

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	
)	
)	DOCKET NO. TR-061137
Port of Olympia)	
Petitioner,)	PETITION FOR INSTALLATION OF
)	HIGHWAY-RAIL GRADE CROSSING
vs.)	WARNING SIGNALS
)	
City of Olympia)	WUTC No. 19BSG7.5 500.00
Respondent)	DOT No. 917917F
)	
.....)	

Petitioner requests the Washington Utilities and Transportation Commission to enter an order consenting to the installation of highway-rail grade crossing warning signals as follows:

1. Identifying information for the crossing

- a. Existing roadway: Market Street, Olympia, WA
- b. Existing railway: Port of Olympia
- c. WUTC Crossing Number:
- d. DOT Number: **91791F**

2. Character of Crossing

- a. Is this a main line, branch line, siding or spur? **Lead track into Marine Terminal**
- 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:
 - Freight: 10 Passenger: 0
- e. Note any significant changes to the information in a. through f. expected within ten years: **No changes**

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3. Character of Roadway

- a. Government agency responsible for maintaining the road: **City of Olympia**
- b. Number of traffic lanes in each direction that will exist after the proposed warning system is installed: **One lane**
- c. Posted vehicle speed limit for cars and trucks: **25 mph**
- d. Estimated vehicle traffic in 24 hours: **4150 vehicles per day**
- e. Is the crossing part of a truck route? **yes**
- f. Is the crossing part of a school bus route? **no**
- f. Note any significant changes to the information in a. through f. expected within ten years: **None**

4. Sight Distance

- a. Are there any structures, roadway curves, or other visual obstacles that limit sight distance ahead to the crossing within 400 feet of the crossing? If yes, please specify and indicate the maximum distance on either side of the crossing from which an unobstructed view of the crossing is available. **Yes. There are building, vegetation and fence obstructions. From the west, view is obstructed to within 25 feet of the crossing. From the east, the view is obstructed somewhat less, approximately 75' from the crossing. See attached plan.**
- b. What is the available sight distance from the stop bar (or 15 feet from the tracks if no stop bar) on both approaches to the crossing. **From the north stop bar, the west sight distance is 175'+ (175' to the chain link gate crossing the tracks); the east sight distance is 284'. From the south stop bar, the west sight distance is 230' to the fence (150' +/- blind spot), the east sight distance is 80'. See attached plan.**

5. Existing warning system

- a. Describe existing warning devices at the crossing: **Cross bucks and existing pavement markings**
- b. Describe the type of existing crossing circuitry, if any: **None**

6. Proposed warning system

- a. State in detail, the number and type of automatic signals, gates or other warning devices proposed to be installed: **Cantilever lights and 2-quadrant gates.**

- b. Describe the type of circuitry proposed to be installed: **Hybrid System - Approach circuit coming into the Marine Terminal, Island circuit leaving. This is due to the proximity of the switch to the crossing on the terminal side. Any activity at the switch would trigger the crossing gates even if the train is not intending to cross the street. An approach circuit is desirable on the in-coming side in order to get the train onto the terminal property as quickly as possible with minimum traffic tie-ups.**

- c. Why does the public safety require the installation of the proposed automatic signals, gates or other warning devices? **Limited sight distance and occasional heavy traffic at adjacent facilities, i.e. Farmer's Market, Swantown Boatworks, Swantown Marina, etc.**

5. Funding: What is the funding source for the proposed installation? **Port of Olympia with state supplemental funds.**

6. Diagrams: A diagram showing the crossing and the location of the components of the proposed system is attached.

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

Dated at 28th Olympia, Washington this 28th day of August, 2006.

Petitioner

Andrea Fontenot

By

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 signal system circuitry as described in the petition. Hearing in this proceeding is hereby waived.

Dated at _____, Washington, on the _____ day of _____, 2004.

Respondent

By _____