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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Tom Mielke • Marc Boldt • Steve Stuart

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JAN 30 2012

WASH. UT. & TP COMM

January 25, 2012

Dear interested party,

This letter is to inform you of the Board of Clark County Commissioners' intent to designate a new quiet zone at the Burlington Northern Sante Fe Railway crossing at Northwest 122nd Street. As you are aware, federal rules give the board the ability to designate a quiet zone within its jurisdiction as long as certain safety conditions are met.

Specifically, the board must show that the "lack of the train horn does not present a significant risk with respect to loss of life or serious personal injury, or that the significant risk has been compensated for by other means." The rule allows a public authority to use supplemental safety measures to reduce any increased risk at a crossing caused by silencing horns.

In this case, the attached documents will show that by installing supplemental safety measure #12 (channelization devices) at the Northwest 122nd Street crossing, the risk dramatically decreases. The Federal Railroad Administration's risk calculator shows that even with horns, the crossing now is above the nationwide significant risk threshold. By installing channelization devices, the county can bring the crossing to well below the FRA's safety threshold. As a result, the board thinks this quiet zone designation and project create a win-win situation for overall safety at the crossing and the welfare of residents living close to it.

If you have questions or comments about this process, please feel free to contact me during the next 60 days.

Sincerely,

Axel Swanson
Senior Policy Analyst
Clark County Board of Commissioners



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Notice of Intent to Establish a Railroad Quiet Zone (Public Authority Designation)

I. Crossing

Street/Crossing: Northwest 122nd Street, Clark County, WA

U.S. DOT National Highway-Rail Grade Crossing Inventory number: 092421N

II. Time Period

24 hours

III. Tentative Plan for Improvements

Clark County, guided by the federal rule for creating new quiet zones, wishes to notify interested parties of its aim to exercise its ability as a public authority to designate the highway-grade crossing at Northwest 122nd Street as a newly established "quiet-zone." Under Section 222.39(a)(1) of the final rule, Clark County is authorized to use SSMs at a public crossing in order to lower the Quiet Zone Risk Index below the allowable Nationwide Significant Risk Threshold. Through the use of the Quiet Zone Calculator, Clark County has determined that by implementing SSM 12 (installation of mountable medians with reflective traffic channelization devices), the Quiet Zone Risk Index for the crossing can be reduced significantly below the Nationwide Significant Risk Threshold for intersections. According to the calculator, implementing the safety measures would actually improve the Quiet Zone Risk Index for the crossing, bringing it far below what the Risk Index with Horns is today. In so doing, safety at the crossing will be significantly increased and neighbors will be relieved of continuous noise.

IV. Contact Information:

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Vancouver, WA 98666-5000
Telephone: (360) 397-2232 Fax: (360) 397-6058
Email: axel.swanson@clark.wa.gov
Website: www.clark.wa.gov

V. Written Notice Recipients:

1. Railroads:

John Shurson
Assistant Director of Public Projects
BNSF Railway
740 E. Carnegie Dr
San Bernardino, CA 92408

Richard Wagner
Manager of Public Projects
BNSF Railway
2454 Occidental Ave. South, Suite 1A
Seattle, WA 98134-1451

Kurt Laird
Amtrak Senior Safety Coordinator
1875 South Holgate St
Seattle, WA 98134

2. State Agencies:

Ahmer Nizam
Railroad Specialist
Washington DOT
PO Box 47329
Olympia, WA 98504-7329

Katherine Hunter
Transportation Compliance Manager
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

3. Federal Railroad Administration:

Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Ave. SE, MS-25
Washington, DC 20590

Christine Adams
Regional Manager for Grade Crossing Safety
Federal Railroad Administration
4106 NE 47th Ave
Vancouver, WA 98661

§ 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.

Print This Page

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Change Scenario:

[Create New Zone](#)
[Manage Existing Zones](#)

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
092421N	122ND ST. NW	120	Gates	0	12	5,764.54	<input type="button" value="MODIFY"/>

Log Off * Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for [Supplementary Safety Measures \[SSM\]](#)

Click for ASM spreadsheet: * Note: The use of ASMs requires an application to and approval from the FRA.

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 Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the [SELECT](#) button

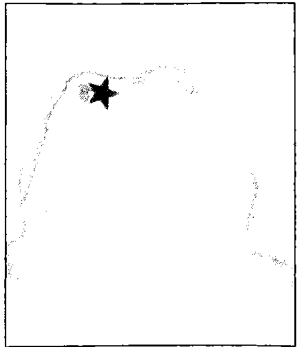
Summary	
Proposed Quiet Zone:	NW 122ND ST.
Type:	New 24-hour QZ
Scenario:	NW 122ND S_36501
Estimated Total Cost:	\$13,000.00
Nationwide Significant Risk Threshold:	13722 .00
Risk Index with Horns:	13823.84
Quiet Zone Risk Index:	5764.54
<input type="button" value="Select"/>	

NW 122ND ST Crossing



This map was generated by Clark County's "Maps Online" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.

Map center: 1073055, 144588



Legend

- Parcels
- Roads
- Alley
- Arterial
- DNR
- DNR (Private Land)
- Driveway
- Interstate
- Interstate Ramp
- Primary Arterial
- Private Roads
- Private Roads w/o Names
- Public Roads
- SR Ramp
- State Route
- Waterbodies
- Rural Centers
- City Boundaries
- Urban Growth Boundaries
- County Boundary



Scale: 1:2,031