

TR-140455



U.S. Department  
of Transportation

Federal Railroad  
Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590

OCT 14 2014

Mr. Brian K. Carlson  
Director of Public Works  
City of Vancouver  
P.O. Box 1995  
Vancouver, WA 98668

STATE OF WASH  
UTL AND TRANS  
COMMISSION

2014 OCT 20 AM 8:23

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DEPARTMENT MANAGEMENT

**Re: THR-001081 (U.S. DOT National Highway-Rail Grade Crossing Inventory  
Number 090074M)**

Dear Mr. Carlson:

The Federal Railroad Administration (FRA) reviewed the quiet zone application submitted on behalf of the City of Vancouver (City), Washington, pursuant to Title 49 Code of Federal Regulations (CFR) Section 222.39—*Public authority application to FRA*. The required comment period has elapsed without any comments being submitted to FRA.

The City proposed effectiveness rates for two different alternative safety measure (ASM) scenarios at the SE Chelsea Road crossing.

In the first scenario, the proposed ASM at the SE Chelsea Road crossing would consist of 25 feet of channelization north of the crossing and 29 feet of channelization added to the existing 23 feet of non-traversable curb south of the crossing. The City suggested an effectiveness rate of 0.48; however, FRA determined that an effectiveness rate of 0.49 is more appropriate given the lengths of the medians and the combination of materials used to construct the median south of the crossing.

In the second scenario, the proposed ASM at the SE Chelsea Road crossing would consist of a 25-foot, non-traversable curb north of the crossing and a 52-foot, non-traversable curb south of the crossing. The City suggested an effectiveness rate of 0.51, which is consistent with the information provided.

FRA approves the application submitted by the City. FRA finds that implementation of the ASM scenarios described above will result in a Quiet Zone Risk Index of 7,021 (for scenario one) and 6,745 (for scenario two), which are below the Risk Index with Horns (the risk that would be present if the horns were still sounding) of 8,253 and the Nationwide Significant Risk Threshold of 14,347.

The City may submit its Notice of Quiet Zone Establishment in accordance with the requirements of 49 CFR Section 222.43—*What notices and other information are required to create or continue a quiet zone?* after successful implementation of one of the ASM scenarios described above and compliance with all applicable quiet zone requirements in 49 CFR §§ 222.25—*How does this rule affect private highway-rail grade crossings?*, 222.27—*How does this rule affect pedestrian grade crossings?*, and 222.35—*What are the minimum requirements for quiet zones?* FRA notes that the Notice of Quiet Zone Establishment must contain a description of the ASM scenario that has been implemented, as required by 49 CFR § 222.43(d)(2)(vi).

If you have any questions or need additional information, please contact Mr. Ron Ries, Staff Director, Highway-Rail Crossing and Trespasser Programs Division, at (202) 493-6285 or [Ronald.Ries@dot.gov](mailto:Ronald.Ries@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "R. Lauby", with a large, sweeping flourish extending to the right.

for  
Robert C. Lauby  
Associate Administrator for Railroad Safety  
Chief Safety Officer

cc: Ms. Katherine Hunter, Washington Utilities and Transportation Commission  
Mr. Kurt Laird, Amtrak  
Mr. Ahmer Nizam, Washington Department of Transportation  
Mr. John Shurson, BNSF Railway  
Mr. Richard Wagner, BNSF Railway