


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Whatcom County)
) DOCKET NO. TR-
))
) PETITION FOR INSTALLATION OF
Petitioner,) MEDIAN BARRIERS AT A
) HIGHWAY-RAIL GRADE
) CROSSING
vs.)
Burlington Northern Santa Fe Railway)
)
Respondent)
) USDOT CROSSING NO.: #084795Y
)
.....)

The Petitioner asks the Washington Utilities and Transportation Commission to approve installation of median barriers at a highway-rail grade crossing.

Section 1 – Petitioner’s Information

Whatcom County _____
Petitioner
 10.29.2019
Signature
322 North Commercial Street, Suite 301
Street Address
Bellingham, WA 98225
City, State and Zip Code

Mailing Address, if different than the street address
James P. Karcher, P.E. – Engineering Manager
Contact Person Name
(360)778-6271 jkarcher@co.whatcom.wa.us
Contact Phone Number and Email Address

Section 2 – Respondent's Information

Burlington Northern Santa Fe Railway

Respondent

2454 Occidental Avenue South, Suite 2D

Street Address

Seattle, WA 98134

City, State and Zip Code

Mailing Address, if different than the street address

Mr. Stephen Semenick- Manager Public Projects

Contact Person Name

(206)625-6152 stephen.semenick@BNSF.com

Contact Phone Number and Email Address

Section 3 – Crossing Location

1. Name of highway/roadway Cove Road

2. Name of railroad BNSF Railway

3. USDOT Crossing No. 084795Y

4. Located in the 1/4 of the 1/4 of Sec. 36 , Twp. 37N , Range 2E W.M.

5. GPS location, if known 48.65565, -122.495739

6. Railroad mile post (nearest tenth) 87.655

7. City Bellingham County Whatcom

Section 4 – Current Crossing Traffic

1. Type of public road at the crossing State County City
 Port State Park Other _____
2. Average daily vehicle traffic over the tracks 240 Vehicle speed limit 25
3. Number of lanes 2
4. Trucks (commercial vehicles) are what percent of average daily traffic 4.7%
5. Number of school buses over the crossing each day 0
6. Name of railroad(s) operating at crossing BNSF, AmTrak

7. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion
8. Type of tracks at crossing Main Line Siding or Spur
9. Number of tracks at crossing 1
10. Average daily train traffic, freight 17
Authorized freight train speed 50 Operated freight train speed 45
11. Average daily train traffic, passenger 2
Authorized passenger train speed 79 Operated passenger train speed 45

Section 5 – Justification

1. Provide the following information:

a. Describe in detail the why this crossing should have median barriers installed.

The Cove Road is a no outlet local access road to a small community of approximately 20 residences that live on the westerly side of the crossing. These residences are the predominant users of this crossing. The current Average Daily Traffic (ADT) is 240 vehicles. There are no school or city buses that use this crossing. The medians will provide a physical deterrent in the absence of the train horn which only provides a warning to motorists. The crossing will maintain the existing warning devices consisting of: two (2) entrance gates, advanced warning signs, bells, and 12 flashing lights. A eighteen foot long precast curb will be installed at the southwest quadrant of the crossing to protect the crossing gate assembly (see attached plan). The Federal Railroad Administration (FRA) has calculated the effectiveness rating for the Alternative Safety Measures to be 0.53, thus reducing the current risk index to be below the Nationwide Significant Risk Threshold inferring that with the proposed safety measure the crossing will be a safer crossing.

b. Provide a description of the type of median barriers proposed.

The mountable median will extend 100 feet to the east and 25 feet west of the crossing qualifying these improvements to be considered Alternative Safety Measures. The FRA has reviewed the effectiveness rating and has concurred that the proposed improvement will reduce the risk index and qualify the crossing for a quiet zone. The mountable median 's will be constructed of a high strength composite material. It is 10-5/8 inches wide and has a dome shape that is 4 inches tall. The 44 inch sections fasten together and are anchored to the pavement using a nylon expansion molly and 5/8 inch by 6 inch lag screws. The reflective traffic channelization devices are attached to the curb using a rubber boot that slides into a machined groove in the curb at 80 inch intervals. These reflective traffic channelization devices are 40 inches by 8-3/4 inches with 232 square inches of type III reflective sheeting on both sides. The break away reflective traffic channelization devices provide an effective deterrent for the typical motorists while allowing for emergency apparatus to openly access and use the full width of the roadway.

c. Describe who will maintain the barriers.

The proposed barriers will be maintained by Whatcom County Public Works' Maintenance and Operations Division. The barriers will be maintained at the original installed condition and all damage compromising the functionality of the barrier will be corrected immediately. A thorough annual inspection will be conducted to ensure that there is no degradation of the material and the inspection will be documented and provided to the UTC, FRA, or BNSF upon request. After installation of the proposed barrier Whatcom County intends to monitor the site and maintain a clear line of communication to identify and address any violations that may occur during this time. If violations become an issue, Whatcom County recognizes that adjustments may need to be made.

d. Attach a proposed diagram or design of the crossing and median barriers.

Please see the attached plan of the proposed improvements.

Section 6 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to install median barriers at the following crossing.

USDOT Crossing No. _____

We have investigated the conditions at the crossing. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree installation of median barriers should be made and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of

_____, 20__.

Printed name of Respondent

Signature of Respondent's Representative

Title

Company Name

Phone number and email address

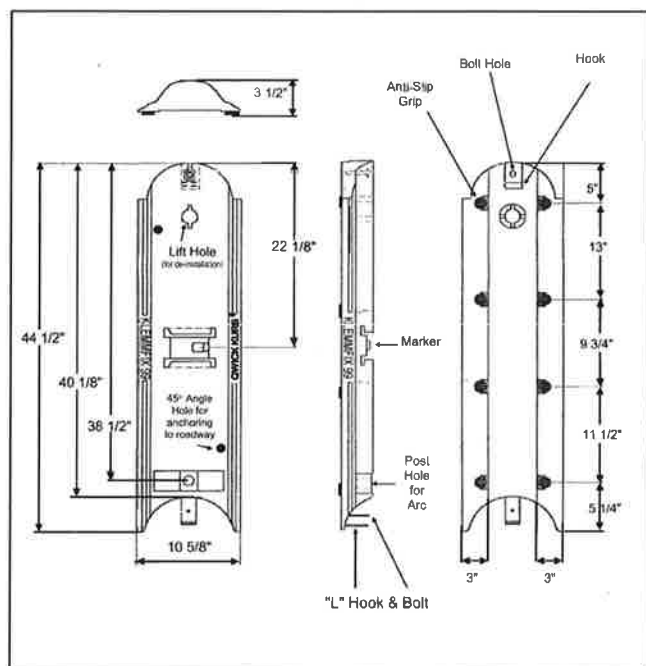
Mailing address



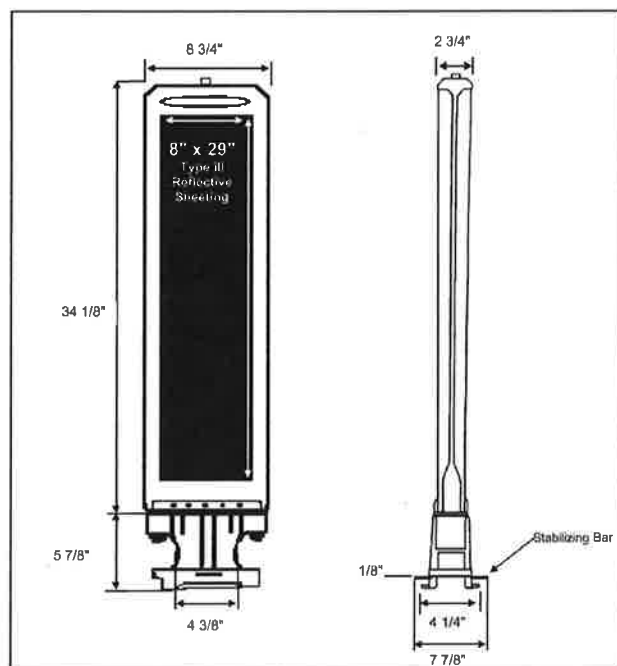
COVE ROAD RAILROAD GRADE CROSSING IMPROVEMENTS

CRP No. 918015

SECTION 36, TOWNSHIP 37 NORTH, RANGE 2 EAST, W.M., WHATCOM COUNTY, WASHINGTON



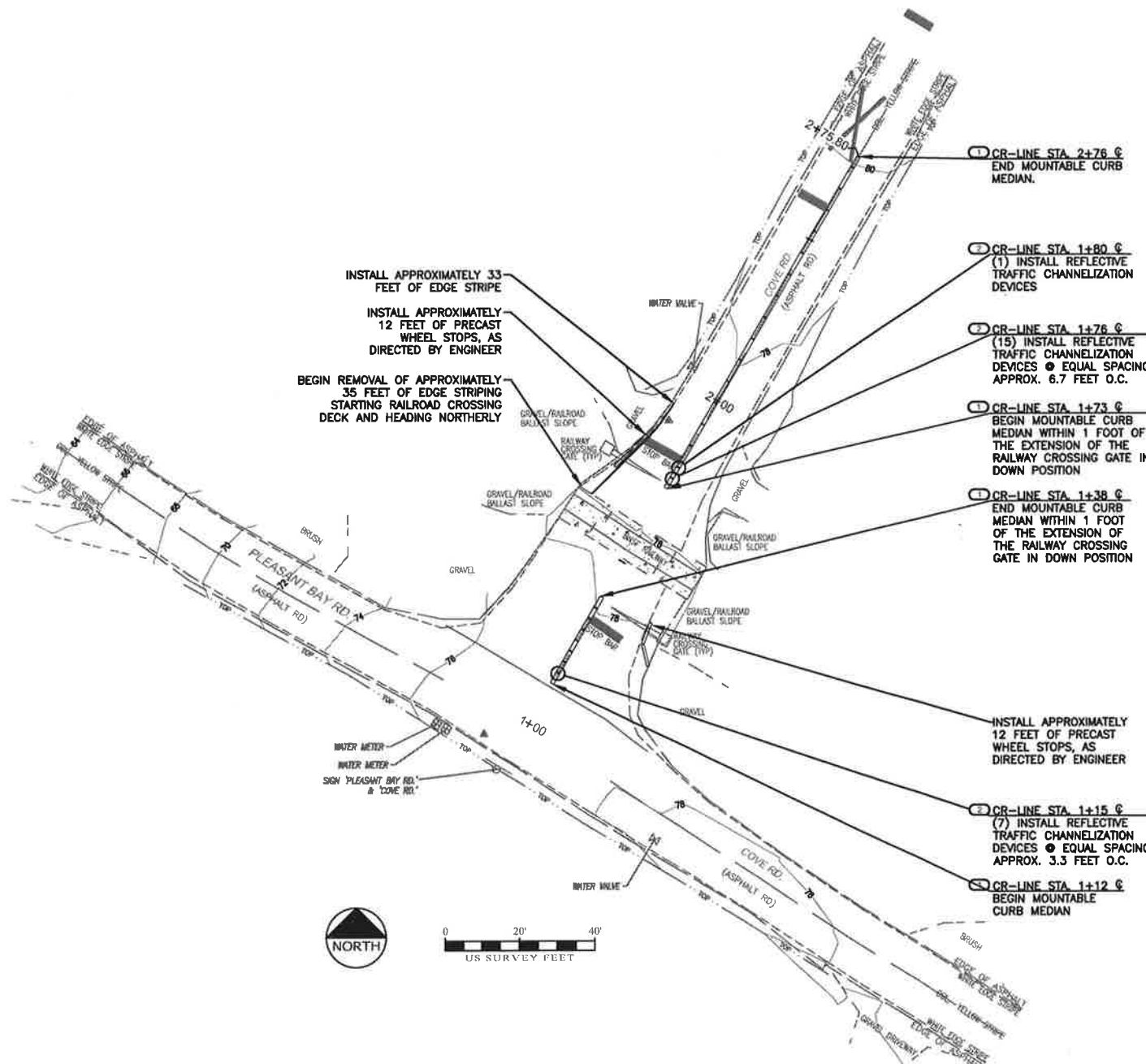
1 MOUNTABLE CURB MEDIAN
NOT TO SCALE



2 REFLECTIVE TRAFFIC CHANNELIZATION DEVICE
DETAIL
NOT TO SCALE

3 MEDIAN NOTES

1. INSTALL QWIK KURB MODEL L-60 OR APPROVED EQUIVALENT PER THE MANUFACTURER'S RECOMMENDATION, (SEE DETAIL THIS SHEET)
2. INSTALL QWIK KURB MODEL L-104 REFLECTIVE TRAFFIC CHANNELIZATION DEVICES PER THE MANUFACTURER'S RECOMMENDATION (SEE DETAIL THIS SHEET)



WHATCOM COUNTY
DEPARTMENT OF PUBLIC WORKS
322 N. COMMERCIAL ST., SUITE 301 BELLINGHAM, WA 98225
(360) 778-6210

PROJECT: COVE ROAD RAILROAD GRADE CROSSING IMPROVEMENTS
MOUNTABLE CURB MEDIAN WITH REFLECTIVE CHANNELIZATION DEVICES PLAN
TITLE:



JACK LOUWS
WHATCOM COUNTY EXECUTIVE

JOSEPH P. RUTAN, P.E.
COUNTY ENGINEER

PRELIMINARY (100% REVIEW SET)

| No. | SHEET REVISION | DATE | BY | PLAN SET ISSUE | DATE |
|-----|----------------|------|----|----------------|------|
| | | | | | |
| | | | | | |
| | | | | | |

| DESIGN | DRAWN | CHECK |
|--------|-------|-------|
| CJS | KFA | JPK |

DRAWING SCALE: 1" = 20'
HORIZ. DATUM: COB83/88
VERT. DATUM: NAVD88

| |
|-------------------------------|
| CONTRACT DATE: TBD |
| PROJECT No: CRP 918015 |
| ROAD/BRIDGE No: |
| DRAWING FILE: 918009 X_BD.dwg |

| |
|--|
| PUBLIC WORKS DIRECTOR: JON HUTCHINGS |
| COUNTY ENGINEER: JOSEPH P. RUTAN, P.E. |
| PROJECT ENGINEER: CODY SWAN |

SHEET: 01
OF: 01