


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-
	)	
<u>Whatcom County</u>	)	PETITION FOR INSTALLATION OF
Petitioner,	)	MEDIAN BARRIERS AT A
	)	HIGHWAY-RAIL GRADE
	)	CROSSING
vs.	)	
<u>Burlington Northern Santa Fe Railway</u>	)	
Respondent	)	
	)	USDOT CROSSING NO.: #084821L
	)	
	)	

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**

<u>Whatcom County</u>
Petitioner
<u> 5.25.18</u>
Signature
<u>322 North Commercial Street, Suite 301</u>
Street Address
<u>Bellingham, WA 98225</u>
City, State and Zip Code
<u></u>
Mailing Address, if different than the street address
<u>James P. Karcher, P.E. – Engineering Manager</u>
Contact Person Name
<u>(360)778-6271 jkarcher@co.whatcom.wa.us</u>
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 Cliffside Drive

2. Name of railroad BNSF Railway

3. USDOT Crossing No. 084821L

4. Located in the \_\_\_ 1/4 of the \_\_\_ 1/4 of Sec. 15 , Twp. 38N , Range 2E W.M.

5. GPS location, if known 48.7780214, -122.5392244

6. Railroad mile post (nearest tenth) 100.3

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 300        Vehicle speed limit 25
3. Number of lanes 2
4. Trucks (commercial vehicles) are what percent of average daily traffic 1%
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 Cliffside Drive is a no outlet local access road to a small community of approximately 44 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 300 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 8 flashing lights that will be upgraded to LED through the proposed project. A eighteen foot long precast curb will be installed at the northeast quadrant of the crossing to protect the crossing gate assembly (see attached plan). The Federal Railroad Administration (FRA) has calculated the current risk index at this crossing to be below the Nationwide Significant Risk Threshold inferring that the current configuration meets the minimum requirements to become a quiet zone. However, Whatcom County still proposes to install Supplemental Safety Measures that will further reduce the risk index by 60%.

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

The mountable median will extend 100 feet both east and west of the crossing qualifying these improvements to considered Supplemental Safety Measures. The mountable median is 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

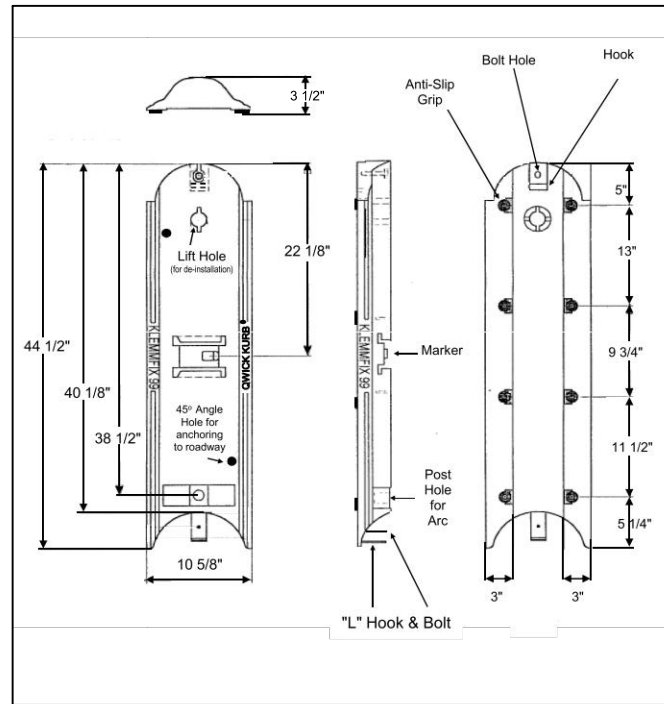
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Mailing address



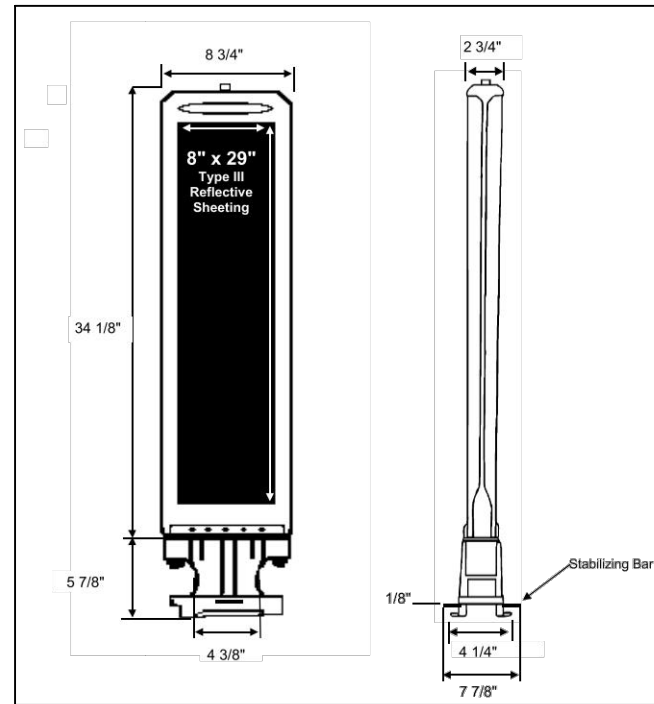
# CLIFFSIDE DRIVE RAILROAD GRADE CROSSING IMPROVEMENTS

## CRP No. 918014

SECTION 15, TOWNSHIP 38 NORTH, RANGE 2 EAST, W.M., WHATCOM COUNTY, WASHINGTON



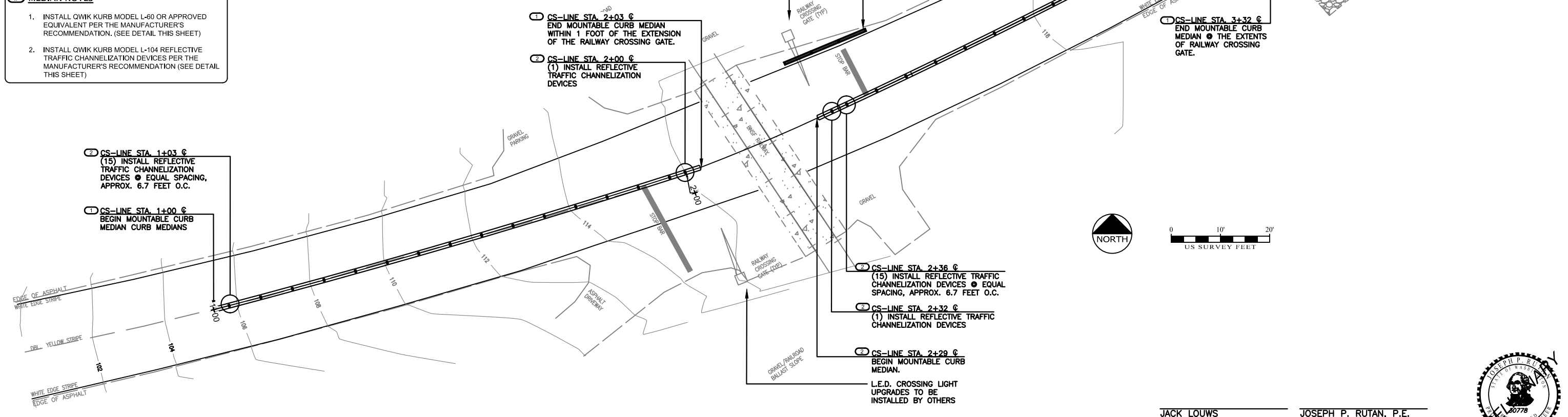
1 MOUNTABLE CURB MEDIAN



2 REFLECTIVE TRAFFIC CHANNELIZATION DEVICE DETAIL

### 1 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)



L.E.D. CROSSING LIGHT UPGRADES TO BE INSTALLED BY OTHERS

INSTALL APPROXIMATELY 18 FEET OF PRECAST WHEEL STOPS, AS DIRECTED BY ENGINEER

1 CS-LINE STA. 3+32 @ END MOUNTABLE CURB MEDIAN @ THE EXTENTS OF RAILWAY CROSSING GATE.

1 CS-LINE STA. 2+03 @ END MOUNTABLE CURB MEDIAN WITHIN 1 FOOT OF THE EXTENSION OF THE RAILWAY CROSSING GATE.

2 CS-LINE STA. 2+00 @ (1) INSTALL REFLECTIVE TRAFFIC CHANNELIZATION DEVICES

2 CS-LINE STA. 1+03 @ (15) INSTALL REFLECTIVE TRAFFIC CHANNELIZATION DEVICES @ EQUAL SPACING, APPROX. 6.7 FEET O.C.

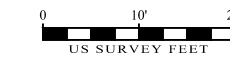
1 CS-LINE STA. 1+00 @ BEGIN MOUNTABLE CURB MEDIAN CURB MEDIANS

2 CS-LINE STA. 2+36 @ (15) INSTALL REFLECTIVE TRAFFIC CHANNELIZATION DEVICES @ EQUAL SPACING, APPROX. 6.7 FEET O.C.

2 CS-LINE STA. 2+32 @ (1) INSTALL REFLECTIVE TRAFFIC CHANNELIZATION DEVICES

2 CS-LINE STA. 2+29 @ BEGIN MOUNTABLE CURB MEDIAN.

L.E.D. CROSSING LIGHT UPGRADES TO BE INSTALLED BY OTHERS



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	CONTRACT DATE: TBD	PUBLIC WORKS DIRECTOR: JON HUTCHINGS	<b>WHATCOM COUNTY</b> DEPARTMENT OF PUBLIC WORKS 322 N. COMMERCIAL ST., SUITE 301 BELLINGHAM, WA 98225 (360) 778-6210	PROJECT: CLIFFSIDE DRIVE RAILROAD GRADE CROSSING IMPROVEMENTS	SHEET: 01 OF: 01
			UTC PETITION SET	MAY 29, 2018	CJS	KFA	JPK	PROJECT No: CRP 918014	COUNTY ENGINEER: JOSEPH P. RUTAN, P.E.		MOUNTABLE CURB MEDIAN WITH REFLECTIVE CHANNELIZATION DEVICES PLAN	
					DRAWING SCALE: 1" = 10'			ROAD/BIDGE No: 70760	PROJECT ENGINEER: CODY SWAN			
					HORZ. DATUM: COB83/98			DRAWING FILE: 918014 Cliffside X BD.dwg				
					VERT. DATUM: NAVD88							