



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

FEB 13 2017

Mr. Tom Grange
Engineering and Construction Division Manager
Clark County
P. O. Box 9810
Vancouver, WA 98666

**Re: THR-000000111184 (U.S. DOT National Highway-Rail Crossing Inventory
Number 092421N)**

Dear Mr. Grange:

The Federal Railroad Administration (FRA) reviewed the public authority application you submitted on behalf of Clark County (County), Washington, under Title 49 Code of Federal Regulations (CFR) Section 222.39(b).

In the application, the County suggested an effectiveness rate for its proposed alternative safety measure (ASM) at the 122nd Street NW grade crossing. The ASM at the 122nd Street NW grade crossing will consist of 75 feet of channelization on the west side of the crossing and 50 feet of channelization on the east side of the crossing. The County suggested an effectiveness rate of 0.46; however, FRA has determined that an effectiveness rate of 0.69 is more appropriate given the lengths of the channelization devices.

Under 49 CFR § 222.39(b)(4)(ii), FRA approves the County's application. FRA has determined implementation of the proposed ASM, as described in the application, will result in a Quiet Zone Risk Index of 8,773. This index is below the Risk Index With Horns (the risk that would be present if the horns were still sounding) of 16,966.

The County may submit its Notice of Quiet Zone Establishment consistent with 49 CFR § 222.43, *What notices and other information are required to create or continue a quiet zone?* after the County implements the proposed ASM, as described in the application, and complies 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?* In addition, 49 CFR § 222.39(b)(1)(vi) requires the County to provide a commitment to implement the safety improvements it proposed in the quiet zone application. Thus, FRA's approval is conditioned upon implementation of the safety improvements described in the public authority application.

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.

Sincerely,



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. Mark McCauley, Clark County
Mr. Ahmer Nizam, Washington Department of Transportation
Mr. John Shurson, BNSF Railway
Mr. Richard Wagner, BNSF Railway