WHATCOM COUNTY PUBLIC WORKS DEPARTMENT

Jon Hutchings Director

October 28, 2020

FRA Associate Administrator 1200 New Jersey Avenue, SE Washington, D.C. 20590



James P. Karcher, P. E.

County Engineer 322 N. Commercial Street, Ste. 301 Bellingham, WA 98225-4042 Phone: (360) 778-6210

Fax: (360) 778-6211

COMMISSIO

Records Management

Notice of Quiet Zone Establishment Whatcom County, Washington-Proposed Quiet Zone at Public Highway/Rail Grade Crossing Cove Road DOT #084795Y M.P. 87.655

This Notice of Quiet Zone Establishment includes all pertinent information required by 49 Code of Federal Regulations (CFR) 222.43(d) for the public highway/rail grade crossing at Cove Road (DOT #084795Y), within Whatcom County, Washington.

The regulatory provision used as the basis for establishing this quiet zone is 49 CFR 222.39(b). The additional safety measures implemented at Cove Road included both supplemental and alternative safety measures. A Public Authority Application to the Federal Railroad Administration (FRA) was submitted August 28, 2018. The FRA approved the proposed safety improvements October 23, 2019 and the FRA notification of approval letter is attached as part of this document.

The safety measures installed were: 100 feet of mountable medians with reflective traffic channelization devices on the east side of the crossing, 24 feet of mountable medians with reflective traffic channelization devices, and a protective curb barrier adjacent to both gate mast and warning lights. Also installed approximately 200 feet east and on both road approaches west of crossing were MUTCD W10-9 "No Train Horn" signs.

It should be noted that the original Public Authority Application specified a westerly channelization device length of 25 feet which was measured by FRA Region 8 Grade Crossing Inspector to only be 24 feet as measured from gate in the down position. On September 9, 2020 Whatcom County contacted FRA Transportation Specialist via email to discuss how the 1 foot discrepancy should be handled. Whatcom County has still heard no response.

Attached for reference are the calculations for the minimum acceptable channelization length that can be installed at this location and reduce the risk index below the Risk Index with Horns and that distance was calculated to be 10 feet. The 24 feet measured by the FRA Region 8 Grade Crossing Inspector installed at this location far surpasses this minimum requirement calculation provided.

Establishment of the quiet zone shall begin November 19, 2020, 21 days after the mailing date of this Notice of Establishment. Once the quiet zone is established a 24 hour restriction on the sounding of the locomotive horn shall be imposed.

As part of the establishment of a quiet zone process a Notice of Intent was provided to all impacted parties operating at or over the public highway/rail grade crossing on March 16, 2018 in accordance with 49 CFR 222.43.

The monitoring of compliance with all federal requirements set forth in 49 CFR 222 will be the responsibility of James P. Karcher, P.E., Whatcom County Engineer and Whatcom County staff. All comments concerning this crossing can be directed to Mr. Karcher at (360)778-6271 or by e-mail at jkarcher@co.whatcom.wa.us.

With signature of this document I, James P. Karcher, certify that all information contained within is accurate and complete to the best of my knowledge and belief.

Respectfully.

James P. Karcher, P.E.

Janu P. Karcher

County Engineer

Encl:

(1) U.S. DOT Crossing Inventory Form – Pre Improvements (2 Pages)

(2) U.S DOT Crossing Inventory Form – Post Improvements (2 Pages)

(3) Public Authority Application (17 Pages)

(4) Federal Railroad Administration – Public Authority Application Approval (4 Pages)

(5) Minimum ASM Effective Rating to Create Quiet Zone Calculations (1 Pages)

Cc: Stephen Semenick

> Manger Public Projects for WA, ID & BC BNSF Railway 2454 Occidental Avenue So Suite 2D Seattle, WA 98134

Patrick Sullivan General Superintendent National Railroad Passenger Corporation - Amtrak 187 S Holgate St. Seattle, WA 98134

Betty Young Rail Safety Program Advisor Washington Utilities and Transportation Commission 1300 S. Evergreen Park Dr. SW PO Box 47250 Olympia, WA 98504-7250

Jeffery Stewart Region 8 Grade Crossing Inspector U.S. Department of Transportation Federal Railroad Administration 500 Broadway, Suite 240 Vancouver, WA 98660

Cc Via Email:



U.S. Department of Transportation

Federal Railroad Administration 1200 New Jersey Avenue, SE Washington, DC 20590

OCT 2 3 2019

Mr. Joseph P. Rutan County Engineer/Assistant Director Whatcom County Public Works Department 322 North Commercial Street, Suite 301 Bellingham, WA 98225

Re: THR-1320003 (U.S. Department of Transportation National Highway-Rail Grade Crossing Inventory Number 084795Y)

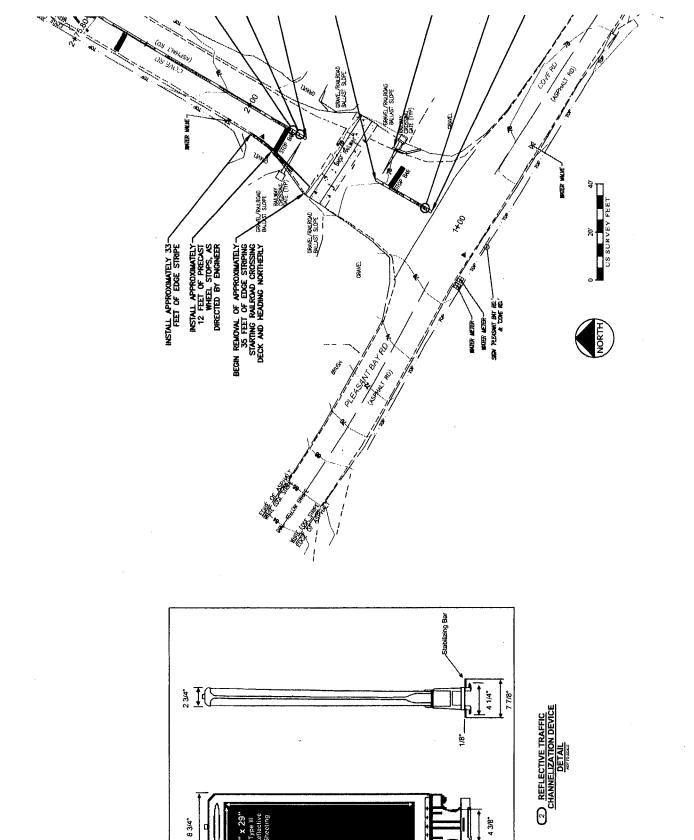
Dear Mr. Rutan:

The Federal Railroad Administration (FRA) has reviewed the application submitted by Whatcom County (County), pursuant to Title 49 Code of Federal Regulations (CFR) Section 222.39(b).

The County is seeking FRA's approval of the suggested effectiveness rate for the proposed alternative safety measure (ASM) at the Cove Road crossing.

FRA approves the application for the crossing listed above. FRA has provided comments on the County's application in the enclosure. Implementation of the ASM described in the County's application will result in a Quiet Zone Risk Index of 6,863, which is below the Risk Index With Horns (the risk that would be present if the horns were still sounding) of 8,754.

If the proposed Quiet Zone will comply with the minimum length requirement in 49 CFR § 222.35(a)(1)(i), the County may submit its Notice of Quiet Zone Establishment in accordance with 49 CFR § 222.43, What notices and other information are required to create or continue a quiet zone?, after successfully installing the proposed ASM, as described in the application, and complying with all applicable quiet zone requirements contained in 49 CFR § 222.35, What are the minimum requirements for quiet zones?, and 49 CFR § 222.37, Who may establish a quiet zone?



34 1/8"

5 7/8"

DIAN NOTES

INSTALL OWIK KURB MODEL L-60 OR APPROVED EQUIVALENT PER THE MANUFACTURER'S RECOMMENDATION. (SEE DETAIL THIS SHEET)

INSTALL OWIK KURB MODEL L-104 REFLECTIVE TRAFFIC CHANNELLATION DEVICES PER THE MANUFACTURER'S RECOMMENDATION (SEE DETAIL THIS SHEET)

Joseph P. Rutan, P.E. Mar. 28, 2018 Page 2

On Jan. 30, 2018, Staff participated in an onsite quiet zone review of the Cove Road crossing along with representatives from the County, the FRA, and BNSF Railway Company (BNSF). Staff supports the proposed SSM and ASM upgrades as they will reduce the possibility of motorists driving around downed crossing gates when a train is approaching.

Under current federal rules, the UTC may comment on quiet zones but it does not have the authority to approve or deny them. Staff acknowledges that this crossing will qualify for designation as a quiet zone with the SSM/ASM upgrades proposed by the County.

Prior to installing the median barriers, the County must submit a petition to the UTC to obtain approval for the crossing modifications. Staff also recommends that the County review the enclosed FRA publication, "Guidance on the Use of Traffic Channelization Devices at Highway-Rail Grade Crossings." The devices selected should meet all FRA requirements. When the quiet zone is implemented, "NO TRAIN HORN" signs must be added to the advance warning signs on each approach to the crossing.

Thank you for the opportunity to provide comments. Please contact Betty Young, Transportation Planning Specialist, at (360) 664-1202 or by email at betty.young@utc.wa.gov, if you would like additional information.

Sincerely,

Steven V. King

Executive Director and Secretary

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Enclosure

cc: Jeffrey Stewart, Federal Railroad Administration

Federal Railroad Administration, Office of Safety, Washington DC

Megan McIntyre, BNSF Stephen Semenick, BNSF Kurt Laird, AMTRAK



STATE OF WASHINGTON

UTILITIES AND TRANSPORTATION COMMISSION

1300 S. Evergreen Park Dr. S.W., P.O. Box 47250 • Olympia, Washington 98504-7250 (360) 664-1160 • TTY (360) 586-8203

Mar. 28, 2018

Joseph P. Rutan, P.E. County Engineer/Assistant Director Whatcom County Public Works Dept. 322 N. Commercial Street, Suite 301 Bellingham, WA 98225-4042

Re: TR-180234 – Notice of Intent to Establish a Railroad Quiet Zone at Cove Road (USDOT #084795Y)

Dear Mr. Rutan:

On Mar. 20, 2018, the Whatcom County Public Works Department (County) notified the Washington Utilities and Transportation Commission (UTC) of its intent to establish a railroad quiet zone at the Cove Road railroad crossing, identified as USDOT 084795Y.

The proposed quiet zone will be in effect 24 hours per day, seven days per week. While the notice provided did not specify length, UTC Staff (Staff) assumes that the proposed quiet zone will extend one-quarter mile on each side of the crossing, which is the minimum length required by Title 49, Code of Federal Regulations, Part 222.

The County utilized information in the Federal Railroad Administration (FRA) grade crossing inventory to calculate the Quiet Zone Risk Index (QZRI). As the Cove Road crossing now stands, the QZRI for the quiet zone without train horns is 15,288.69, which exceeds the Nationwide Significant Risk Threshold of 14,723.

The County proposes to install a Supplemental Safety Measure (SSM) upgrade of 100 feet of mountable median with reflectorized channelization devices on the east approach to the crossing. On the west approach to the crossing, a nearby intersecting roadway prevents the County from installing more than 25 feet of mountable median with reflective traffic channelization. This upgrade qualifies as an Alternative Safety Measure (ASM) and will require approval from the FRA. Implementation of these safety measures lowers the overall QZRI below the risk threshold to 8,918.40.

Due to the median installation, BNSF will no longer be able to use a three-point turn to maneuver around the crossing and the gravel build up is necessary.

BNSF asks that FRA, in reviewing this proposed Quiet Zone, please note that there is a public-use boat-ramp accessed directly from Cove Road.

Please review the requirements, specifically with regard to median length and height requirements as well as allowance of driveways, and confirm if the safety measures will qualify as an ASM under Appendix B. Due to the use of ASMs, the County is required to submit an application to FRA for the approval of the ASM and this Quiet Zone.

The County is required to issue a Notice of Establishment for the Quiet Zone implementation. In the Notice of Establishment ("NOE"), the City should certify that the ASMs have been constructed and comply with the requirements set forth in Appendix B of the Rule. Please ensure all proper advanced warning signage ("NO TRAIN HORN", etc.) will be installed. Whatcom County, by issuing the NOE, certifies that it has proper jurisdiction to establish the Quiet Zone, and that the Quiet Zone meets or exceeds federal requirements. If BNSF can be of further assistance, please feel free to contact me or French Thompson, Public Projects Director for BNSF, 2600 Lou Menk Drive, OOB3, Fort Worth, TX 76131 (Office phone 817-352-1549).

Regards,

Stephen Semenick

Manager Public Projects, BNSF Railway

cc:

Union Pacific Railroad Engineering Department Re: Quiet Zone Establishment 1400 Douglas St, STOP 0910 Omaha, NE 68179

Jeffrey Stewart Regional Manager, Region 8 Federal Railroad Administration 500 Broadway, Suite 240 Vancouver, WA 98660

FRA Associate Administrator 1200 New Jersey Ave, SE Washington, D.C. 20590

Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
1300 S Evergreen Park Dr SW
PO Box 47250
Olympia, WA 98504

cc via electronic mail:

Megan McIntyre, BNSF Railway; French Thompson, BNSF Railway; Nicole Hightower, BNSF Railway; Jennifer Willingham, BNSF Railway



Stephen Semenick Manager Public Projects WA & B.C. BNSF Railway Company 2454 Occidental Ave S Suite 2D Seattle, WA 98134

206.625.6152 Stephen.Semenick@bnsf.com

May 16, 2018

Joseph P Rutan, PE County Engineer/Assistant Director 322 N. Commercial St, Suite 301 Bellingham, WA 98225

Cody Swan
Project Engineer, Design and Construction Section
Whatcom County Public Works
322 N. Commercial St, Suite 301
Bellingham, WA 98225

RE: Whatcom County NOI Cove Rd Letter BNSF Response

Messrs. Rutan and Swan:

BNSF is in receipt of the Whatcom County ("County") Notice of Intent ("Notice") dated March 16, 2018 for a proposed quiet zone ("Quiet Zone") at the crossing listed below. At the outset of this letter, BNSF would like to be clear that we believe that if not properly accounted for with appropriate safety enhancements, the elimination of the train horn can be detrimental to safety. BNSF writes this comment letter based in part upon requirements set by FRA in the Train Horn Rule ("Rule") at 49 CFR 222.

DOT#	Crossing Name	RR Milepost	Safety Measure /ASM
084795Y	Cove Road	87.65	100' traversable median east side of
			crossing/ traversable median 25'
			on west side of crossing

The train horn is intended to alert the motoring and pedestrian public of train movement. The County should use the Rule as a minimum guideline in its approach to creating a situation where the train horn is eliminated as a safety measure. For any quiet zone implemented on BNSF-owned track, we strongly recommend each crossing receive appropriate enhanced safety devices to accommodate for removal of the horn prior to the establishment of the quiet zone.

BNSF acknowledges and appreciates the County's efforts to install Alternative Safety Measures ("ASM") at this single-crossing Quiet Zone. BNSF understands the County plans to use traversable medians with traffic channel devices on the east and west sides of the crossing with lengths of 100' and 25', respectively. Please note that we do not support the use of traversable medians and strongly encourage the County to use non-mountable concrete center medians with a minimum height of 7" instead. Posts or delineators used on the channelization devices can bend or break; please note that the County is responsible for the cost and maintenance of these devices. Further, additional signage and enhancements were discussed at the diagnostic meeting, including those regarding the hiking trailhead adjacent to the southeast quadrant. Please ensure these are implemented in accordance with the diagnostic notes. Additionally, BNSF understood from the County that the County was going to build up the northwest quadrant of the crossing with gravel, as BNSF parks vehicles in that vicinity.

Joseph P. Rutan, P.E. County Engineer/Assistant Director

Attachments:

- Preliminary Cove Road Railroad Grade Crossing Improvements exhibit
- Quiet Zone Calculator
 - o Crossing Information- Updated vehicles per day and total trains
 - o Pre-Improved risk calculations
 - Post-Improved risk calculations
 - ASM Calculations
- Sample photographs of proposed SSM used in Vancouver, WA

Cc via email: Jeffrey Stewart

Grade Crossing Inspector
Region 8 Grade Crossing Manager
U.S. Department of Transportation
Federal Railroad Administration, Region 8
500 Broadway, Suite 240
Vancouver, WA 98660

322 N. Commercial St. Suite 301 Bellingham, WA 98225-4042 (360) 778-6265 Email: cswan@co.whatcom.wa.us

Action Required:

Please consider this notice as the beginning date of the required 60-day comment period in the Quiet Zone process. The 60-day comment period for this Quiet Zone will end on May 15, 2018, or when a written comment or "no comment" statement is received from each recipient of this notice.

The following is a list of names and addresses of each party that will receive this notification:

1. Railroads operating over grade crossing:

Stephen Semenick Manger Public Projects for WA, ID & BC BNSF Railway 2454 Occidental Avenue So Suite 2D Seattle, WA 98134

Elizabeth F Klute (LIS), CEM
Northwest Regional Emergency Manager (OR/WA/ID/MT/ND)
Emergency Management & Corporate Security Department
National Railroad Passenger Corporation - Amtrak
187 S Holgate St, Seattle, WA 98134

2. State agency responsible for highway and road safety, and State agency responsibility for grade crossing safety:

Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

Please feel free to contact Cody Swan with any questions regarding this topic.

Respectfully,

WHATCOM COUNTY PUBLIC WORKS DEPARTMENT

Jon Hutchings
Director

March 16, 2018



Joseph P. Rutan, P. E.

County Engineer/Assistant Director 322 N. Commercial Street, Ste 301 Bellingham, WA 98225-4042

Phone: (360) 778-6210 Fax: (360) 778-6211

Subject: Notice of Intent to Establish a Quiet Zone Location: Whatcom County, Washington- Cove Rd.,

DOT #084795Y M.P. 87.655 Proposed Quiet Zone

This letter is a Notice of Intent for the establishment of a quiet zone at the aforementioned location in accordance with the regulations set forth by the Federal Railroad Administration's (FRA) Train Horn Rule (49 CFR Part 222).

The railway is currently active 24 hours a day and Whatcom County, at the request of the residents, would like to eliminate the routine sounding of the locomotive horn at Cove Road, DOT #084795Y M.P. 87.655. This will be the only public highway-rail grade crossing included in this quiet zone.

Cove Road is a no outlet road, local access road to Pleasant Bay Road (no outlet road) and serves approximately 20 residences on the westerly side of the crossing. The current Average Daily Traffic (ADT) is 199 vehicles.

The current configuration of the Cove Road public highway-rail grade is two (2) entrance gates and 12 each signal mast mounted warning lights with an intersecting road parallel to the tracks on the west side of the crossing. This crossing configuration prohibits the installation of Supplemental Safety Measures (SSM) to be installed on the west side of the crossing because of the close proximity to the intersection with Pleasant Bay Road. Whatcom County proposes to install 100 feet of mountable medians with reflective traffic channelization devices on the east side of the crossing in accordance with 49 CFR Part 222, Appendix A. On the west side of the crossing, intersecting Pleasant Bay Road restricts the county from installing the full 60 feet requirement in 49 CFR Part 222 for it to be considered a SSM. The County proposes to install 25 feet of mountable medians with reflective traffic channelization devices on the westerly side of the crossing to be considered as an Alternative Safety Measure (ASM). Please see the preliminary exhibit of the proposed improvements and ASM calculations.

The name and title of the point of contact for Whatcom County during the quiet zone development process is as follows:

Cody Swan
Project Engineer
Design & Construction Section
Whatcom County Public Works

Pre-Improved Risk Calculation

Home | Help | Contact | logoff cswan@co.whatcom.wa.us

		Cancel Concession Control Cont	Change Scenario	o: COVE 2_52075	▼	Continue	
	Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM Risk	
2	084795Y	COVE RD	199	Gates	0	0 15,288.6	9 MODIFY

Create New Zone

Manage Existing Zones

Log Off

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM * Note: The use of ASMs requires an application to and approval from the FRA.

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the <u>MODIFY</u> Button

Step 2: Select proposed warning device or SSM. Then click the <u>UPDATE</u> button.To generate a spreadsheet of the values on this page, click on <u>ASM</u> button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

Proposed Quiet Zone:	COVE 2
Type:	New 24-hour QZ
Scenario:	COVE 2_52075
Estimated Total Cost:	\$0.00
itionwide Significant Risk Threshold:	14723 .00
Risk Index with Horns:	9165.88
Quiet Zone Risk Index:	15288.69

Public Authority Application U. S. DOT CROSSING INVENTORY FORM

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Public Authority Application U. s. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the	initial re	porting of the	following ty	pes of new o	or previousl	ly unrep	orted cr	ossings: For public hi	ghway-rail grad	de crossings, co	mplete the	entire inventor
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BNSF Railway Co	mpany [WAS	SHING			WHATCOM	1		
4. City / Municipalit	ty		5. Stree	et/Road Nam E RD	e & Block N	lumber	1		6. Highway T	ype & No.		
	IGHAM			t/Road Name)		_	ck Number)	CO40250			
7. Do Other Railroa	ds Operat	e a Separate Ti				8.		Railroads Operate O	ver Your Track	at Crossing?	Yes 🗆 N	0
If Yes, Specify RR							lf Yes, Spe		÷			
9. Railroad Division	or Region		10. Railroa	d Subdivision	or District	 L	11. Bra	anch or Line Name		12. RR Milepe		
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13. Line Segment			est RR Time	table	15. Pare	nt RR (ng Owner (if ap		(Sujjix)
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17. Crossing Type	18. Cro	ssing Purpose		sing Position	20. Pu	blic Acc	ess	21. Type of Train	_ □ N/A	DINOF	22 Averag	ge Passenger
_	■ High	way	Id At Gra			ate Cro		☐ Freight	□ Transi	it		nt Per Day
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23. Type of Land Us		on, Ped.	RROV	er	□ No			☐ Commuter	☐ Touris	t/Other	☐ Numbe	r Per Day
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☐ Yes Ind No If	Voc Brow	ide Crossing Nu	ımala a u				7.0.0.11	D. D.				
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IO.B. Railroad Use	*						31.B. S	itate Use *			\	
O.C. Railroad Use	*					H-7-11	31.C. S	tate Use *			\	
O.D. Railroad Use	*		*********	· · · · · · · · · · · · · · · · · · ·			31.D. S	itate Use *	<u> </u>			
2.A. Narrative (Ra	ilroad Use) *					32.B. N	larrative (State Use)	*			
3. Emergency Notif	ication Te	lephone No. (p	oosted)	34. Railro	ad Contact	(Telepi	hone No.)		35. State Con	ntact (Telephone	e No.)	
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DRM ERA E 61	90.71./	Day 2/15)				40				1 162	L. INU	

- (2) FRA Pre-Improved Risk Calculation
- (3) Whatcom County Notice of Intent (NOI)
- (4) BNSF Comment Letter to Whatcom County NOI
- (5) UTC Comment Letter to Whatcom County NOI
- (6) Preliminary Plan Sheet

Cc:

Stephen Semenick

Manger Public Projects for WA, ID & BC BNSF Railway 2454 Occidental Avenue So Suite 2D

Seattle, WA 98134

Steven Pugsley
Northwest Regional Emergency Manager (OR/WA/ID/MT/ND)
Emergency Management & Corporate Security Department
National Railroad Passenger Corporation - Amtrak
187 S Holgate St.
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Kathy Hunter
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Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

Jeffery Stewart
Region 8 Grade Crossing Inspector
U.S. Department of Transportation
Federal Railroad Administration
500 Broadway, Suite 240
Vancouver, WA 98660

Cc Via Email:

Roland Middleton, Whatcom County

replaced by County Forces where concrete work will need to be contracted out and is not done in house. The County will be able to keep replacement components on hand for responsive, efficient repairs and will conduct annual inspection, at a minimum, of these facilities.

3. **Comment:** Further, additional signage and enhancements were discussed at the diagnostic meeting, including those regarding the hiking trailhead adjacent to the southeast quadrant. Please ensure these are implemented in accordance with the diagnostic notes.

County Response:

The County will install an appropriate sized version of a pedestrian trail sign using the Manual on Uniform Traffic Control Devices sign W10-9. This sign will also be installed along all road approaches.

4. Comment: Additionally, BNSF understood from the County that the County was going to build up the northwest quadrant of the crossing with gravel, as BNSF parks vehicles in that vicinity. Due to the median installation, BNSF will no longer be able to use a three-point turn to maneuver around the crossing and the gravel build up is necessary.

County Response:

The County does recognize that the proposed mountable median with channelization devices will restrict BNSF vehicles and others from traversing them and will build up the northwest to accommodate BNSF's expectations.

VI. Commitment to Implement Proposed Safety Improvements:

The County intends to mitigate the potential safety hazards that may arise in the absence of the train horn by installing a mountable median with reflective traffic channelization devices as visual indication to motorists to proceed with caution through the crossing. This ASM will be present at all times as a reminder to motorists of the crossing when trains are not present and as an added layer of safety when trains are present. The County commits to installing and maintaining the safety improvements that are described in this document and detailed on the preliminary plan sheet. The County's goal is to increase the safety of all motorists travelling on Whatcom County roads and this improvement satisfies that goal.

Please feel free to contact Cody Swan at 360-778-6265 or by e-mail cswan@co.whatcom.wa.us, for additional information.

Respectfully,

Joseph P. Rutan, P.E.

County Engineer/Assistant Director

Encl: (1) U.S. DOT Crossing Inventory Form (current)

intersection prohibits the installation of the full 60 feet on the south, only 25 feet will be installed. We have prorated the reduction in risk accordingly using the following method.

Required median length = 160 ft. Installed median length = 125 ft. Effectiveness Rating = 41.67%

Quiet Zone Risk Index with Proposed Alternative Safety Measures

 $(100\% - 41.67\%) \times 15,288.69 = 8,918$

The proposed safety improvements reduce the Quiet Zone Risk Index below the existing Risk Index with Horns and below the Nationwide Significant Risk Threshold.

V. County Response to Notice of Intent (NOI) Comments:

The County issued a NOI to all railroads operating over the public highway-rail grade crossings within the quiet zone, BNSF and AMTRAK and the State agency responsible for grade crossing safety, UTC. The FRA was also included as a courtesy. UTC commented in support of the proposed alternative safety measures "as they will reduce the possibility of motorists driving around downed crossing gates when a train is approaching." AMTRAK had no comment. The BNSF comments and County responses are as follows:

BNSF Comments:

1. **Comment:** Please note that we do not support the use of traversable medians and strongly encourage the County to use non-mountable concrete center medians with a minimum height of 7" instead.

County Response:

The County recognizes that BNSF policy is to encourage the use of non-mountable concrete center medians. However, the proposed ASM's have been approved by the FRA to be used to mitigate for the absence of the train horn when creating a quiet zone. The calculations above summarize the effective risk reduction and identify this crossing as ultimately being safer than the current configuration upon the completion of installation of these ASM's. Also, having the ability to keep an inventory of mountable barrier parts on hand will allow the County to have a proactive maintenance program for these facilities. The non-mountable concrete center medians will require the County to contract out this work and will stall any maintenance efforts that may be required to preserve the effectiveness of these safety measures.

2. **Comment:** Posts or delineators used on the channelization devices can bend or break; please note that the County is responsible for the cost and maintenance of these devices.

County Response:

Maintenance of these devices was a deciding factor on the decision to use this type of durable rubber composite material. These prefabricated components can easily be installed and

Emergency response apparatus and other weekly services using large vehicle require access;

III. Proposed Safety Improvements:

Considering all options, holding safety paramount, and factoring cost, unique site conditions, and access, we have identified the most feasible option to be the ASM - Mountable Median with Reflective Traffic Channelization Devices (mountable median).

The easterly road approach will be equipped with a durable plastic 4-inch tall mountable median. That will be installed 1-foot or less from the existing entrance gate in the down position and will extend 100-feet east along the existing double yellow centerline of Cove Road. Reflective Traffic Channelization Devices with an 8-inch wide by 29-inch high Type III Reflective Sheeting surface will be installed atop the 3-1/2-inch composite curb at 80-inch intervals. This safety improvement qualifies as SSM defined in 49 Code of Federal Regulations (CFR) 222, Appendix A, Section 3-Gates with Medians or Channelization Devices.

The close proximity of the intersection on the westerly road approach of the crossing will not allow for installation the full 60-foot mountable median per requirement of 49 Code of Federal Regulations (CFR) 222, Appendix A, Section 3. The mountable median will be installed at 25 foot lengths beginning at no more than 1-foot from the westerly gate in the down position. Reflective Traffic Channelization Devices with an 8-inch wide by 29-inch high Type III Reflective Sheeting surface will be installed atop the 3-1/2-inch composite curb at 40-inch intervals. This modified SSM will qualify as an ASM under 49 Code of Federal Regulations (CFR) 222, Appendix B Section I and is subject to Federal Railroad Administration (FRA) review.

In addition to the mountable median the County will install No Train Horns signs (MUTCD W10-9) at all road approaches.

Per BNSF regulations the County will also be installing 18 feet long and 6 inch tall precast curb to provide protection for the overhanging warning lights. The face of the precast curb barriers will be installed 5 foot 3 inches from the crossing arm post and will be installed parallel with edge striping to provide the necessary protection to the warning light system from approaching large vehicles. Also, at the request of BNSF the County will initiate the upgrade, to LED, of all of the warning lights presently mounted on the cross arms.

IV. Quiet Zone Risk Index Calculation:

The current Risk Indexes are:

Nationwide Significant Risk Threshold - 14,723.00
Risk Index with Horns - 9,165.88
Quiet Zone Risk Index- 15,288.69

When using the Quiet Zone Calculator to calculate the potential risk reduction when using the SSM, (12) Mountable Median with Reflective Traffic Channelization Devices, the Quiet Zone Risk Index is reduced by 14,767.83 to 4,922.61. It is assumed that this calculator factors the requirement in 49 CFR 222, Appendix A, Section 3(b) defining required length and adjustments for effectiveness rating. This CFR would require 100 feet of the SSM mentioned above to be installed on the north side of the crossing and 60 feet to be installed where the intersection is located within 100 feet. Since the proximity of the

ultimate goal of the County is to increase the safety facilities at the crossing in the most effective and feasible manner to mitigate the absence of the train horn.

The County formed a diagnostics team of County staff to examine the site conditions and make engineering recommendations that satisfy Federal Railway Administration (FRA) requirements for converting this crossing to a Quiet Zone. The Whatcom County diagnostics team included:

Jim Karcher:

Engineering Manager

Roland Middleton:

Special Programs Manager

Cody Swan:

Project Engineer

Whatcom County's diagnostics team also included personnel from Burlington Northern Santa Fe Railway (BNSF), Federal Railroad Administration (FRA), Washington Utilities and Transportation Commission (UTC) that discussed safety concerns and potential safety improvement options for crossings Quiet Zone conversion. The representatives that Whatcom County worked with on this project were:

Betty White:

UTC Operation Lifesaver Coordinator

Bob Boston:

UTC

Stephen Semenick:

BNSF Manager Public Project

Paul Robinson:

BNSF

Jim Moore:

BNSF

Jeffrey Stewart:

FRA Railroad Safety Inspector

The combined diagnostics team has made multiple site visits to examine the potential safety concerns involved with discontinuing the sounding of the train horn. The safety concerns that were recognized are as follows:

- Proximity of intersection;
- Sight distance of approaching and queued vehicles on road approaches;
- Sight distance of train engineer;
- Lane widths restraint on larger vehicle or trailered vehicles, boat launch access;
- Pedestrian traffic, nearby trail;
- Drainage;

The recommendations made by the diagnostics team resulting from examination of the site and the safety concerns unique to this crossing were as follows:

- 1. Alternative Safety Measures (ASM)-Non- Mountable Median;
- 2. ASM-Mountable Medians with Reflective Traffic Channelization Devices;

Additional considerations made by the diagnostics team while evaluating options:

- Current (2013) ADT is 199 vehicles, of which < 1% are trucks;
- Posted speed limit is 25 mph at the crossing;
- Speed of train at crossing per U.S. DOT Crossing Inventory; freight and passenger=45 mph;
- There have been no accidents within the last 10 years at this crossing;
- School Buses and transit bus do not regularly use this crossing;
- The crossing serves a "No Outlet" road;

WHATCOM COUNTY PUBLIC WORKS DEPARTMENT

Jon Hutchings
Director

August 28, 2018

FRA Associate Administrator 1200 New Jersey Avenue, SE Washington, D.C. 20590



Joseph P. Rutan, P. E.

County Engineer/Assistant Director 322 N. Commercial Street, Ste. 301 Bellingham, WA 98225-4042

Phone: (360) 778-6210 Fax: (360) 778-6211

Public Authority Application to Federal Railroad Administration Whatcom County, Washington-Cove Rd., DOT #084795Y M.P. 87.655 Proposed Quiet Zone

I. <u>Current Safety Measures:</u>

The railway grade crossing at Cove Road (#084795Y) Bellingham, Washington is a public single track crossing serving 20 residents. This no outlet road serves Pleasant Bay Road and Cove Road residents and has an average daily traffic (ADT) of 199 vehicles. This ADT value more precisely defined is approximately 100 vehicles entering the community via Cove Road and approximately 100 vehicles exiting via Cove Road per day. Less than one percent of this ADT is truck traffic.

The intersection of Cove Road and Pleasant Bay Road is approximately 45-feet south of the crossing. Both of these roads have an existing Parallel Railroad Crossing sign (Manual of Uniform Traffic Control Devices (MUTCD) W10-3) displayed approximately 150-feet from the intersection. The crossing is currently identified on the easterly Cove Road approach using Highway-rail Grade Crossing pavement markings (MUTCD 10-15) and Railroad Crossing Advanced Warning sign (MUTCD W10-1).

The crossing implements a Two Quadrant Gate Configuration and flashing lights to indicated oncoming train traffic. The westerly gate mast has four pair of flashing lights that face east and west down Pleasant Bay Road, and north and south down Cove Road. The east mast has two pair of flashing lights that face north and south down Cove Road.

The Constant Warning Time detection system is currently in place at the crossing. The oncoming train sounds its horn as it approaches the crossing and the pedestrian bell sounds.

The current U.S. DOT Crossing Inventory does not identify all of the existing safety measures detailed above.

II. <u>Diagnostics Team Review:</u>

Whatcom County (County) has examined the Cove Road crossing thoroughly to identify and develop a reasonable, safe improvement option that will allow the crossing to be converted to a Quiet Zone. The

Post-Improvements U. s. DOT CROSSING INVENTORY FORM

A. Revision Date (10/28/2020	MM/DD/YYYY)					Р	AGE 2			D.	Crossing Inv	entory Nur	n ber (7 c	har.)	
			Part II	I: Highwa	y or Pa	thway	Traffic	Control D)evic	e Info	mation				
1. Are there	2. Types of Pa	ssive Tr	affic Con	trol Devices	associate	d with the	e Crossing	<u> </u>	14.5.55		31140011				
Signs or Signals?	2.A. Crossbuc		2.B. ST	OP Signs (R1-	1) 2.0	. YIELD Si	gns <i>(R1-2</i>	2.D. Adva	nce V	Varning S	igns (Check d	ill that anni	u include	countl	□ None
Id Yes □ No	Assemblies (c	ount)	(count)		(co	unt)	, , , , , , , ,	■ W10-1	1		.gris (€//€£/k t			□ W10-11 0	
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Intersection have Interconnection Traffic Signals? Not Interconnected								☐ Yes ☐	No			(Check all	that app	ly)	
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Submitted by				Organiz	ation					1	Phone		Date		
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Post-improvements **U. S. DOT CROSSING INVENTORY FORM**

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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BNSF Railway Co	mpany [BN	NSF]				INGTON			WHATCOM		
4. City / Municipalit	V		5. Street/	Road Name	& Block Nu	mber			6. Highway T	ype & No.	
□ In	•		COVE	RD					0040050		
Near BELLIN				oad Name)				Number)	CO40250		V [3 N
7. Do Other Railroad	ds Operate	a Separate Tr	ack at Crossin	g? □ Yes	™ No			ilroads Operate O	ver Your Track	at Crossing?	Yes ⊔ No
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		Ī		BELLINGH	A B /	l		PA J-US CAN	BOR		n.nnn) (suffix)
□ None NORT	HWEST		□ None _			□ N				ng Owner (if app	
13. Line Segment		1	est RR Timeta	ble	15. Parent	RR (if appli	ісаріе)	,	16. Crossi	ing Owner (ij app	ncubicy
*		Station	*		FF 81/A				□ N/A	BNSF	
50		SAMISI			IX N/A	ic Access	٦,	21. Type of Train			22. Average Passenger
17. Crossing Type		sing Purpose	19. Crossin	-		te Crossing)	1	K Freight	☐ Trans		Train Count Per Day
	■ Highw	•	At Grade		☐ Yes	te crossing)	1	区 Intercity Passeng			☐ Less Than One Per Day
■ Public	Pathw		☐ RR Unde		□ No		- 1	☐ Commuter	,		Number Per Day 4
☐ Private	☐ Statio	n, reu.	L KK OVE		1 0 110						
23. Type of Land Us	se 🗌 Farm	☐ Resi	dontial	☐ Commer	cial [Industrial		☐ Institutional	☐ Recreat	ional 🗆 RI	R Yard
☑ Open Space 24. Is there an Adja						Quiet Zone	(FRA	provided)			
24. Is there an Auja	icent crossi	iig with a sep	arate (tallise)	•	NEW Y						
☐ Yes Ind No I	f Vac Provi	de Crossing N	umber		L X N	lo □ 24 H	ır 🗆	Partial Chica	go Excused	Date Establis	hed
26. HSR Corridor ID			ude in decima	l degrees		28. Longi	itude	in decimal degree:	S	29. La	it/Long Source
20. 11511 COTTIGOT 15								12	2.405700	i	
	IK N/A	(WGS84	std: nn.nnnn	nnn) 48.6t	556313	(WGS84	std: -	-nnn.nnnnnnn) ⁻¹²	2.495700	I ⊠ Ac	tual Estimated
30.A. Railroad Use	*					31./	A. Sta	ite Use *			
30.B. Railroad Use	*					31.6	B. Sta	ite Use *			
30.C. Railroad Use	*					31.0	C. Sta	ite Use *			
30.D. Railroad Use	*					31.1	D. Sta	ate Use *			
									-1		
32.A. Narrative (R	ailroad Use) * (127129	3 1.29)Value F	Provided by	/ Railroad I	Not Ye 32.	B. Na	rrative (State Use)	*		
		(1.27 1.20	51.20) Value 1] 25 State Co	ntact (Telephon	a Na l
33. Emergency Not	tification Te	lephone No.	(posted)	34. Railro	oad Contact	(Telephone	No.)		35. State Co	intact (Telephon	e (VO.)
800-832-5452				817-352	-1549				360-664-1	262	
000-002-0402		Name of the Association of the A							1		
		the feet of			Part II: Ra	ailroad In	itorn	nation			
1. Estimated Numb	er of Daily	Train Moveme	ents								
1.A. Total Day Thru			otal Night Thr	u Trains	1.C. Total Sv	vitching Trai	ins	1.D. Total Transi	t Trains	1.E. Check if L	_
(6 AM to 6 PM)		(6 PM	to 6 AM)							One Moveme	•
`8		8			0			0		How many tra	ains per week?
2. Year of Train Cou	unt Data (Y)	(YY)			rain at Cross		45				
			3.	A. Maximur	m Timetable	Speed (mph	1) 45	4.	. 45		
2019			3.	B. Typical S	peed Range	Over Crossin	ng (mp	oh) From 1	to <u>45</u>		
4. Type and Count	of Tracks										
	_		0		^		Λ				
Main <u>1</u>	Siding 0		ard <u>0</u>	Transit	: <u>U</u>	Industry	<u> </u>				
5. Train Detection								None			
■ Constant Water		Motion	Detection	□AFO □ F				None		7 B Pamat	e Health Monitoring
6. Is Track Signaled					7.A. Event R					7.B. Remot	
🗷 Yes 🗆 No)				☐ Yes					□ 163	
CODM EDA E	C100 71	/Day 9/2/	/2016\		OŃ	AR annro	wal e	expires 11/30/	/2022		Page 1 OF 2

Pre-Improvements U. s. DOT CROSSING INVENTORY FORM

A. Revision Date (04/14/2020	MM/DD/YYYY)	CONTROL DE LA CONTROL DE CONTROL				PAGE			D.	. Crossing In	ventory Nun	nber (7 c	har.)
			Part II	I: Highwa	y or Pathwa	ay Traffi	ic Co	ntrol D	evice Info	rmation			
 Are there Signs or Signals? 		assive Tr	affic Con	trol Devices	associated with	the Crossi	ng						
✓ Yes □ No	2.A. Crossbu Assemblies (2.B. ST((count) 0	OP Signs (R1	-1) 2.C. YIELE (count) 0	Signs (R1-		2.D. Advar 18 W10-1 19 W10-2		⊠ W10)-3 <u>2 </u>	. 🗆 w	10-11 0
2.E. Low Ground C	learance Sign	2.F. P	avement	Markings		2.G. C		elization		☐ W10			10-12 0 Sign <i>(l-13)</i>
(W10-5) □ Yes (count	1	I Gran						edians		(R15-3)	11 131611	Displaye	
™ No	/		p Lines Xing Sym		Dynamic Envelop None				☐ Median	☐ Yes		I Yes	
2.J. Other MUTCD	Signs		es Id N		None		e App	roach Crossing	None	III No		□ No	
Specify Type			int	-		Signs			Z.L. LED E	nhanced Sigr	is (List types)		
Specify Type		Cou	ınt			□Yes	: □ 1	No					
Specify Type			nt			ļ							
3. Types of Train A	ctivated Warni	ng Device	s at the	Grade Crossi	ng (specify coun	t of each d	levice ,	for all that					
(count)	3.B. Gate Cor	ifiguratio	n	3.C. Ca	intilevered (or Bi	ridged) Flas	hing L	ight	3.D. Mast	Mounted Fla	shing Lights		3.E. Total Count
(/	M 2 Quad	□ Full (Barrier)		res (count) raffic Lane) _	lnaan	idescent	(count of r				Flashing Light Pa
Roadway 2	☐ 3 Quad	Resistar		Over 1	ranic Lane	<u></u> ⊔	incan	idescent	☐ Incande	scent hts Included	☐ LED		
Pedestrian 0	☐ 4 Quad	☐ Medi	ian Gates	Not Ov	er Traffic Lane _	<u> </u>	LED		Dack Lig	nts included	☐ Side I Included		6
3.F. Installation Dat	te of Current			3.G. Waysic	le Horn			····				ı	
Active Warning Dev	ices: (MM/YYY								3.H. F Cross	lighway Trafi ing	fic Signals Co	ntrolling	
	_ □	Not Requ	ired	☐ Yes i	nstalled on (MN	1/YYYY)	/_			S DE No			(count)-
3.J. Non-Train Activ	e Warning								3.K. Other	Flashing Ligh	ts or Warnin	g Devices	1 '
☐ Flagging/Flagma									Count 0		Specify type		
4.A. Does nearby Hi Intersection have	wy 4.B. Hwy Interconi		gnal	4.C. Hwy Tra	affic Signal Preer	nption			affic Pre-Sign	als	6. Highwa	y Monito	ring Devices
Traffic Signals?	1	iterconne	cted					Yes 🗆 N	lo		(Check all	that appl	'y)
☐ For Traffic Signals				☐ Simultan	eous		Sto	rage Distar	· · · · *		☐ Yes - Pl	noto/Vide	eo Recording
☐ Yes ☐ No	☐ For W			☐ Advance			Sto	p Line Dista	ance *		□ Yes – V □ None	ehicle Pr	esence Detection
					Part IV: Phy	sical Ch	STORES AND ADDRESS OF THE PARTY	V. V			venc		
1. Traffic Lanes Cros	sing Railroad	□ One-w	ay Traffi	С	2. Is Roadway,	and the second second second	1072000000000		ck Run Dowr	a Stroot2	A Is Cross	ina Illina	inated? (Street
Number of Lanes 2		™ Two-\			Paved?				ok Hall BOW	i a Street!	liahts with	ing illum in approx	natear (Street k. 50 feet from
5. Crossing Surface		☐ Divide	tupes all		□⊈ Yes	□No			Yes 🗷 N		nearest rai		
☐ 1 Timber ☐ 2 ☐ 8 Unconsolidate	2 Asphalt 🗌	3 Asphal	lt and Tin	nber 1xd 4.	allation Date * (I Concrete 🗆	5 Concrete	e and	/_ Rubber	Wid □ 6 Rubber	th * <u>7</u> □ 7 Me		ength * _4	10
6. Intersecting Road			J 10 Oti	ner (specijy)							-		
o. Intersecting Road	iway within 500	reet?				7. Smal	lest Cr	rossing Ang	gle		8. Is Com	mercial P	ower Available?
IX Yes □ No I	f Yes, Approxim	ate Distar	nce (feet,	75		□ 0°-:	29°	□ 30° –	50° 🖼	60° - 90°		GZ V	
				Pa	rt V: Public					00 - 50		IId Yes	□ No
1. Highway System			2. Ft		ssification of Roa					na on Ctota I			
					₫ (0) Rural 🗆				System?	ng on State I	ilgnway	4. Higi	hway Speed Limi
(01) Intersta	ate Highway Sys	tem		 Interstate 	1	☐ (5) Majo		ector	1	Mc No			MPH sted □ Statutor
☐ (02) Other N ☐ (03) Federal	NACHWY SYSTEM	(NHS)		2) Other Free	eways and Expre	ssways			5. Linear Re	eferencing Sy	stem (LRS Re	oute ID)	*
				4) Minor Arte	cipal Arterial [」 (6) Mind ■ (7) Local		ector	6. LRS Mile				
7. Annual Average D	aily Traffic (AA	DT) 8		ted Percent		gularly Use		School Busi	l		10 5-		
Year <u>2013</u> AAD	T 000240	_ -	5		_ % □ Ye	s 🗷 No	Ave	rage Numl	ber per Day		_ □ Yes	iergency	Services Route o
Submis	sion Inform	nation -	- This in	formation	is used for a	dministra	ative	purpose	s and is no	t available	on the pu		
Submitted by				Organiz	ation					Phone		_ Date	ı
Public reporting burd sources, gathering an	en for this infor	mation co	ollection	is estimated	to average 30 m	inutes nor	racna	المسالم ما	l.,				
lisplays a currently value of this country of the c													
Vashington DC 2050	· · · · · · · · · · · · · · · · · · ·	,			ormation Ct	mechon Of	ncer, i	reuerai Ka	moad Admin	istration, 120	JU New Jerse	y Ave. SE	. MS-25

Pre-Improvements u. s. dot crossing inventory form

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

									ماموس الحسيين	ereccinas como	lata the entire	a inventory
Instructions for the ir Form. For private hig pedestrian station gra	shway-rail g	rade crossing	s, complete	the Heade	r, Parts	the Subr	and the Su viccion Info	omission anomation ermation section Fo	r Private pathwa	av grade crossin	gs, complete t	he Header,
I and the Cubmiccion	a Informatio	on cartion Fo	or changes	to existing d	iata, con	npiete tri	ie neauer,	rait i itellis 1-5, and	a the subtilission	n Information se An asterisk * c		
updated data fields. N		vate crossing Reporting Ag		C. Reas	on for U	Indate (S	elect only o	ne)	110 tau		D. DOT Cro	ssing
A. Revision Date (MM/DD/YYYY)	II	Railroad	☐ Transi			☐ New	_	Closed	☐ No Train	☐ Quiet	Inventory N	lumber
04 / 14 / 2020				Data		Crossin	_	Change in Primary	Traffic □ Admin.	Zone Update	084795Y	
		State	☐ Other	☐ Re-C	Jpen	☐ Date Change		perating RR	Correction			
			P	art I: Loc	ation			ion Informatio	n			
1. Primary Operating	Railroad				2.9	State			3. County WHATCOM			
BNSF Railway Cor	npany [BN:	SF]	T = 2.	/Road Name		ASHING			6. Highway Ty	pe & No.		
4. City / Municipality ☐ In	<i>'</i>		COVE		e & Bloci	K NUITIDE						
No Near BELLIN				Road Name,			* (Bloc	<i>k Number)</i> Railroads Operate O	CO40250	t Crossing?	Ves 🗆 No	
7. Do Other Railroad If Yes, Specify RR	s Operate a	Separate Tra	ack at Cross	ing? □ Yes	l≰ No	8	If Yes, Spe			at crossing: Les		
9. Railroad Division	or Region	-	10. Railroad	Subdivision		ict	11. Bra	nch or Line Name	1000		7.655	- CC:-)
□ None NORTI	HWEST		□ None	BELLING			☐ Non			(prefix) (nnn ng Owner (if app		suffix)
13. Line Segment		14. Neare	est RR Times	able	15. Pa	arent RR	(if applical	ne)	10. (1033)		neabley	
50		SAMISH			IN N/	Α			□ N/A	BNSF	22 A	
17. Crossing Type	1	ng Purpose	1	ing Position		Public A Private Ci		21. Type of Train K Freight	☐ Transi		22. Average P	
M Public	☐ Pathwa	•	IXI At Gra ☐ RR Un				USSING/	☐ Less Than C				
☐ Private	☐ Station	• •	☐ RR Ove	er		No		☐ Commuter	☐ Touris	t/Other	Number Pe	r Day 4
23. Type of Land Use		☐ Resid	lontial	☐ Comme	rcial	∏lnd	lustrial	☐ Institutional	☐ Recreati	onal 🗆 R	R Yard	
Id Open Space 24. Is there an Adjace	☐ Farm cent Crossin				T Clar			RA provided)				
						⊠ No	□ 24 Hr	□ Partial □ Chic:	ago Excused	Date Establis	hed	
☐ Yes IX No If		e Crossing Nu	umber ude in decin	nal degrees	h			de in decimal degree		29. La	at/Long Source	3
26. HSK COMIGON ID		27, 24111			3556313			: -nnn.nnnnnnn) -12		I ⊠ Ac	tual □ Esti	imated
	IX N/A	(WGS84	std: nn.nnr	nnnn) 40.0			31.A.	: -nnn.nnnnnnn) State Use *		LEATAC	cuui 🗀 Lott	
30.A. Railroad Use												
30.B. Railroad Use	*							State Use *				-
30.C. Railroad Use								State Use *				
30.D. Railroad Use	*						31.0.	State Use *				
32.A. Narrative (Re	ailroad Use)	* (1.271.28	I.29)Value	Provided b	y Railro	oad, Not	Y∈ 32.B.	Narrative (State Use				
33. Emergency Not	ification Tel	ephone No. ((posted)	34. Railı	road Cor	ntact (Te	lephone No	.)	35. State Co	ntact (Telephon	ie No.)	
800-832-5452	*			817-35	2-1549				360-664-12	262		
					Part I	l: Railr	oad Info	rmation			The sections	
1. Estimated Numb 1.A. Total Day Thru		rain Moveme	ents otal Night Tl	nru Trains	1.C. To	tal Switc	hing Trains	1.D. Total Trans	sit Trains	1.E. Check if		
(6 AM to 6 PM) 8	1 1101113		to 6 AM)		0			0		One Moveme How many tr	ent Per Day ains per week	?
2. Year of Train Cou	ınt Data (YY	YY)		3. Speed of	Train at	Crossing	and (mah)	45				
2019				3.A. Maximu 3.B. Typical	um rime Speed R	ange Ove	er Crossing	mph) From 1	to _45			
4. Type and Count	of Tracks											
Main _1	Siding 0	Y	ard 0	Trans	sit <u>0</u>		Industry 0					
5. Train Detection ((Main Track	only)			DTC F	DC [7 Other	□ None				
Constant Wa		⊔ Motion	Detection	□AFO □		ent Reco				L. C.	te Health Moni	toring
6. IS Track Signaled						∕es 🗆	No			☐ Yes		405 (
FORM FRA F	5180.71 ((Rev. 08/0	03/2016)			OMB	approva	l expires 11/30	/2022		Pa	age 1 OF 2

Minimum ASM Effective Rating to Create Quiet Zone Calculations

FRA Train Hom Rule Calculation of Risk Indices when ASMs are used For New Quiet Zone: Whatcom County, WA

		DIVI FINAL KISK INDEX	0.47	
	Eff of Nous A	EII. OI INCIN A		
	MRIMAH WIDE ACAME IER OF NION ACAM	SINICH-DI IVALIANIA	9,742	8,754
	Pro			Oct. 23, 2019
	KIWH W/Pre-SSMc		9,742	oval letter dated Oct.
	×	24.0	3,142	FRA appr
3 3	EII. Of new york		•	as determined in
M00 0:0				RIWH
O7 Bickladov	מלך ועפורותנע	16.249.19		
MSS MSS	NOON I	10		
WarningDevice	30.00	Gates		
Street	11110110	2220		•
Crossing	VAD/ VA	100/100		
SenarioID	5/11/5	2 1010		
ZoneID			Averages	

Make sure the number of rows of formula is the same as the number of rows of data from the calculator Copy columns A through I from the spreadsheet generated by the Quiet Zone Calculator - 0 c 4

Instructions:

Adjust the Averages formulae to include all rows of data Calculating Effectiveness rating:

	•		Calculated using 10 linear feet of ASM on westerly	approach	
0.80	0.40	0.40	200		ļ
Eff. Rating of SSM=	Each leg of SSM=	Easterly SSM=	ASM Eff. Rating Calc. Westerly ASM (0.40 x 10ft /	(60ft required)=	Total Eff of Nam April

Federal Railroad Administration – Public Authority Application Approval

cc Addresses:

Mr. Stephen Semenick Manager, Public Projects for WA, ID & BC BNSF Railway 2454 Occidental Avenue South, Suite 2D Seattle, WA 98134

Mr. Steven Pugsley Northwest Regional Emergency Manager Amtrak 187 South Holgate Street Seattle, WA 98134

Ms. Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities and Transportation Commission
P.O. Box 47250
Olympia, WA 98504-7250

Federal Railroad Administration - Public Authority Application Approval

Enclosure

Grade Crossing Application Summary

FRA encourages the County to provide additional traffic control devices (such as signage, pavement markings, etc.) and vegetation control, as needed, to encourage proper traffic movements for vehicles and/or pedestrians at or across the tracks.

Crossing Number 084795Y (Cove Road)

FRA notes the County's proposal to install 100-foot long channelization devices on the east side of the crossing and 25-foot long channelization devices on the west side of the crossing. The County views this crossing treatment as an ASM with a suggested effectiveness rate of 0.417. FRA has determined that an effectiveness rate of 0.53 is more appropriate, given the lengths of the proposed channelization devices. FRA also notes the trees located in close proximity to the crossing and encourages the County to utilize vegetation control to enhance sight distance at or near the crossing.

Federal Railroad Administration - Public Authority Application Approval

If you have any questions, please contact Mr. James Payne, Staff Director, FRA Highway-Rail Grade Crossing Safety and Trespasser Programs, at 202-493-6005 or james.payne@dot.gov.

Sincerely,

Karl Alexy

Associate Administrator for Railroad Safety

Chief Safety Officer

Enclosure

cc:

Mr. Stephen Semenick, BNSF

Mr. Steven Pugsley, Amtrak

Ms. Kathy Hunter, Washington Utilities and Transportation Commission