



Commissioners  
Bill McGregor  
Paul Telford  
Bob Van Schoorl

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UTIL. AND TRANSP.  
COMMISSION

Date February 20, 2007

Ms. Kathy Hunter  
Washington State Utilities and Trade Commission  
P.O. Box 47250  
Olympia, WA 98504-7250

Dear Ms. Hunter

I have enclosed a petition to add a railroad crossing to the official registry of crossings as you requested earlier. The petition does not adequately explain our intention. We desire no changes to the existing crossing. We are simply requesting that it be added to your registry. This crossing is located adjacent to the Port of Olympia perimeter fence and connects two parking lots. It is open to one-way vehicular traffic as well as pedestrian traffic. Typically, it is only used when the near-by Farmer's Market is open (about 8 months annually). This is not considered a temporary crossing, but it will be removed eventually when a parking garage is built in the area. That may be several years away. For further information, please call me at (360) 866-8831.

Sincerely,

  
John Thompson  
Project manager

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. TR-070380

PETITION

Port of Olympia Petitioner

Road Name Unnamed

vs.

W.U.T.C. Crossing No. N/A

WA UTC

D.O.T. Crossing No. N/A

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;

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 STATE OF WASHINGTON  
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 COMMISSION

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

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

[ ] [ ] 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.

Andrea Fontenot  
 Petitioner  
 Andrea Fontenot, Public Works Director  
 Print Name Title  
 915 Washington Street, NE  
 Street Address  
 Olympia, WA 98503  
 City-State-Zip Code



7500, including 0 trucks and 0 school bus trips.

[ 4 ]

- (a) If temporary, state for what purpose crossing is to be used and for how long.

**In the short term, this crossing is permanent. It is used to access the over-flow parking lot at the Olympia Farmer's Market. But, eventually in the next few years, the need for this crossing will go away with the construction of a parking garage. Currently, this parking lot is only a concept, though.**

- (b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

**When the need for this crossing goes away, the pavement will be removed, and the sawbucks will be removed.**

[ 5 ]

- (a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

**No**

- (b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so? Please describe.

**No.**

[ 6 ]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of said railway and highway? If not, state why.

**No.**

- (b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or over crossing, even though it may be necessary to relocate a portion of the highway to reach that point?

**No**

- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

**N/A**

[ 7 ]

- (a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.

**100' south to Market Street crossing**

- (b) If there is an existing crossing in near vicinity, or if more than one crossing is proposed, is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than once crossing?

**No.**

- (c) If so, state approximate cost of highway relocation to effect such changes.

**N/A**

- (d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.

**No**

- (e) If this crossing is authorized, do you propose to close any existing crossing or crossings?

**No**

[ 8 ]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from the southwest, unobstructed view to

right when on highway 300 feet from crossing of	<u>25</u>	feet
right when on highway 200 feet from crossing of	<u>25</u>	feet
right when on highway 100 feet from crossing of	<u>50</u>	feet
right when on highway 50 feet from crossing of	<u>75</u>	feet
right when on highway 25 feet from crossing of	<u>75</u>	feet
left when on highway 300 feet from crossing of	<u>25</u>	feet
left when on highway 200 feet from crossing of	<u>50</u>	feet
left when on highway 100 feet from crossing of	<u>50</u>	feet
left when on highway 50 feet from crossing of	<u>75</u>	feet
left when on highway 25 feet from crossing of	<u>75</u>	feet

Approaching crossing from..... (opposite direction) an obstructed view to

right when on highway 300 feet from crossing of	<u>N/A</u>	feet
right when on highway 200 feet from crossing of	<u>N/A</u>	feet
right when on highway 100 feet from crossing of	<u>N/A</u>	feet
right when on highway 50 feet from crossing of	<u>N/A</u>	feet
right when on highway 25 feet from crossing of	<u>N/A</u>	feet
left when on highway 300 feet from crossing of	<u>N/A</u>	feet
left when on highway 200 feet from crossing of	<u>N/A</u>	feet
left when on highway 100 feet from crossing of	<u>N/A</u>	feet
left when on highway 50 feet from crossing of	<u>N/A</u>	feet
left when on highway 25 feet from crossing of	<u>N/A</u>	feet

[ 9 ]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[ 10 ]

- (a) Is it feasible to provide a 25 foot level grade crossing on both sides from center line of railway at point of crossing?

Yes

- (b) If not, state in feet the length of level grade it is feasible to obtain.

- (b) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.

Yes

[ 11 ]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.

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Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement or changing of automatic grade signal or other warning device, other than sawbucks.

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[ 12 ]

- (a) State in detail, the number and type of automatic signals or other warning devices (other than sawbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local governmental agency.)
- (b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company. . . \$ \_\_\_\_\_
- (c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company . . . \$ \_\_\_\_\_
- (d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices?
- There are no existing warnings of any sort.
- (e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

Yes       No

[ 13 ]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation?)

**RESPONDENT'S WAIVER OF HEARING**

Docket No. \_\_\_\_\_

Petition of \_\_\_\_\_

for \_\_\_\_\_

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 \$ \_\_\_\_\_)

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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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 \_\_\_\_\_, Washington, on this \_\_\_\_\_ day  
of \_\_\_\_\_, 20 \_\_\_\_\_.

Respondent \_\_\_\_\_

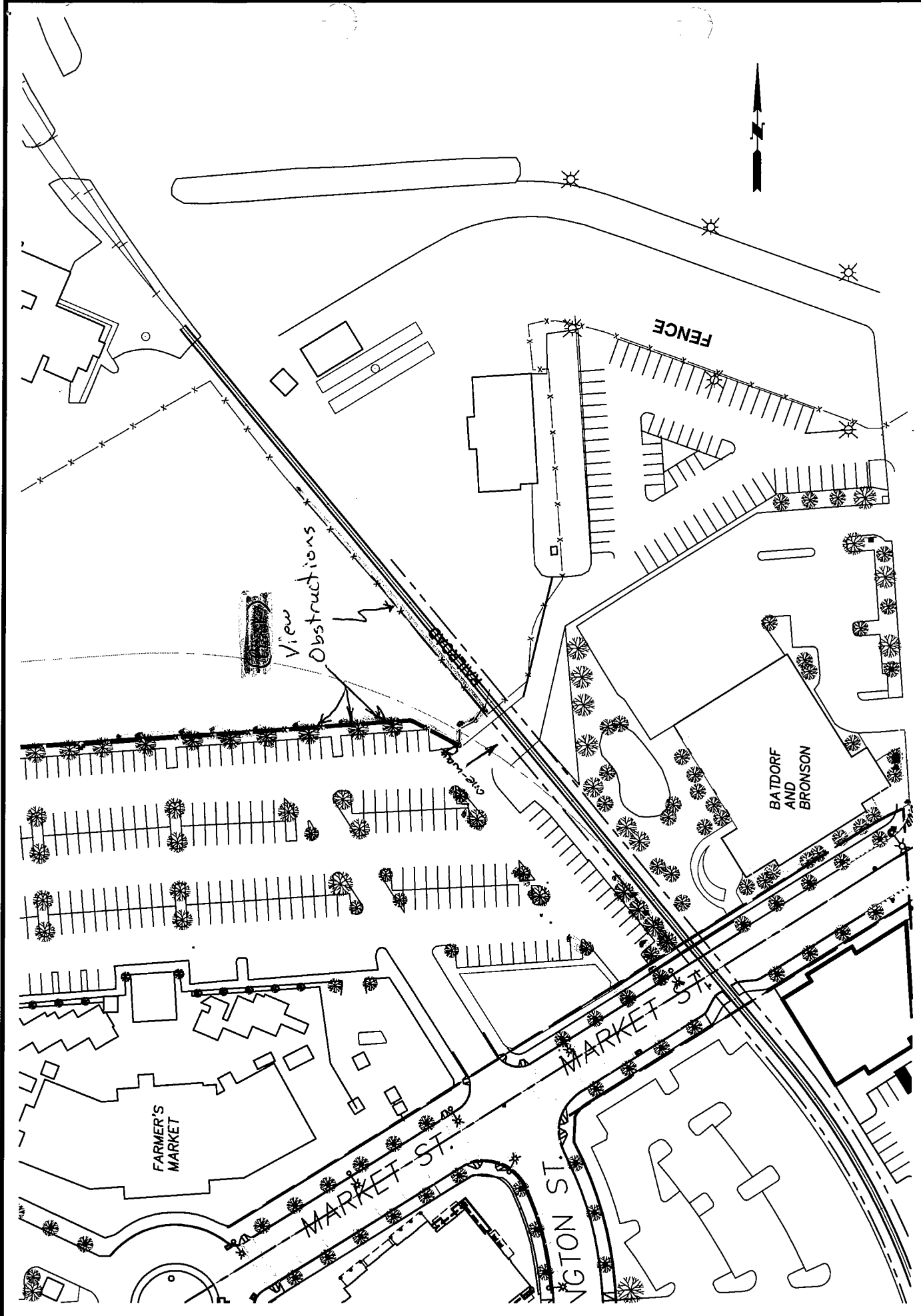
by \_\_\_\_\_

Print Name \_\_\_\_\_

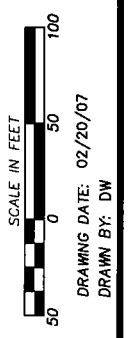
Title \_\_\_\_\_







DRAWING NO. 1 OF 1  
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 LAYOUT: A SIZE



**FARMER'S MARKET  
 OVERFLOW PARKING**  
 RAILROAD CROSSING

