RESPONDENT**

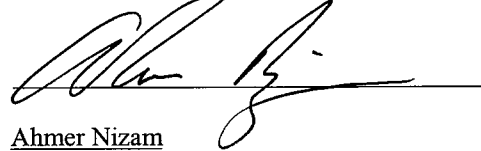
The respondent has investigated the conditions existing at and in the vicinity of the grade crossing described herein and is satisfied that such conditions are substantially as described in the petition. Respondent consents to the modification of the crossing surface. Hearing in this proceeding is hereby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

Dated at Olympia, Washington, on the 18th day of September, 2008.

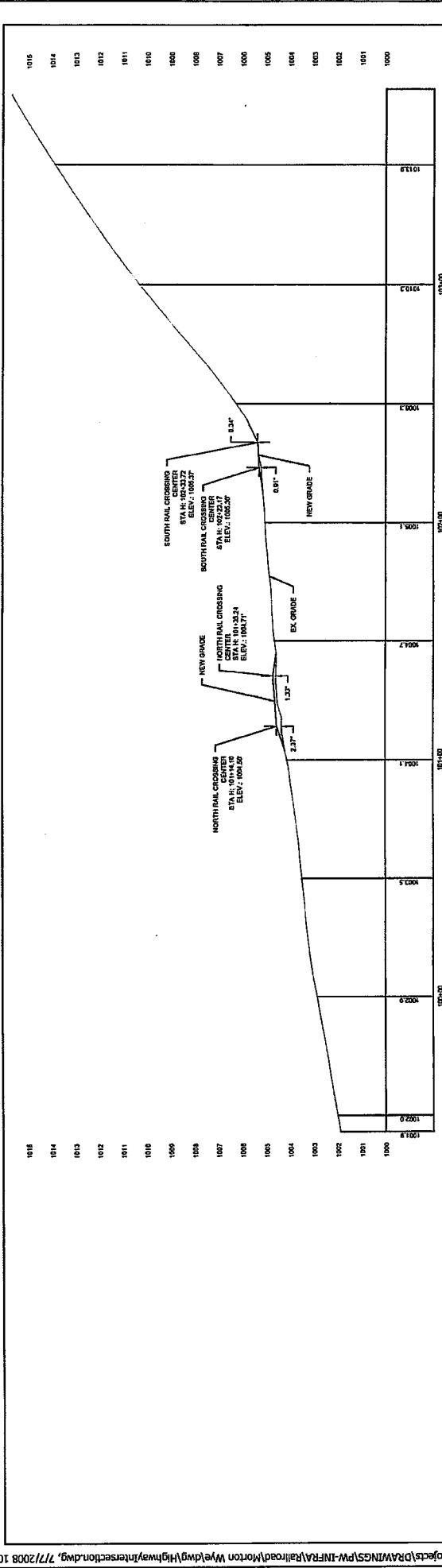
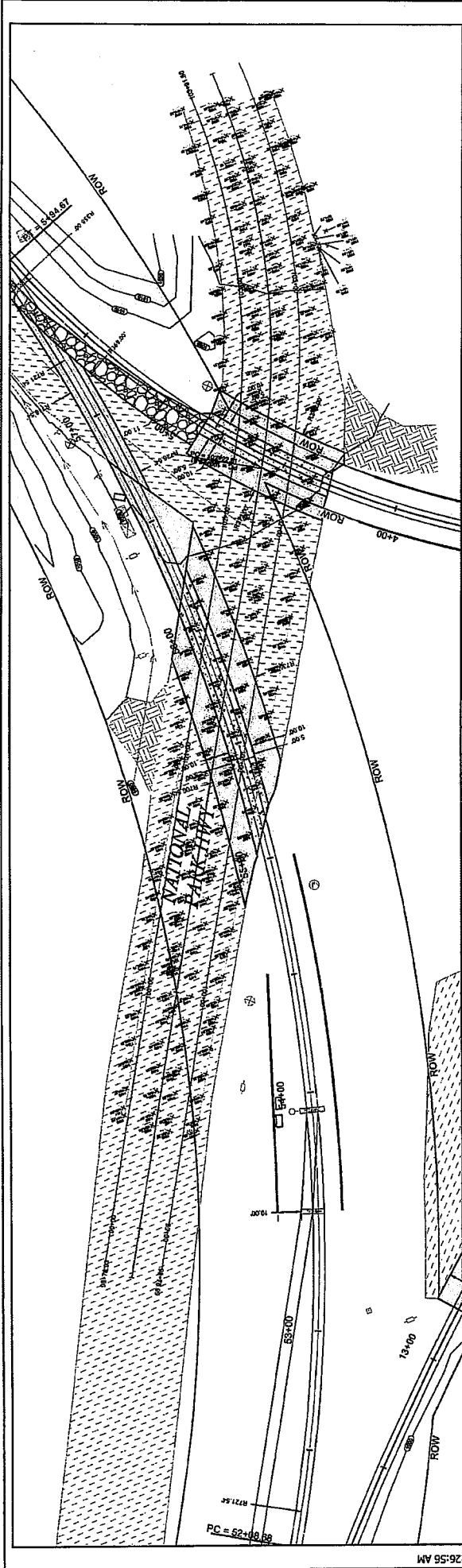
Respondent:

Washington State Department of Transportation

By:



Ahmer Nizam  
Manager Utilities/Railroad/Agreements  
PO Box 47329  
Olympia, Washington 98504



STATION	ELEVATION	DESCRIPTION
1015	1015.00	NEW GRADE
1014	1014.00	NEW GRADE
1013	1013.00	NEW GRADE
1012	1012.00	NEW GRADE
1011	1011.00	NEW GRADE
1010	1010.00	NEW GRADE
1009	1009.00	NEW GRADE
1008	1008.00	NEW GRADE
1007	1007.00	NEW GRADE
1006	1006.00	NEW GRADE
1005	1005.00	NEW GRADE
1004	1004.00	NEW GRADE
1003	1003.00	NEW GRADE
1002	1002.00	NEW GRADE
1001	1001.00	NEW GRADE
1000	1000.00	NEW GRADE

1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000
1015.00	1014.00	1013.00	1012.00	1011.00	1010.00	1009.00	1008.00	1007.00	1006.00	1005.00	1004.00	1003.00	1002.00	1001.00	1000.00

DATE	BY	REVISION
10/10/08	WY	1.0
04/28/08	WY	2.0
04/28/08	WY	3.0
04/28/08	WY	4.0
04/28/08	WY	5.0
04/28/08	WY	6.0
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04/28/08	WY	8.0
04/28/08	WY	9.0
04/28/08	WY	10.0

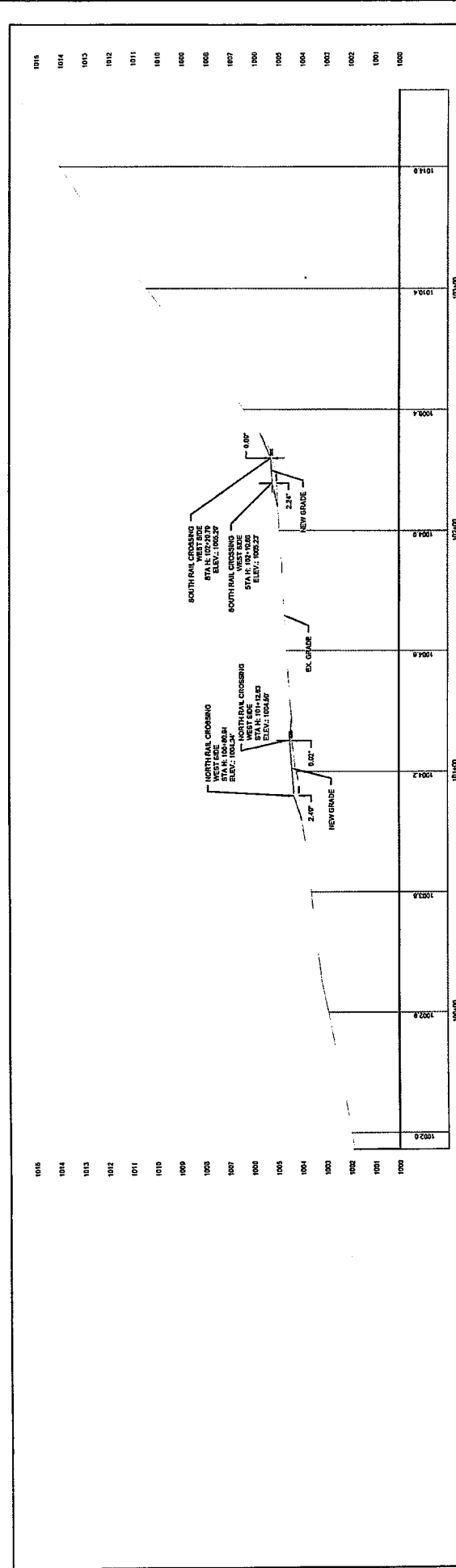
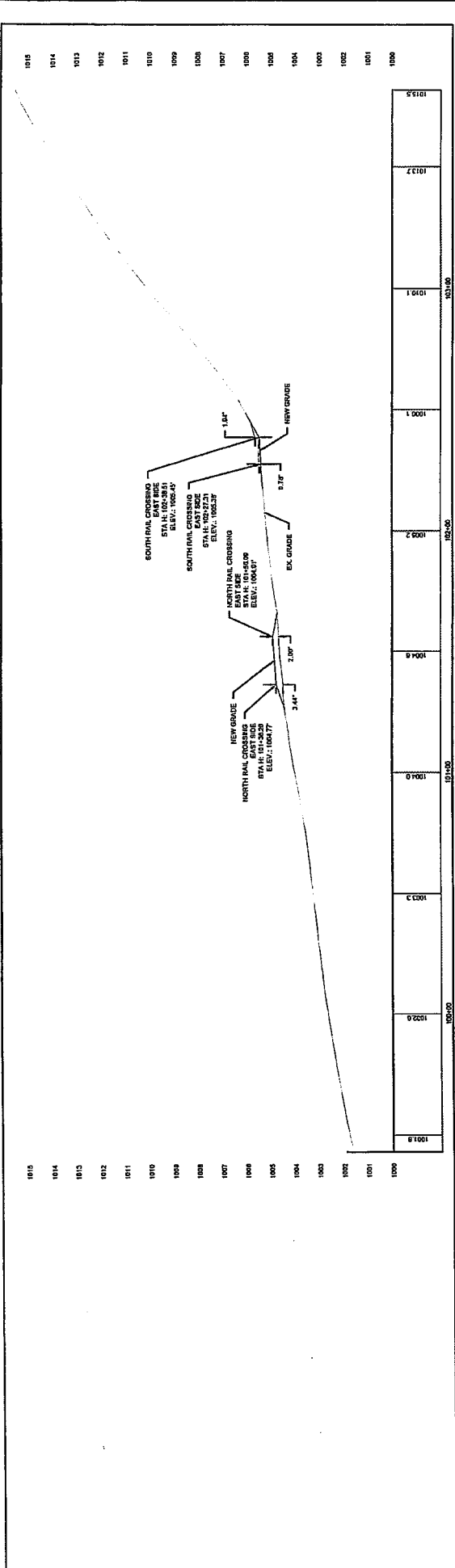
  

PROJECT NO.	TRM-00024
DATE	10/10/08
SCALE	AS SHOWN
DRAWN BY	WY
CHECKED BY	WY
DESIGNED BY	WY
APPROVED BY	WY

CITY OF TACOMA  
DEPARTMENT OF PUBLIC WORKS  
CONSTRUCTION

National Park Hwy.  
Construction



		REVIEWER: [ ] DATE: [ ]	
PROJECT NO: 100		SHEET NO: 100	
CONTRACT NO:		DRAWN BY:	
CHECKED BY:		DATE:	
PROJECT NAME:		PROJECT LOCATION:	
CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS NATIONAL PARK HWY. Construction			
TRM-00024			

**Northern Crossing**

	Original Top of Rail to Roadway surface 30' out (in)	Revised Top of Rail to Roadway surface 30' out (in)		Original Top of Rail to Roadway surface 30' out (in)	Revised Top of Rail to Roadway surface 30' out (in)
<b>North side</b>			<b>South side</b>		
East	-4.07	-7.29	East	3.87	0.99
Central	-5.33	-7.51	Central	2.06	0.83
West	-4.59	-7.13	West	2.55	1.07

**Southern Crossing**

	Original Top of Rail to Roadway surface 30' out (in)	Revised Top of Rail to Roadway surface 30' out (in)		Original Top of Rail to Roadway surface 30' out (in)	Revised Top of Rail to Roadway surface 30' out (in)
<b>North side</b>			<b>South side</b>		
East	-3.79	-2.94	East	20.44	21.09
Central	-2.91	-3.41	Central	20.66	20.74
West	-1.93	-4.24	West	21.44	20.05

*Current AREMA standards suggest that the top of Rail should not be lower or higher than the roadway by more than 3 inches within a point 30 feet from the rail.*