


WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

	)	DOCKET NO. TR-
	)	
<u>Whatcom County Council</u>	)	<b>AMENDED</b> -PETITION FOR
Petitioner,	)	INSTALLATION OF MEDIAN
	)	BARRIERS AT A HIGHWAY-RAIL
	)	GRADE CROSSING
vs.	)	
<u>Burlington Northern Santa Fe Railway</u>	)	
Respondent	)	USDOT CROSSING NO.: #084796F
	)	
.....	)	

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

Signature
<u>322 North Commercial Street, Suite 301</u>
Street Address
<u>Bellingham, WA 98225</u>
City, State and Zip Code
<u>Mailing Address, if different than the street address</u>
<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 addressMr. Richard Wagner- Manager Public Projects

Contact Person Name

(206)685-6152 Richard.Wagner@BNSF.com

Contact Phone Number and Email Address

**Section 3 – Crossing Location**1. Name of highway/roadway Yacht Club Road2. Name of railroad BNSF Railway3. USDOT Crossing No. 084796F4. Located in the \_\_, 1/4 of the \_\_ 1/4 of Sec. 24, Twp. 37N, Range 2E W.M.5. GPS location, if known 48.6755733, -122.48920956. Railroad mile post (nearest tenth) 89.47. 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 222    Vehicle speed limit 35
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 20  
Authorized freight train speed 59    Operated freight train speed 50
11. Average daily train traffic, passenger 2  
Authorized passenger train speed 79    Operated passenger train speed 79

**Section 5 – Justification**

1. Provide the following information:

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

Yacht Club Road is a no outlet road that accesses 32 residences. The majority of these residents make up the average daily traffic (ADT) of 111 motorists each way. The residents have been the principal driving force for the implementation of this safety measure and have organized funds for the construction of the median. This community using the crossing is involved, educated and astutely aware of the safety measures being installed and the potential hazards of circumventing the existing and proposed safety measures. 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 the 12 flashing lights. The Federal Railroad Administration (FRA) has calculated the risk, using their method for calculating potential risk of incident at grade crossings, and the risk index has decreased by nearly 40% with the additions of medians and discontinuation of the train horn.

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

The medians for both approaches to the crossing will be concrete center medians, no shorter than 6-inches in height, extending no less than 100-feet from the east approach and no less than 35-feet from the west approach, with the length having been previously approved by FRA application. The median height of 6-inches for the full length of the curb from the gate arm back for at least 100-feet and 36-feet, respectively, and the minimum length will not include any tapers. Additional design specifications are determined by the standard traffic design specifications used by Whatcom County under the authority of the County Engineer and approved by the Washington State Utilities and Transportation Commission (WUTC). The median end closest to the tracks will be less than 12-inches from the face of the curb to the edge of the gate-arm as measured in the down position. There will be two, 1 foot breaks to allow for proper drainage of the roadway. A high strength plastic base plate is bolted to the curb and a reflective traffic channelization device slides into a machined groove in the base plate and secured with 2 bolts. The channelization devices are spaced at equal intervals between the breaks and not exceeding 80 inches. The reflective channelization devices will begin 18 inches from each end or any breaks. 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.

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. 084796F

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 BINGEN, Washington, on the 3<sup>RD</sup> day of  
May, 2017.

Richard W. Wagner

Printed name of Respondent

[Signature]

Signature of Respondent's Representative

MAN PUBLIC PROJECTS NW DIVISION

Title

BNSF Railway

Company Name

206.625.6152

Phone number and email address

Richard.Wagner@BNSF.COM

2454 OCCIDENTAL AVENUE So, St. 2D  
SEATTLE, WA 98672

Mailing address