



South Carolina
Department of Transportation

April 2, 2009

Mr. David Warner
Economic and Urban Development
City of Rock Hill
Post Office Box 11706
Rock Hill, South Carolina 29731

RE: Rail Grade Crossing Program – Norfolk Southern Crossing Nos. 716029D (S-18) Community Street and 716030X Mill Street – York County, City of Rock Hill

Dear Mr. Warner:

Thank you for your inquiry concerning the South Carolina Department of Transportation's (SCDOT) priority ranking of the referenced crossings. The crossing on Community Street is one of the higher-ranking crossings on our priority list for warning device upgrades. The high ranking is due to the probability of a collision based on exposure, which is a product of vehicular, and train traffic. Currently, the crossing is protected with flashing lights so the next step would be the addition of gates. However, the substandard configuration of the crossing makes the addition of gates virtually impossible. Redesigning and rebuilding the crossing in order to accommodate gates is a possibility but is not economically feasible under SCDOT's rail program.

The crossing on Mill Street is also very high on the priority list but is so severely "humped" that any vehicle with a longer than standard wheelbase has a substantial chance of hanging up. The American Association of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets recommends that the change in elevation be no more than three inches higher or lower at a point thirty feet from the near rail. The difference in elevation between the parallel roads and the track at Mill Street is substantially greater than the maximum recommended and is not likely to get better and will probably get worse which renders signalization practically useless.

The safest and most economical solution to the Community and Mill Street crossings is to close both of them and construct a new crossing at Quantz Street as proposed. The Quantz Street crossing would have better grades and approach angles more suited to the installation of flashing lights with gates.

Sincerely,

Darrell B. Munn, P.E.
Rail and Research Engineer

DBM/tmo
File: TE/DBM

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