TR 380397

City of White Salmon
Office of City Hall

Office: (509) 493-1133
Fax: (509) 493-1231

RECEIVED
FEB 25 2008
WASH. UT. & TP. COMM

February 19, 2008

Kathy Hunter
Washington Utilities & Transportation Commission
PO Box 47250
1300 S. Evergreen Park Drive, SW
Olympia, WA 98504-7250

RE: Notice of Intent (NOI) to establish a Quiet Zone at the South Dock Grade Crossing
WUTC Crossing 3A74.20 U.S. D.O.T. 090164L)

Dear Ms. Hunter:

Thank you for your cooperation and time in helping to create White Salmon's Quiet Zone. As Mayor of the City of White Salmon I am very pleased to submit the attached Notice of Intent (NOI) to establish a Quiet Zone at the South Dock Grade Crossing.

As you are aware, there is broad-based support from the residents, businesses, the City Council, and the Chamber of Commerce for this Quiet Zone. Members of the business Community as well as residents have committed to fund the required studies, engineering, and improvements so there will be no cost to the City.

Beyond improving quality of life issues for our affected residents the businesses along Highway 14 will benefit. The existing businesses, including the Chamber of Commerce, as well as the vacant and non-developed properties within the Riverfront redevelopment area will all benefit in a more noise-free environment. The City may even reap more tax revenue long term as these properties redevelop. All utility infrastructures are in place in the Riverfront area.

White Salmon has always treasured its quality of life attributes and the establishment of this Quiet Zone helps to implement the City's environmental quality and business goals. While quality of life issues including minimizing sources of noise pollution are important to the City, we are very careful to be in full compliance with all safety regulations and criteria. Accordingly we offer the following list of safety measures and appropriate statistics:

- We meet all of the criteria for formation of a Quiet Zone per the Federal Railroad Agency's (FRA) Train Horn Rule. Based on the attached Quiet Zone Calculator and a recent traffic count the Quiet Zone Risk Index (QZRI) is 14,092 which is 25% below the National Safely Risk Threshold (NSRT) at 19,047.
- The number of accidents has actually reduced since the enactment of the Quiet Zone Train Horn Rule in 2005.
- The train engineer can utilize his horn as needed even in the Quiet line.
- There are gates, bells, and lights already in place at the crossing.
- An annual safety review will be conducted by the Federal Railroad Agency (FRA).

Our proposed improvements include Advance Warning Signs notifying drivers that there is no train horn as well as painted stop lines in full compliance with the Manual on Uniform Traffic Control Devices (MUTCD) as well as with the FRA's Train Horn Rule.

Attached for your review and comments are the NOI Application, A Traffic Report, The QZ Calculator, The Diagnostic Report, a location map, and a letter from our consultants at Railroad Controls documenting our approach. This NOI is being sent February 19th 2008 by certified mail -- please kindly return all comments to me at the above address within the prescribed 60-day comment period (April, 21st 2008). Please copy our Quiet Zone Consultant Mike Miller on all correspondence as well at 1701 Broadway #354, Vancouver, WA 98663.

Again, we are grateful to the residents, the business community, the Mt. Adams Chamber of Commerce, the City Council, the FRA, BNSF, Washington Department of Utilities & Transportation, and City staff for working so hard over the past year to make this happen! We truly believe this is a great opportunity for the City of White Salmon.

David R. Poucher, Mayor

City of White Salmon

Cc: Ken Woodruff, Attorney City of White Salmon
Christine Adams, Federal Railroad Administration
Dale Connell, Mt. Adams Chamber of Commerce
Robert Albritton, Railroad Controls
Mike Miller, Quiet Zone Consultant

Attachments:

EXHIBIT # 1:	NOI Application
EXHIBIT # 2:	Quiet Zone Calculator
EXHIBIT # 3:	South Dock Grade Crossing Diagnostics Report --August 30, 2007
EXHIBIT # 4:	Lancaster Engineering, Traffic Report for South Dock Grade Road, October 2007
EXHIBIT # 5:	Location Map
EXHIBIT # 6:	Letter from Robert Albritton of Railroad Controls, February 15th, 2008

NOI Notice Of Intent

City of White Salmon Quiet Zone

Date: February 19th, 2008
Street Name: South Dock Grade Road
Crossing Identifications: WUTC Crossing 3A74.20; U.S. D.O.T. 090164L

Response to Applicable Train Horn Rule Sections

§ 222.35 What are the minimum requirements for quiet zones?
The following requirements apply to quiet zones established in conformity with this part. (a) Minimum length. (1)(i) Except as provided in paragraph (a)(1)(ii) of this section, the minimum length of a New Quiet Zone or New Partial Quiet Zone established under this part shall be one half mile along the length of railroad right-of-way.

RESPONSE: The length of the White-Salmon Quiet Zone will be in compliance with these criteria and will extend from milepost 73.9 until milepost 74.4.

§ 222.35 a-3 *(b) Active grade crossing warning devices. (1) Each public highway-rail grade crossing in a New Quiet Zone established under this part must be equipped, no later than the quiet zone implementation date, with active grade crossing warning devices comprising both flashing lights and gates which control traffic over the crossing and that conform to the standards contained in the MUTCD. Such warning devices shall be equipped with constant warning time devices, if reasonably practical, and power-out indicators.*

RESPONSE: Flashing lights and gates conforming to MUTCD standards and equipped with constant warning time devices and power out indicators are already in existence at the crossing per the Diagnostic Report.

§ 222.35 *a-3 (c) Advance warning signs. (1) Each highway approach to every public and private highway-rail grade crossing within a New Quiet Zone shall be equipped with an advance warning sign that advises the motorist that train horns are not sounded at the crossing. Such sign shall conform to the standards contained in the MUTCD.*

RESPONSE: Advanced warning sign Type W10-9 will be installed and mounted on the existing MUTCD (W10-1) signs as a supplemental plaque in conjunction with the creation of this Quiet Zone. In accordance with the Manual on Uniform Traffic Control Devices (MUTCD 2003) Section 8B.14:

Section 8B.14 NO TRAIN HORN Sign (W10-9)

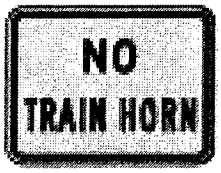
Standard:

A NO TRAIN HORN (W10-9) sign (see Figure 8B-5) shall be installed at each highway-rail grade crossing where there is a Federal Railroad Administration authorization for trains to not sound a horn. The sign shall be mounted as a supplemental plaque below the Highway-Rail Grade Crossing Advance Warning (W10-1) sign (see Figure 8B-2).

Figure 8B-2. Advance Warning Signs

W10-1

Figure 8B-5. Warning Signs



W10-9

§ 222.39 How is a quiet zone established?
(a) Public authority designation. This paragraph (a) describes how a quiet zone may be designated by a public authority without the need for formal application to, and approval by, FRA. If a public authority complies with either paragraph (a)(1), (a)(2), or a)(3) of this section, and complies with the information and notification provisions of § 222.43 of this part, a public authority may designate a quiet zone without the necessity for FRA review and approval. (1) A quiet zone may be established by implementing, at every public highway-rail grade crossing within the quiet zone, one or more SSMs identified in appendix A of this part. (2) A quiet zone may be established if the Quiet Zone Risk Index is at, or below, the Nationwide Significant Risk Threshold, as follows: (i) If the Quiet Zone Risk Index is already at, or below, the Nationwide Significant Risk Threshold without being reduced by implementation of SSMs; or (ii) If SSMs are implemented which are sufficient to reduce the Quiet Zone Risk Index to a level at, or below, the Nationwide Significant Risk Threshold. (3) A quiet zone may be established if SSMs are implemented which are sufficient to reduce the Quiet Zone Risk Index to a level at or below the Risk Index With Horns.

RESPONSE: White Salmon's Quiet Zone complies with under section (2) (i) as the Quiet Zone Risk Index (QZRI) is below the Nationwide Significant Risk Threshold (NSRT). As shown on the attached Quiet Zone calculator The QZRI is 14,092 and the NSRT is 19,047.

§ 222.43 What notices and other information are required to create or continue a quiet zone?
(a)(1) The public authority shall provide written notice, by certified mail, return receipt requested, of its intent to create a New Quiet Zone or New Partial Quiet Zone under § 222.39 of this part or to implement new SSMs or ASMs within a Pre-Rule Quiet Zone or Pre- Rule Partial Quiet Zone under § 222.41(c) or (d) of this part. Such notification shall be provided to: All railroads operating over the public highway-rail grade crossings within the quiet zone; the State agency responsible for highway and road safety; and the State agency responsible for grade crossing safety.

> **RESPONSE:** Notification by certified mail is hereby being made for the purpose of Notification of Intent to create a Quiet Zone at the South Dock Grade Road crossing in the City of White Salmon. Notice is being provided to all railroads operating on said rails including BNSF and Amtrak. Notification is also being made to the Washington Utilities & Transportation Commission. The UTC is the state agency responsible for railroad safety, including approving new grade crossings and closing or altering existing rail crossings. The agency investigates train accidents, inspects railroad crossings, teaches public education classes and approves rail-safety improvement projects in Washington. It is responsible for highway and road safety as well as grade crossing safety.

§ 222.43 (b) Notice of Intent. (1) Timing. (i) The Notice of Intent shall be mailed at least 60 days before the mailing of the Notice of Quiet Zone Establishment, unless the public authority obtains written

comments and/or "no-comment" statements from each railroad operating over public highway-rail grade crossings within the quiet zone, the State agency.

RESPONSE: The Notice of Establishment will not be sent until after the 60 -day comment period expires.

§ 222.43 (b) *(2) Required Contents. The Notice of Intent shall include the following: (i) A list of each public, private, and pedestrian grade crossing within the quiet zone, identified by both U.S. DOT National Highway-Rail Grade Crossing Inventory Number and street or highway name, if applicable.*

RESPONSE: The State Crossing Identification is WUTC Crossing 3A74.20 ; The U.S. DOT National Highway Rail Grade Crossing Inventory Number is U.S. D.O.T. 090164L

(ii) A statement of the time period within which restrictions would be imposed on the routine sounding of the locomotive horn (i.e., 24 hours or from 10 p.m. until 7 a.m.).

RESPONSE: A 24 hour time period will be in effect for the White Salmon Quiet Zone.

(iii) A brief explanation of the public authority's tentative plans for implementing improvements within the proposed quiet zone.

RESPONSE: The City's proposed improvements include Advance Warning Signs notifying drivers that there is no train horn as well as painted stop lines in full compliance with the Manual on Uniform Traffic Control Devices (MUTCD) and the FRA's Train Horn Rule. See applicants response to ***§ 222.35 a-3 (c) Advance warning signs*** above.

(iv) The name and title of the person who will act as point of contact during the quiet zone development process and the manner in which that person can be contacted.

RESPONSE: The contact and Quiet Zone Consultant is Mike Miller. Mr. Miller can be reached by phone at 503-522-5954; by e-mail at mlm5@Comcast.net ; or by mail at Quiet Zone Consultants, ATTN: Mike Miller 1701 Broadway # 354, Vancouver, WA 98663

(v) A list of the names and addresses of each party that will receive notification in accordance with paragraph (a)(1) of this section.

RESPONSE: The following persons will receive notifications in accordance with the purisms of this section:

State Agency Responsible for Highway and Road Safety; and State Agency Responsible for Grade Crossing Safety:

Kathy Hunter
Washington Utilities & Transportation Commission
P.O.Box 47250
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-7250

Laurie Halstead
Washington Utilities & Transportation Commission

P.O.Box 47250
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-7250

Railroads Operating over crossing

John Li
BNSF Railroad
2454 Occidental Ave. So. Suite 1A
Seattle, WA 98134

Alvin Richardson
Amtrak Senior Safety Coordinator
Amtrak
National Railroad Passenger Corporation
60 Massachusetts Ave
Washington, DC 20002

Jurisdiction making Notification

Mayor David Poucher
City of White Salmon
100 N. Main St.
PO Box 2139
White Salmon, WA 98672

Submitted by:

City of White Salmon

2/19/08
DAVID R. POUCHER Date
Mayor, City of White Salmon

Q-Z CALCULATOR EXHIBIT #2

Federal Railroad Administration

QUIET ZONE CALCULATOR

Print This Page

Create New Zone

Manage Existing Zones

Log Off

Cancel | Change Scenario: 12-17-07_23456 | Continue

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
090164L	S DOCK GRADE RD	88	Gates	0	0	14,092.13	MODIFY

* 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.

Summary	
Proposed Quiet Zone:	12-17-07
Type:	New 24-hour QZ
Scenario:	12-17-07_23456
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	19047 .00
Risk Index with Horns:	8448.52
Quiet Zone Risk Index:	14092.13

Select

Step by Step Instructions:

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

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM 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

DIAGNOSTIC REVIEW
EXHIBIT #3

PROPOSED QUIET ZONE DIAGNOSTIC REVIEW CHECKLIST

USDOT #: 090164L
Street: ~~Dock~~ Grade Rd. City of White Salmon

Participants: See attached sheet

The proposed Quiet Zone covers what hours? not specified
(i.e., 24 hours a day or some partial number of hours)

NOI has not yet been filed - pre NOI meeting today

Public crossings within the proposed Quiet Zone

1. Does the crossing include flashing lights, bells, and gates?
   Yes [X] No [ ]
   Comments: _____
   - All public crossings within a proposed Quiet Zone must include flashing lights, bells, and gates.

2. Does the crossing include power outage indicators?
   Yes [X] No [ ]
   Comments: No Pavement markings
   No advance warnings
   - All public crossings within a proposed Quiet Zone must include power outage indicators.

3. Does the crossing include a constant warning time device?
   Yes [X] No [ ]
   Comments: _____
   - All public crossings within a proposed Quiet Zone must include a constant warning time device.

4. Does the crossing include MUTCD compliant advance warning signs that advise a horn is not sounded?
   Yes [ ] No [X]
   Comments: _____
   - All public crossings within a proposed Quiet Zone must include MUTCD compliant advance warning signs that advise a horn is not sounded.

5. Has the local jurisdiction included any Supplemental Safety Measures, in addition to the required safety measures, at the public crossing?
   Yes [ ] No [X]
   Comments: _____

- A local jurisdiction may implement Supplemental Safety Measures, as follows, to reduce its risk at a public crossing:
  1. Four-quadrant gates.
  2. Medians or channelization devices.
  3. One-way streets with gates across all lanes.
  4. Temporary or permanent closure of a crossing during the proposed Quiet Zone timeframe.

6. Has the local jurisdiction included any Alternative Safety Measures, in addition to the required safety measures, at the public crossing?
   Yes ☐ No ☒
   Comments: _____

   - A local jurisdiction may implement Alternative Safety Measures, as follows, to reduce its risk at a public crossing:
     1. Modification of any Supplemental Safety Measure because conditions make the Supplemental Safety Measure impossible to implement.
     2. Local law enforcement officials commit to a systematic, measurable crossing monitoring and traffic law enforcement program at public crossings.
     3. Community officials conduct a program of public awareness and education directed at driers, pedestrians, and residents near crossings.
     4. Local law enforcement officials implement an automated means of gathering valid photographic or video evidence of traffic law violations at crossings.

Private crossings within the proposed Quiet Zone

1. Are there any private crossings included within the proposed Quiet Zone?
   Yes ☐ No ☒
   Comments: _____

   - The local jurisdiction must identify all private crossings within a proposed Quiet Zone.

2. Does the crossing include crossbucks and stop signs on both approaches?
   Yes ☐ No ☐
   Comments: _____

   - All private crossings within a proposed Quiet Zone must include crossbucks and stop signs on both approaches.

3. Does the crossing include MUTCD compliant advance warning signs that advise a horn is not sounded?
   Yes ☐ No ☒
   Comments: _____

   - All private crossings within a proposed Quiet Zone must include MUTCD compliant advance warning signs that advise a horn is not sounded.

4. Are any additional advance warning signs MUTCD compliant?
   Yes ☐ No ☐ Not Applicable ☐
   Comments: _____

   - Any additional advance warning signs at a private crossing must be MUTCD compliant.

5. Does the Quiet Zone include any private crossings with public, commercial, or industrial access?
   Yes ☐ No ☐
   Comments: _____

   - The local jurisdiction must identify all private crossings within the proposed Quiet Zone with public, commercial, or industrial access.

6. Does the Diagnostic Team have any specific recommendations for treatment of a private crossing with public, commercial, or industrial access within the proposed Quiet Zone?
   Yes ☐ No ☐
   Comments: _____

   - The local jurisdiction must treat each private crossing with public, commercial, or industrial access within a proposed Quiet Zone in the manner recommended by the Diagnostic Team, if the Team has specific recommendations.

Pedestrian crossings, or public crossings with established pedestrian access, within the proposed Quiet Zone

1. Are there any pedestrian crossings, or public crossings with established pedestrian access, included within the proposed Quiet Zone?
   Yes ☐ No ☒
   Comments: no sidewalks @ this crossing

   - The local jurisdiction must identify all pedestrian crossings, or public crossings with established pedestrian access, within a proposed Quiet Zone.

2. Does the crossing include MUTCD compliant advance warning signs that advise a horn is not sounded?
   Yes ☐ No ☒
   Comments: _____

   - All pedestrian crossings, or public crossings with established pedestrian access, within a proposed Quiet Zone must include MUTCD compliant advance warning signs that advise a horn is not sounded.

3. Does the Diagnostic Team have any specific recommendations for treatment of a pedestrian crossing, or a public crossing with established pedestrian access, within the proposed Quiet Zone?
   Yes ☐ No ☐
   Comments: _____

- The local jurisdiction must treat each pedestrian crossing, or public crossing with established pedestrian access, within a proposed Quiet Zone in the manner recommended by the Diagnostic Team, if the Team has specific recommendations.

Completed by K Hunter & Bob Boston Date same

Date of diagnostic review Aug 30, 2007

- So approach 55 ft
- 30 ft from crossing to driveway (nursery) on South approach.
- 10 to 15 ft N approach
- Medians - None

min. 60 ft, under 60 is an ASM

- No stop lines on either approach

Train data

Per John Li

39 trains per day (average) incl 2 Amtrak

55 mph - freight

60 mph - passenger

- Sight distances

NW - .5 mile

SW - 300 ft.

SE - 300 ft.

NE - 400 ft.

The City of White Salmon has never maintained the Dock Grade Rd.

8-30-07

Mike Miller ↑ ~~Consultant~~ Public member ~~Resident~~
Jan Brending, City of Bingen
Chris Adams & Darryl Morrow, FRA
Timmie Kim, ~~Sub~~ Mayor of White Salmon
Jonathan Blake, Ins
Mike Miller
David Agee, BNSF
John Li, BNSF
Doug , Councilmember

▷ Two White Salmon:
- Dock Grade Crossing
- low vehicle traffic count
- Private vs public — still unresolved
Chris Adams will follow-up.

▷ Private entity has agreements in place. David Agee will follow-up.

▷ Traffic count - how long - days/months → seasonal?

Mike and Jan will check/contact other cities/counties that have ~~[illegible]~~ filed notices.

See e-mails

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 8/27/2007

Crossing No.: ***090164L*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***08/17/06***
Railroad: ***BNSFBNSF Rwy Co. [BNSF]*** ***Current Record***
Initiating Agency ***Railroad*** Type and Position: ***Private At Grade***

Part I Location and Classification of Crossing

Division:	***NORTHWEST***	State:	***WA***
Subdivision:	***FALLBRIDGE***	County:	***KLICKITAT***
Branch or Line Name:	***PORTLND-WISHRAM***	City: ***In***	***WHITE SALMON***
Railroad Milepost:	***0074.20***	Street or Road Name:	***S DOCK GRADE RD***
RailRoad I.D. No.:	***0047***	Highway Type & No.:	***LOCAL***
Nearest RR Timetable Stn:	***BINGEN***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***20 3***
Crossing Owner: ***BNSF***	***BNSF Rwy Co. [BNSF]***	Latitude:	***45.7242828***
ENS Sign Installed:	***Yes***	Longitude:	***-121.4940273***
Passenger Service:	***AMTRAK***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***2***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***No***		

Private Crossing Information:

Category: ***Signals*** Specify Signs:

Public Access: Specify Signals: ***FL/GATES***

ST/RR A ST/RR B ST/RR C ST/RR D

Railroad Use:

State Use: ***3A 74.20***

Narrative:

Emergency Contact: ***(800)832-5452*** Railroad Contact: ***(913)551-4540*** State Contact: ***(360)664-1262***

Part II Railroad Information

Number of Daily Train Movements:
Total Trains: ***41*** Total Switching: ***0***
Typical Speed Range Over Crossing: From ***1*** to ***60*** mph
Type and Number of Tracks: Main: ***1*** Other ***0***

Less Than One Movement Per Day: ***No***
Day Thru: ***21***
Maximum Time Table Speed: ***60***
Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***
Does Another RR Operate Over Your Track at Crossing? ***Yes: ATK***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing *090164L*

Effective Begin-Date of Record: *08/17/06*
Current Record

Part III: Traffic Control Device Information

Signs:

Crossbucks:	*2*	Highway Stop Signs:	*0*
Advanced Warning:	*Yes*	Hump Crossing Sign:	*No*
Pavement Markings:	*Stop Lines*	Other Signs: *0* Specify: *0*	

Train Activated Devices:

Gates:	*2*	4 Quad or Full Barrier:	*No*
Mast Mounted FL:	*2*	Total Number FL Pairs:	*5*
Cantilevered FL (Over):	*0*	Cantilevered FL (Not over):	*0*
Other Flashing Lights:	*0*	Specify Other Flashing Lights:	
Highway Traffic Signals:	*0*	Wigwags: *0* Bells:	*1*
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	*None*	Type of Train Detection:	*Constant Warning Time*
Track Equipped with Train Signals?	*No*	Traffic Light Interconnection/Preemption:	*Not Interconnected*

Part IV: Physical Characteristics

Type of Development:	*Commercial*	Smallest Crossing Angle:	*60 to 90 Degrees*
Number of Traffic Lanes Crossing Railroad:	*2*	Are Truck Pullout Lanes Present?	*No*
Is Highway Paved?	*Yes*		
Crossing Surface:	*Timber*	If Other:	
Nearby Intersecting Highway?	*Less than 75 feet*	Is it Signalized?	
Does Track Run Down a Street?	*No*	Is Crossing Illuminated?	*No*
Is Commercial Power Available?	*No*		

Part V: Highway Information

Highway System:	*Other FA Highway - Not NHS*	Functional Classification of Road at Crossing:	*Rural Major Collector*
Is Crossing on State Highway System:	*No*		
Annual Average Daily Traffic (AADT):	*000377*	AADT Year:	*2003*
Estimated Percent Trucks:	*60*	Avg. No of School Buses per Day:	*0*
Posted Highway Speed:	*25*		

TR-031781 (P)

City of White Salmon
Public Works Department

October 29, 2003

Ahmer Nizam
WUTC
P.O. Box 47250
Olympia, WA 98504-7250

RE: BNSF RAILWAY COMPANY, PETITIONER vs. WHITE SALMON, WASHINGTON, RESPONDENT - WUTC CROSSING NO. 3A74.20

Dear Mr. Nizam:

Enclosed please find one ORIGINAL and one copy of the above referenced petition and application directing the reconstruction of a grade crossing, directing the upgrade of warning devices at an existing crossing, and authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division.

Thank you. If you have questions or if I can be of further assistance in this matter please contact this office at (509) 493-1133.

Sincerely,

Roger Holen, Mayor
CITY OF WHITE SALMON

Cc: __ Wil Keyser, Director - Public Works & Planning
__ Wayne Stanley, Transportation Specialist Consultant
__ J.M. Cowles, Mgr Public Projects, BNSF Railway Co.

Box 2139 - 100 N. Main St.
White Salmon, WA 98672
Email: cityhall@gorge.net

Office: (509) 493-1133
Fax: (509) 493-1231

ORIGINAL

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

		Docket No. __
The Burlington Northern and	)	**PETITION**
Santa Fe Railway Company	)	
Petitioner,	)	**Road Name South Dock Grade Rd**
Vs	)	
White Salmon, Washington	)	
	)	**WUTC Crossing No. 3A74.20**
Respondent	)	
	)	**DOT Crossing No. 090164L**

Application is hereby made to the Washington Utilities and Transportation Commission for an order (check one or more of the following)

[☒] directing the reconstruction of a grade crossing;
(construction - reconstruction-relocation)

[☐] directing installation of automatic grade crossing signal or other warning device (other than crossbucks) at a new crossing.

[☒] directing upgrade of warning devices at an existing crossing;
(replacement-change-upgrade)

[ ] allocating funds from the "grade crossing protective fund" for _____ of active warning devices;
(installation and/or maintenance)

[☒] authorizing the construction of the project, funding to be pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) in cooperation with the Washington State Department of Transportation Local Programs Division;

at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

[☐] hearing and order [☒] order without hearing

[☒] [ ] YES NO Has application for funding, pursuant to Intermodal Surface Transportation Efficiency Act been made to the Local Programs Division for this project.

[ ] [☒] YES NO If the answer is yes to the question above, has the funding requested under the Intermodal Surface Efficiency Act been denied?

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

_____
Petitioner

John M. Cowles, Manager Public Projects
Print Name Title

2454 Occidental Avenue South, Ste. 1-A
Street Address

Seattle, WA 98134
City - State - Zip Code

INTERROGATORIES
Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing or proposed highway N/A HWY mile post N/A

Existing or proposed railway The Burlington Northern and Santa Fe Railway Co. RR mile post 74.20

Located in the SW1/4 of the SE1/4 of Sec. 24 Twp. 3N Range 10E W.M.

WUTC crossing number 3A74.20 DOT crossing number 090164L

Street South Dock Grade Rd City White Salmon County Klickitat

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier (☒) Logging or Industrial (☐)

(b) Main Line (☒) Branch Line (☐) Siding or Spur (☐)

(c) Total number of tracks at crossing 1
(Note: A track separated 100 feet or more from another track constitutes a separate crossing).

(d) Operating maximum train speed: Legal maximum train speed:

Passenger	60	MPH	Passenger	60	MPH
Freight	55	MPH	Freight	55	MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains 2 Freight Trains 23
(Note: Round trip counted as two trains. Include switch movements).

[3]

Character of Roadway:

(a) State Highway-Classification

(b) County Highway-Classification

(c) City Street-Classification Local street (w/o curbs, gutters and sidewalks)

(d) Number of traffic lanes existing in each direction: 1 Number of additional traffic lanes proposed:

(e) Posted vehicle speed limit: Automobile 25 MPH Trucks 25 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 377 including 42 trucks and — school bus trips.
Projected traffic in 5 years: total 377 including 42 trucks and — school bus trips.

[4]

(a) If temporary, state for what purpose crossing is to be used and for how long.

N/A

(b) If temporary grade crossing, will you remove the crossing at completion of the activity requiring the temporary crossing?

N/A

[5]

(a) State whether or not a safer location for a grade crossing exists within a reasonable distance in either direction from the proposed point of crossing, and if so, what reason, if any, why this safer location should not be adopted, even though in doing so, it may be necessary to relocate a portion of the highway or railway.

No

(b) Are there any hillsides, earth, or other embankments, buildings, trees, orchards, side tracks (on which cars might be spotted), loading platforms, etc., in the vicinity not feasible to move, which may obstruct the view and which can be avoided by relocating the proposed crossing. Would it be practical to do so: Please describe.

No

[6]

(a) Is it feasible to construct and use an over or under crossing at the intersection of said railway land highway? If not, state why?

No. It is not economically feasible, and traffic volumes do not warrant a grade separation.

(b) Does the railway line at any point in the vicinity of the proposed crossing pass over a fill or trestle or through a cut where it is feasible to construct an under or overpass, even though it may be necessary to relocate a portion of the highway to reach that point?

No

(c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed.

No

[7]

(a) State approximate distance to nearest public or private crossing in each direction of railroad involved herein.
0.21 mi E to DOT no. 090166A (public overpass)
3.19 mi W to DOT no. 090163E (SR 14 overpass)

(b) If there is an existing crossing near the vicinity or if more than one crossing is proposed is it feasible to divert highways served and to be served by existing and proposed crossings, thus eliminating the need for more than one crossing?
No.

(c) If so, state approximate cost of highway relocation to effect such changes.
N/A

(d) Will the proposed crossing eliminate the need for one or more existing crossings in the vicinity? If so, state direction and approximate distance to the crossing or crossings.
No

(e) If this crossing is authorized, do you propose to close any existing crossing or crossings?
No

[8]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from North **(direction) an unobstructed view to the**

right	when on highway 300 feet from crossing of	N/A	feet	(South Dock Grade Road begins @ ± of Tee intersection ± 80 feet north of crossing.) *
right	when on highway 200 feet from crossing of	N/A	feet	
right	when on highway 100 feet from crossing of	N/A	feet	
right	when on highway 50 feet from crossing of	100	feet	
right	when on highway 25 feet from crossing of	1,300+	feet	
left	when on highway 300 feet from crossing of	N/A	feet	
left	when on highway 200 feet from crossing of	N/A	feet	
left	when on highway 50 feet from crossing of	215	feet	
left	when on highway 25 feet from crossing of	1,300+	feet	

Approaching crossing from South **(opposite direction) an unobstructed view to**

right	when on highway 300 feet from crossing of	N/A	feet	(South Dock Grade Road ends @ northerly limits of Native American in-lieu site ± 100 feet south of crossing.) *
right	when on highway 200 feet from crossing of	N/A	feet	
right	when on highway 100 feet from crossing of	85	feet	
right	when on highway 50 feet from crossing of	125	feet	
right	when on highway 25 feet from crossing of	400	feet	
left	when on highway 300 feet from crossing of	N/A	feet	
left	when on highway 200 feet from crossing of	N/A	feet	
left	when on highway 100 feet from crossing of	100	feet	
left	when on highway 50 feet from crossing of	150	feet	
left	when on highway 25 feet from crossing of	375	feet	

* Relative to project site.

[9]

Attach one or more prints showing a vicinity map and a layout of railway and highway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersections.

See exhibit "C" attached

[10]

(a) Is it feasible to provide a 25 foot level grade crossing on both sides from centerline of railway at point of crossing?
Yes

(b) If not, state in feet the length of level grade it is feasible to obtain.

(c) Is it feasible to obtain an approach grade, prior to the level grade of five percent or less? If not, state why, and state the percent approach grade possible.
Yes

[11]

Do you know of any reason not appearing in any of the answers to these interrogatories why the proposed crossing should not be made at grade or at the point proposed by you? If so, please state same fully.
No

Interrogatories 12 and 13 are to be completed only if this petition involves installation, replacement, or changing of automatic grade crossing signal or other warning device, other than crossbucks.

---

[12]

(a) State in detail, the number and type of automatic signals or other warning devices (other than crossbucks) proposed to be installed. (This portion should be filled in only after conference between the railroad and the petitioning local government agency.)

Install two automatic flashing light traffic control devices, shoulder-mount type with gates and train activation devices.

(b) State an estimate of the cost for installing the signals or other devices proposed, as obtained from the respondent railroad company ..... $ 158,875.00

(c) State a cost estimate for maintaining the signals or devices for 12 months, as obtained from the respondent railroad company ..... $ ____

(d) If this is an existing crossing, what will the proposed warning devices replace in the way of existing devices.
Crossbucks.

(e) As the petitioner, are you prepared to pay or will you promise to pay to the respondent railroad company, your share of the cost of installing the warning devices proposed as provided by law?

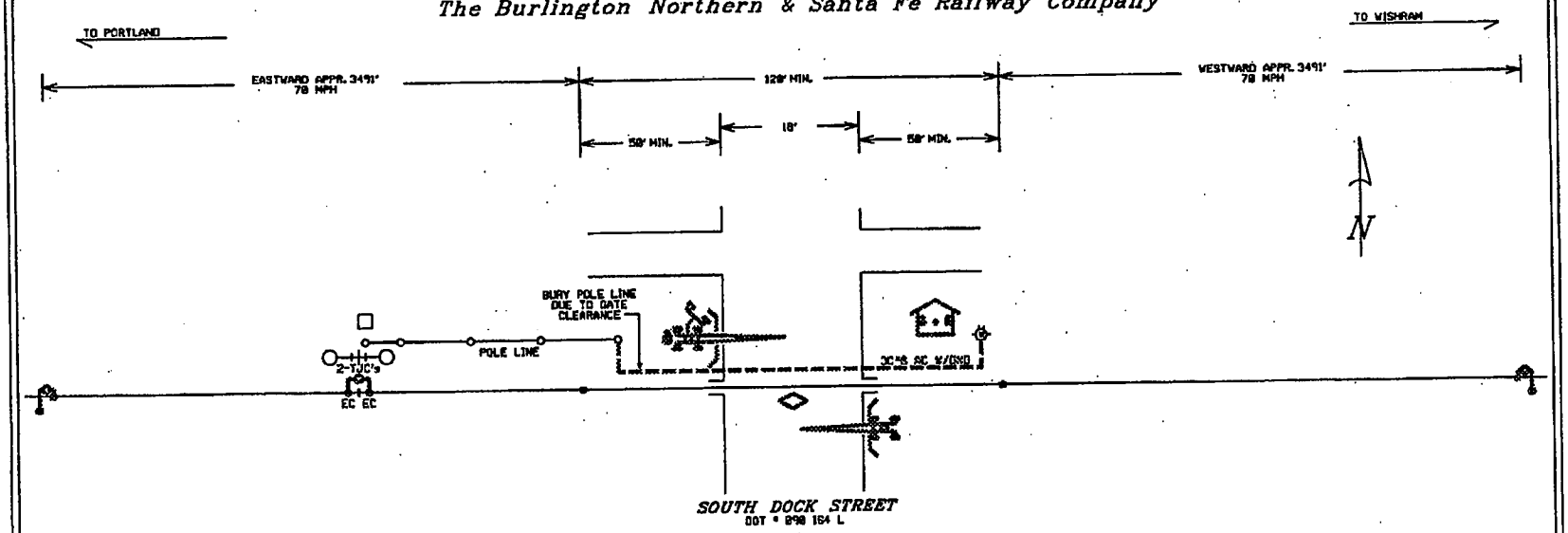
( ) Yes ( ) No (N/A) Railroad is Petitioner

[13]

Furnish a brief statement of why the public safety requires the installation of the automatic signals or devices as proposed?

Installation of active warning devices will improve the safety of the motoring public.

The Burlington Northern & Santa Fe Railway Company



INSTALL: GATES & FLASHERS

CONTROL DEVICES: CONSTANT WARNING

BOLD - IN

~~SLASH~~ - OUT

SALVAGE: NONE

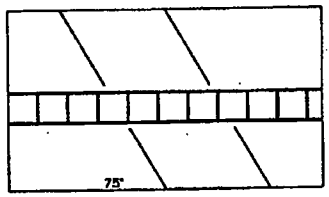


EXHIBIT "C"

- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROLL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:
Clearance to C.L. Track = Min. 12', Max. 20'
Edge of Road to C.L. Foundation: Min. 4'1" with curb, Min. 8'1" without curb, Max. 12'
House Clearance: 25' Min. to C.L. of Track, 30' Min. to Edge of Road
Front Lights: 30-15 Degree Lenses
Back and Side Lights: 70 Degree Lenses
Cantilever Jury Mast: 20-32 Degree Lenses

BNSF RAILWAY CO.
WHITE SALMON, WA

LS: 0047
M.P. 74.20
DOT # 090 164 L

KANSAS CITY
NO SCALE
DATE: 9/29/03
FILE: 0047074_20.dgn
MJ/TLP

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of _____

For _____

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

☒ I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

☒ The cost of installation (estimated at $ 158,875.00) is acceptable.

☒ subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

☐ as apportioned between the parties

☐ to be paid by petitioner.

Other conditions to waiver of hearing:

As per the agreement between the parties, hereto

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Dated at W/S., Washington, on this 29th day of Oct., 2003.

Respondent Roger Holen

By Mayor, City of White Salmon

Print Name: ROGER HOLEN

Title: MAYOR

BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION

THE BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY,	)	DOCKET NO. TR-031781
	)	ORDER NO. 01
Petitioner,	)	ORDER GRANTING PETITION TO UPGRADE RAILROAD WARNING DEVICES AT SOUTH DOCK GRADE ROAD
v.	)	
WHITE SALMON, WASHINGTON	)	
	)	USDOT: 090164L
Respondent.	)	WUTC: 3A 74.20

BACKGROUND

1 On November 3, 2003, The Burlington Northern Santa Fe Railway Company (BNSF) filed a petition with the Commission, seeking approval to upgrade warning devices at a railroad-highway grade crossing. The crossing is located at the intersection of South Dock Grade Road and the Petitioner's tracks, in the SW ¼ of the SE ¼ of Section 24, Township 3 N., Range 10 E., W.M., in White Salmon, Washington. Funding for the upgrades is pursuant to the Inter-modal Surface Transportation Efficiency Act, in cooperation with the Washington State Department of Transportation.

2 Respondent has consented to an entry of an Order by the Commission without further notice or hearing.

3 In the vicinity of the crossing, South Dock Grade Road is classified as a local access road, with one lane for each direction of traffic and a vehicle speed limit of 25 mph. The roadway serves as the only access for a private plant nursery and a boat launch/recreation site, both of which are located approximately 100 feet south of the Petitioner's tracks. South Dock Grade Road also intersects with a

roadway (also named South Dock Grade Road) 68 feet north of the Petitioner's tracks. The roadway intersection is controlled by a stop sign. The portion of South Dock Grade Road crossing the tracks experiences seasonal fluctuations in traffic volumes. During peak recreation and fishing periods, average daily traffic through the crossing is estimated at 377 vehicles, including 42 trucks. Sight distance of approaching trains at the crossing is limited by roadway curves and vegetation on both sides of the crossing.

4 Respondent maintains one mainline track through the crossing. Average daily train traffic includes 23 freight trains and two passenger trains, traveling at a maximum speed of 55 mph and 60 mph respectively.

5 Warning devices at the crossing consist of standard crossbuck signs. Petitioner seeks to install shoulder-mounted flashing light signals with gates. The upgrades are proposed in the interest of improving safety for roadway users.

FINDINGS AND CONCLUSIONS

6 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington having jurisdiction over public railroad-highway grade crossings within the state of Washington. *Chapter 81.53 RCW.*

7 (2) The South Dock Grade Road grade crossing, identified as USDOT 090164L, is a public railroad-highway grade crossing within the state of Washington.

8 (3) RCW 81.53.261 requires that the Commission grant approval prior to making changes in the method and manner of traffic control at public railroad-highway grade crossings within the state of Washington.

9 (4) Commission Staff investigated the petition and recommended that it be granted, subject to specified conditions.

10 (5) This matter was brought before the Commission at its regularly scheduled meeting on November 26, 2003.

11 (6) After examination of the petition filed by the Burlington Northern Santa Fe Railway Company on November 3, 2003, and giving consideration to all relevant matters and for good cause shown, the Commission grants the petition.

ORDER

THE COMMISSION ORDERS:

12 The petition of the Burlington Northern Santa Fe Railway Company to upgrade warning devices at a railroad-highway grade crossing, located at the intersection of South Dock Grade Road and the Petitioner's tracks, in White Salmon, Washington, is granted, subject to the following conditions:

(1) The upgrades must conform to the plans filed in this proceeding.

(2) Traffic control devices must comply with all applicable standards specified in the U.S. Department of Transportation *Manual on Uniform Traffic Control Devices.*

(3) Traffic control devices and instrument housing must be installed in such a manner as to provide required clearances from both the roadway and railroad tracks.

(4) The City of White Salmon must install and maintain an R8-8 (Do Not Stop On Tracks) sign on the north side of the tracks for the benefit of vehicles stopped at the roadway intersection immediately north of the tracks.

(5) Upon completion of the upgrades authorized herein, Petitioner must notify the Commission. Acceptance of the changes is

subject to inspection by Commission Staff, verifying that the crossing is in full compliance with applicable laws, regulations, and the conditions specified herein.

The Commissioners, having determined that this filing complies with the requirements of RCW 81.53.261, directed the Secretary to enter this Order.

DATED at Olympia, Washington, and effective this 26th day of November, 2003.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

CAROLE J. WASHBURN, Secretary

TRAFFIC REPORT
EXHIBIT #4

LANCASTER
engineering

DRAFT

October 29, 2007

Mike Miller
1701 Broadway #354
Vancouver, WA 98663

RE: South Dock Road – AADT Estimate

Dear Mike:

This letter is written to describe the calculations to determine the Average Annual Daily Traffic (AADT) for South Dock Road in White Salmon, Washington.

Traffic road tube counts were made at the South Dock Road near the railroad crossing between October 10th and October 16th for the analysis in this study. The counts were conducted during the end of the peak season for the roadway. This roadway has a peak season used for fishing in September and October. During the other times of the year, the traffic volumes are considerably lower. The detailed traffic counts are attached to this letter.

To estimate the AADT for South Dock Road, the Average Daily Traffic (ADT) and Average Weekday Traffic (AWT) were computed from the counts. The ADT is the average of each of the days counted, while the AWT is the average of weekdays only. The ADT was computed to be 90 vehicles per day and the AWT was computed to be 93 vehicles per weekday.

The Washington State Department of Transportation (WSDOT) has developed a methodology to calculate the AADT from the short-duration count data collected. The methodology applies an adjustment factor to the short-duration count in order to account for monthly seasonal fluctuations. WSDOT has developed 10 classifications of roadways to further refine the monthly seasonal variations. Based upon the location, the roadway would be defined as a Rural Central Mountain Road with Strong Recreational Influence. Using this methodology, the AADT factor would be 1.30. However, since this count data represents the peak season for South Dock Road, it is unlikely that AADT traffic volumes would be higher than those counted.

WSDOT also collects and summarizes traffic information at all of the Automated Data Collectors (ADC) along the roadways. Based upon the summarized data from this table, the AADT factor is 0.98.

321 SW 4th Avenue, Suite 400 ▪ Portland, OR 97204 ▪ Phone 503.248.0313 ▪ Fax 503.248.9251

DRAFT

Applying these factors to the count data collected results in an AADT of between 88 and 91 vehicles per day. A summary of the AADT calculations for South Dock Road is shown in the following table. Detailed calculations are attached to this letter.

AADT CALCULATION SUMMARY

	Volume	AADT ADC Factor	AADT
South Dock Road			
Average Daily Traffic (ADT)	90	0.98	88
Average Weekday Traffic (AWT)	93	0.98	91

AADT - Average Annual Daily Traffic
ADC - Automated Data Collector

As shown in the table above, there is a range for the calculated AADT. This is primarily due to the fact that these factors are developed for the state highway system and traffic volumes along these facilities are significantly higher than those counted.

Respectfully,

Geoffrey A. Judd, P.E.
Transportation Engineer

LOCATION MAP EXHIBIT #5

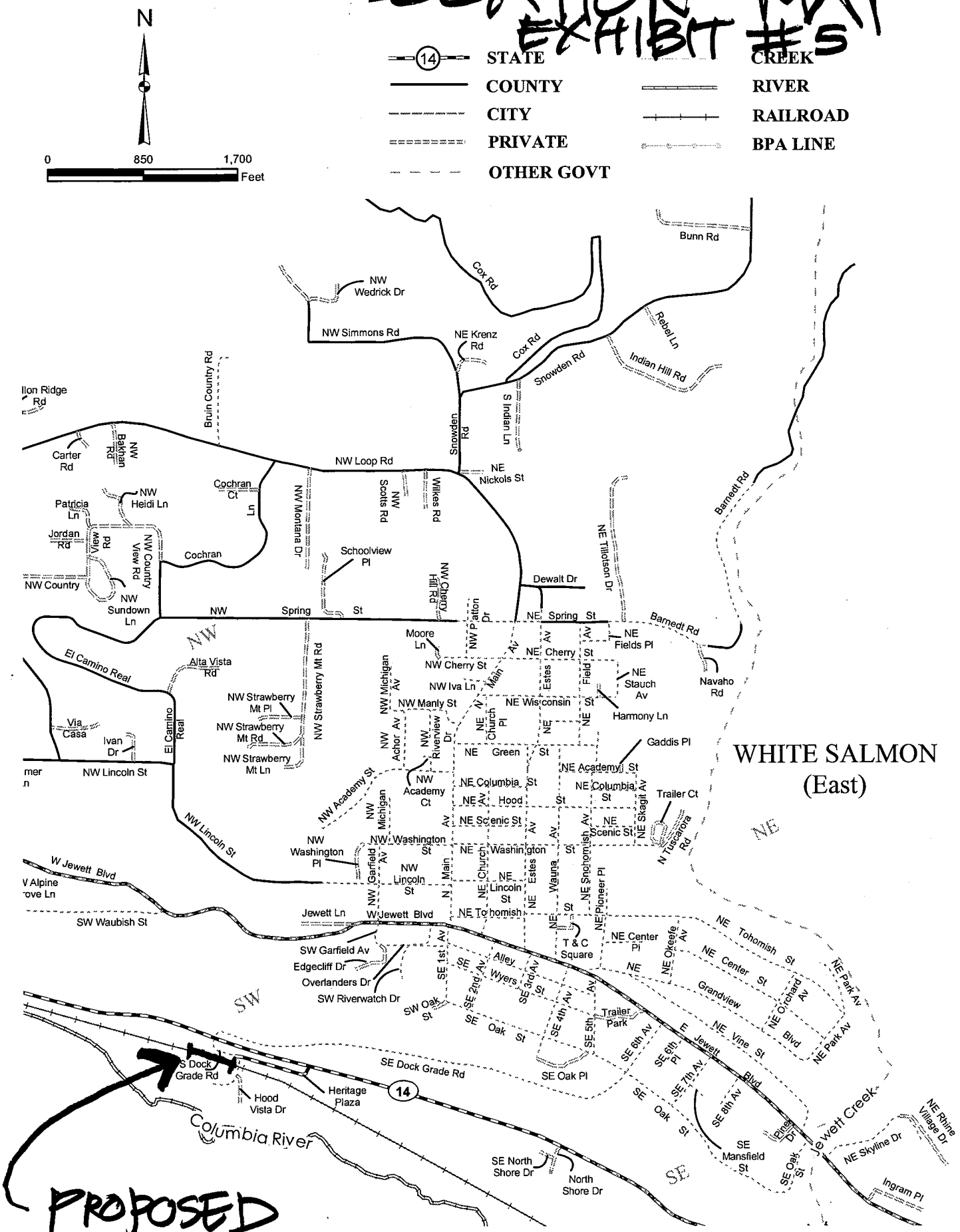


EXHIBIT #6

RCL
Railroad Controls Limited

Comprehensive Signal & Communication Services

February 15, 2008

Mr. David Poucher
Mayor
City of White Salmon
Box 2139 – 100 North Main
White Salmon, WA 98672

Re: City of White Salmon Quiet Zone

Dear Mr. Poucher:

This letter is in response to the request by the Quiet Zone Committee that Railroad Controls Limited (RCL) comment on the City of White Salmon's plans for creating a New Quiet Zone. Based on the information provided by Mr. Mike Miller, of the Quiet Zone Committee, it is my understanding that the City of White Salmon intends to create a New Quiet Zone by a Public Authority Designation.

A Public Authority may create a New Quiet Zone under the Federal Railroad Administration Final Train Horn Rule titled "49 CFR Parts 222 and 229 Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule". Section 222.39 of the *Final Rule* states that "a quiet zone may be designated by a public authority without the need for formal application to, and approval by, Federal Railroad Administration (FRA), if a public authority complies with either paragraph (a)(1), (a)(2) or (a)(3) of section 222.39, and complies with the information and notification provision of section 222.43 of this part, a public authority may designate a quiet zone without the necessity for FRA review and approval".

It was stated by Mr. Miller that the City of White Salmon intends to create a New Quiet Zone in accordance with Section 222.39(a)(2)(i). The section states:
(2) A quiet zone may be established if the Quiet Zone Risk Index is at, or below, the Nationwide Significant Risk Threshold, as follows:
(i) If the Quiet Zone Risk Index is already at, or below, the Nationwide Significant Risk Threshold without being reduced by implementation of SSMs (Supplemental Safety Measure)

Mr. Miller has provided RCL with the FRA Quiet Zone Calculator calculation and an Average Annual Daily Traffic (AADT) report from Lancaster Engineering, see attachments. The FRA Quiet Zone Calculator indicates that Quiet Zone Risk Index for South Dock Grade Road to be 14,092.13, the Nationwide Significant Risk Threshold to be 19,047.00. The AADT report states that there is an average of 88 vehicles per day that

use the South Dock Grade Road highway-rail grade crossing. Since the Quiet Zone Risk Index is less than the Nationwide Significant Risk Threshold, the City of White Salmon would qualify for a Public Authority Designation under section 222.39(a)(2)(i).

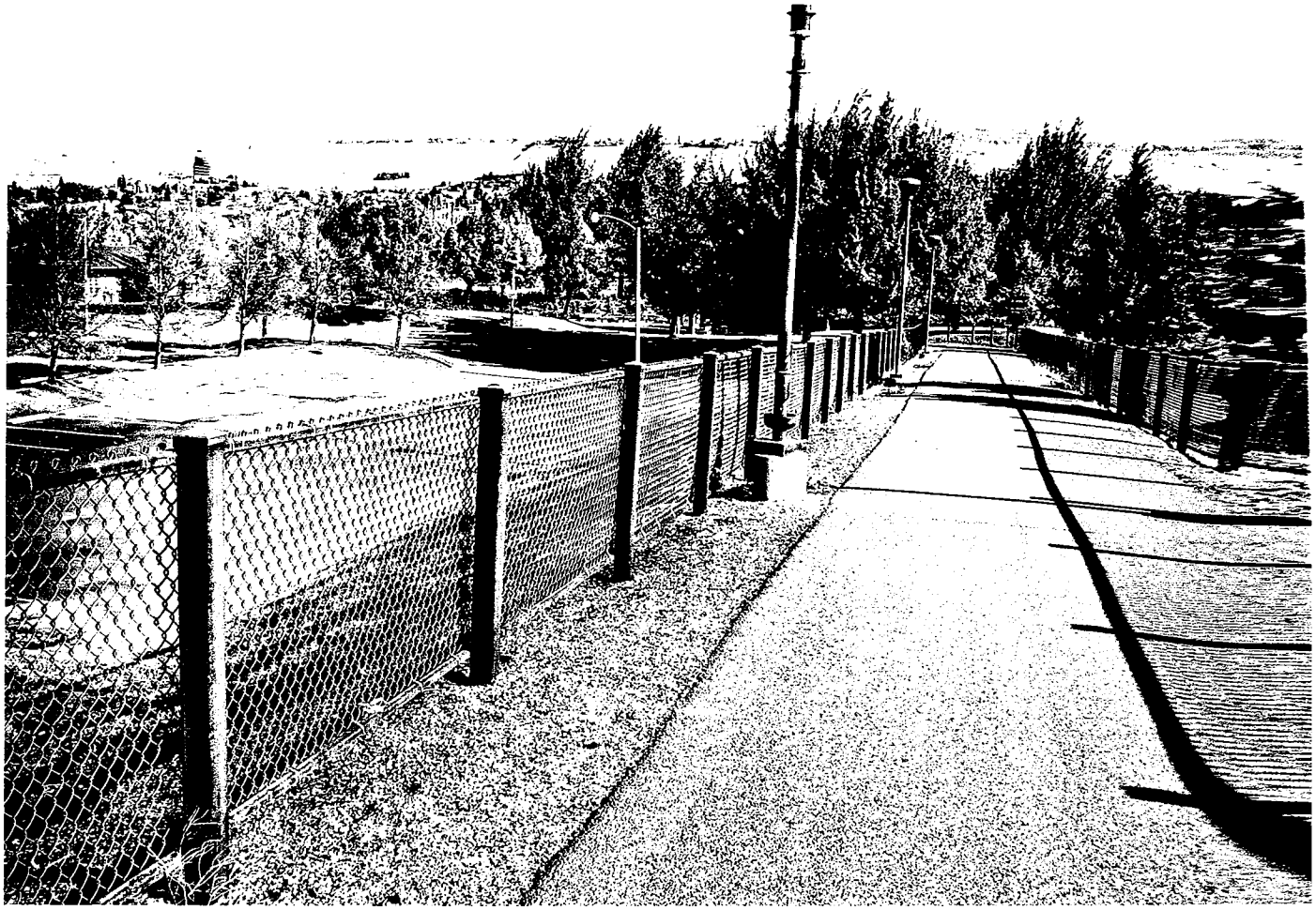
Utilizing this section of the *Final Rule* the City of White Salmon will only be required to submit the required notifications and install advance warning signs as prescribed. It is important to note that this is not a judgment or endorsement by Railroad Controls Limited (RCL), but simply our interpretation of "49 CFR Parts 222 and 229 Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule".

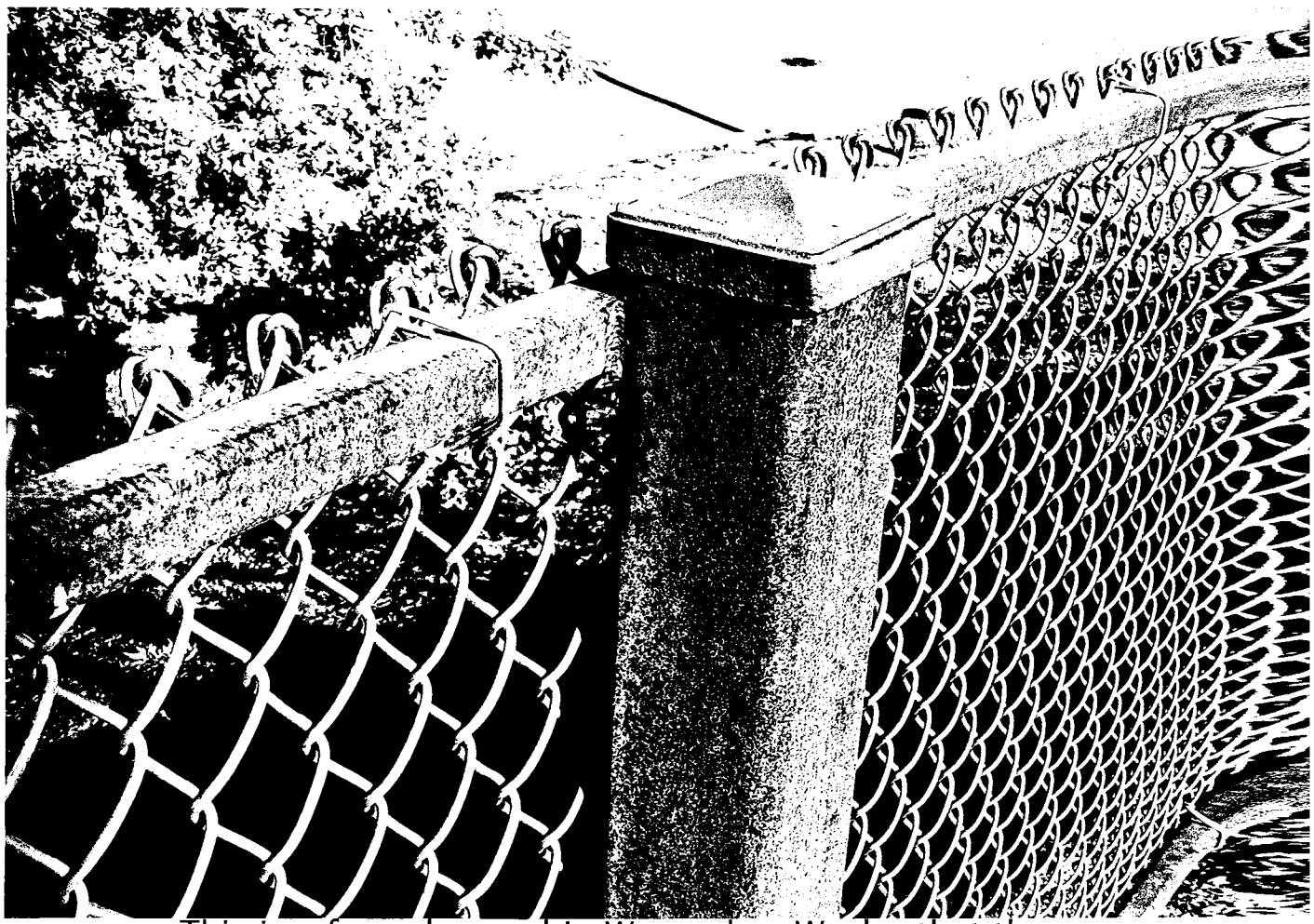
Respectfully submitted,

RAILROAD CONTROLS LIMITED

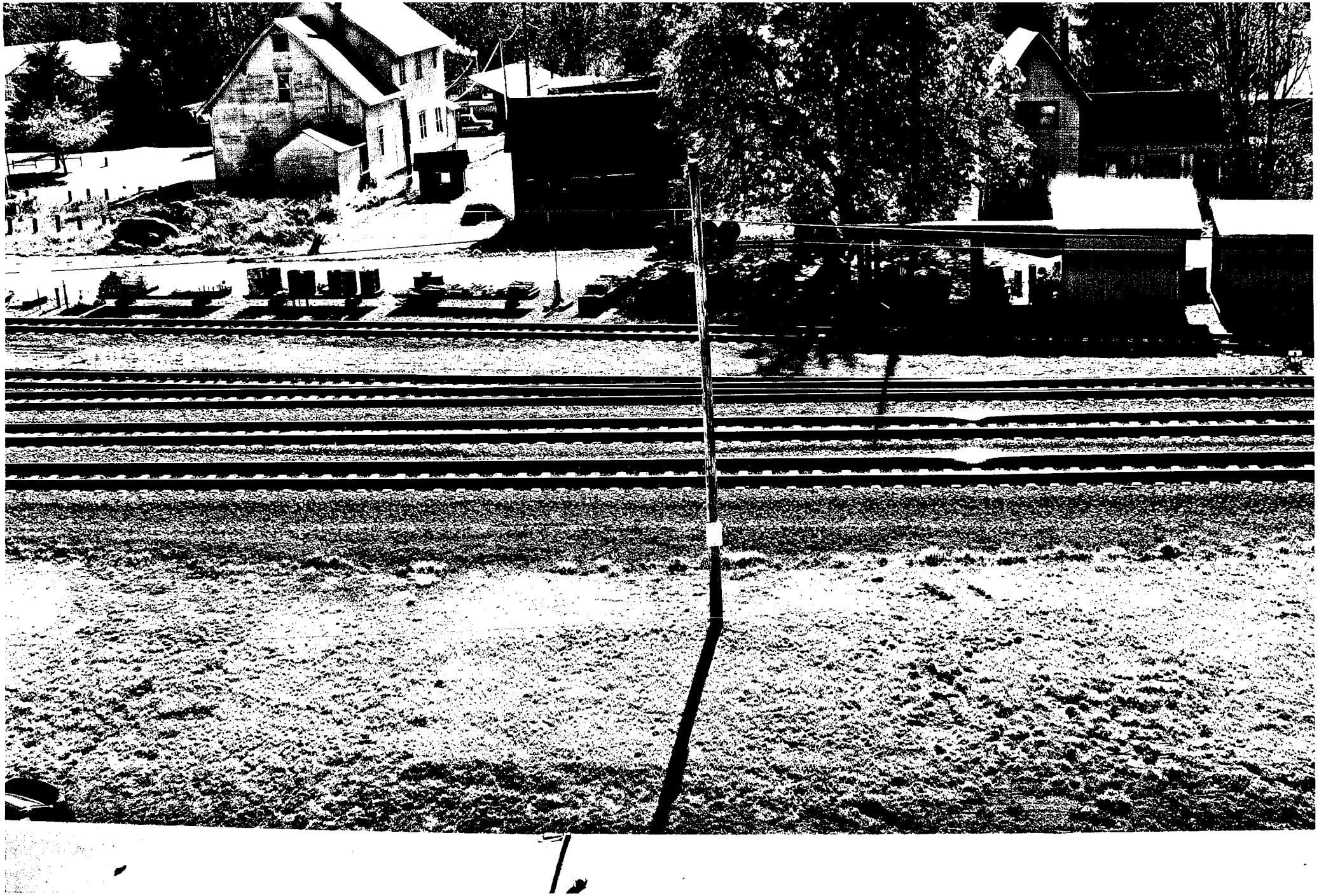
Robert Albritton
Director of Sales & Marketing

Rob Aanenson
Vice President of Engineering





This is a fence located in Wenatchee Wash., that the Proposed fence in Skykomish is designed from



This photo is taken from the roof of the Skykomish School, looking South at the railyard, facilities and the BNSF rail lines.

This photo is taken from the roof of the Skykomish School, looking South East at the railyard, facilities and the BNSF rail lines.

This photo is taken from the roof of the Skykomish School, looking S.E. at the intersection of 5th & Railroad and the BNSF rail lines.