



City of Connell

EASTERN
WASHINGTON'S
HARVESTLAND

104 E. Adams, P.O. Box 1200 ♦ Connell, WA 99326
(509) 234-2701 ♦ Fax (509) 234-2704 ♦ www.cityofconnell.com

NOTICE OF INTENT TO CREATE A QUIET ZONE

Notice is hereby provided that the **City of Connell** (City) intends to create a new 24-hour Quiet Zone in accordance with the regulatory provisions contained in Title 49 of the Code of Federal Regulations, Part 222, *Use of Locomotive Horns at Public Highway-Rail Grade Crossings; Final Rule*; in particular, under authority of 222.39(a)(1). The routine sounding of train horns at crossings would be restricted within the Quiet Zone.

A party receiving this Notice of Intent may submit information or comments about the proposed Quiet Zone to the City during the 60 days following issuance date. However, this comment period will terminate if all of the parties either submit comments or sign statements that they do not have any comments due to their continuous participation in the process of developing this Quiet Zone. Failure to respond in the allotted time will infer concurrence.

Please direct all correspondence to:

City of Connell
P.O. Box 1200
104 E. Adams Street
Connell, WA 99326

Date Issued: **September 4, 2014**

NOTICE REQUIREMENTS

This Notice of Intent fully complies with 49 CFR 222.43. An updated Grade Crossing Inventory Form will be provided to Federal Railroad Administration, in accordance with 49 CFR 222.49. Upon completion of the Comment Period, a Notice of Quiet Zone Establishment will be issued.

SUBMITTED BY:

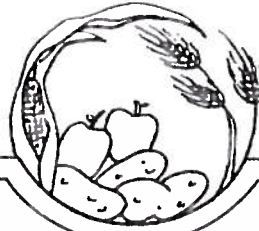
City of Connell



Mayor Bruce Blackwell



Date



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NOTICE OF INTENT TO CREATE A QUIET ZONE

PUBLIC AUTHORITY

City of Connell
P.O. Box 1200
104 E. Adams Street
Connell, WA 99326

GOVERNING STANDARD

49 CFR Part 222

QUALIFICATION BY

49 CFR 222.39(a)(1) Public authority designation. Notices to 222.43 standards.

CROSSINGS

<u>Street Name</u>	<u>U.S. DOT Crossing Number</u>	<u>Mile Post</u>	<u>Time Period</u>
ADAMS ST.	089687U	110.23	24 HR QZ
CLARK ST.	089686M	110	24 HR QZ

SAFETY IMPROVEMENT PLANS

Cooperative pre-review efforts are described, consistent with notification rules. Tentative plans for implementing improvements include:

Supplemental Safety Measures (SSMs)

- Lane Channelization Medians
- Restricted Access Gates
- Signage to MUTCD Standards

PUBLIC AGENCY CONTACT

Mayor Bruce Blackwell
P.O. Box 1200
Connell, WA 99326
BBlackwell@ConnellWA.org

Jed Crowther, City Administrator
P.O. Box 1200
Connell, WA 99326
JCrowther@ConnellWA.org

NOTIFICATION

Federal Railroad Administration
ATTN: Christine M. Adams
Grade Crossing Manager
500 E Broadway, Suite 240
Vancouver, WA 98660

CONTACT EMAIL/PHONE
Christine M. Adams
Christine.Adams@DOT.gov
(360) 696-7536
1-800-724-5998

Federal Railroad Administration
ATTN: Robert C. Lauby
Associate Administrator for Railroad Safety
Chief Safety Officer
1200 New Jersey Ave, SE
Washington, D.C. 20590

Robert C. Lauby
(202) 493-6014

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

Kathy Hunter
KHunter@UTC.wa.gov
(360) 664-1257 Office
(360) 701-1612 Cell

Washington State Department of Transportation
Development Division
ATTN: Ahmer Nizam
Manager - Utilities/Railroad/Agreements
PO Box 47329
Olympia, WA 98504-7329

Ahmer Nizam
NizamA@WSDOT.wa.gov
(360) 705-7271

BNSF Railway Company
ATTN: Richard W. Wagner
Manager Public Projects
2454 Occidental Ave S, Suite 1A
Seattle, WA 98134

Richard W. Wagner
Richard.Wagner@BNSF.com
(206) 625-6152 Office
(206) 604-8290 Mobile

Columbia Basin Railroad
ATTN: Tim Kelly
Chief Operations Officer
111 University Parkway, Suite 200
Yakima, WA 98901

Tim Kelly
TKelly@CBRR.com
1-800-333-8582
(509)834-2542 Direct
(509) 952-7492 Mobile

National Railroad Passenger Corporation
ATTN: Alvin E. Richardson, Sr.
Amtrak Senior Safety Coordinator
60 Massachusetts Avenue, NE
Washington, DC 20002

Amtrak
1-800-872-7245
(202) 906-3000

1. PRELIMINARY REVIEW

BNSF performed on-site review for establishment of Quiet Zone on June 4, 2014. Follow-up on-site review by BNSF occurred on August 28 & September 2, 2014.

Preliminary Recommendations

Design required for both crossings is straight-forward and cost-effective.

Best options, as outlined by BNSF:

- **Medians** – Design and install 100' center medians.
Width 6" min, non-mountable curb, one-way reflectors, MUTCD standards.
- **Gates** – Install appropriate Forest-Service style entry-restricted gates.
4 gates total – on NW & SE sides of each crossing, at BNSF access roadway.
- **Constant Warning Time** – Required for all three tracks.
Main track already has this feature; likely will need 2 tracks X 2 crossings.

2. FOLLOW-UP RESEARCH

Information about the siding tracks at the Adams and Clark Street crossings; including type of train detection, train volume and speed, operating practices on the siding tracks and at the crossings was obtained.

Constant Warning Time

The two extra tracks observed by BNSF are low volume, slow-speed spur lines; with proper signage (STOP WAIT 23 SECONDS), and limited use. Ancillary track safety is monitored by train crews; by activating signals or flagging the crossings.

- **Line #1** – Spur Line (West). Slow speed. Veers off the main track approx. 2200' south of Adams St crossing. Serves solely as a standby track and/or staging of railcars by Columbia Basin Railroad.
- **Line #2** – Main Line (Center). High speed. Already has constant warning time.
- **Line #3** – Spur Line (East). Slow speed. For agricultural business delivery. Dead-ends approx. 1900' feet north of the Clark Street crossing.

For this reason, constant warning is not warranted on the siding tracks.

Restricted Access Gates

Adams and Clark Street crossings are only 730' feet apart. Both streets connect to bridges over the coulee, directly west of crossings, which limits unauthorized use. Passage by vehicles is effectively restricted for adequate safety.

For this reason, 2 gates (rather than 4) are proposed. This modified gate design doesn't compromise safety; in combo with crossing arms and lane channelization.

3. WAIVER REQUESTED

- Reduce constant warning time requirement as described; to one (1) track.
- Reduce gate requirement as described; to two (2) gates.

4. PROPOSED IMPROVEMENTS

Supplemental Safety Measures (SSMs) are proposed, including:

- **Lane Channelization Medians** – At Clark & Adams Street crossings, extending out 100'; as per Appendix A to Part 222 (3), cited below:
Gates With Medians or Channelization Devices: Install medians or channelization devices on both highway approaches to a public highway-rail grade crossing denying to the highway user the option of circumventing the approach lane gates by switching into the opposing (oncoming) traffic lane and driving around the lowered gates to cross the tracks.
- **Restricted Access Gates** – At strategic railroad right-of-way entry points; SW & SE corners of the Clark Street crossing, 16' wide gates, *as per plans*.
- **Signage** – Advance warning signs (NO TRAIN HORN); in accordance with 222.35, as per the Manual of Uniform Traffic Control Devices (MUTCD).

5. TIME RESTRICTION

Routine sounding of horns would be restricted twenty-four (24) hours per day.

6. CRITERIA FOR APPROVAL

49 CFR 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.

7. COMPLIANCE

Implementation of SSMs, as proposed, will achieve compliance with 222.39(1); in conjunction with existing railroad crossing safety features (gates, lights, etc.).

8. MAP/DIAGRAM/PLANS

Attached.

CITY OF CONNELL – QUIET ZONE – ADAMS & CLARK ST. CROSSINGS



Supplemental Safety Measures:

1. **Lane Channelization Medians** – Extending out 100' from each crossing. Designed and installed to pertinent national standards.
2. **Restricted Access Gates** – 2 – 16' wide gates as shown – To prevent unauthorized use, and to avoid bypassing from one crossing to the other.
3. **Signage** – “NO TRAIN HORN” – To applicable MUTCD standards.