



proud past, promising future

CLARK COUNTY  
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Tom Mielke • David Madore • Steve Stuart

June 12, 2013

Dear interested party,

This letter is to re-notify 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 122<sup>nd</sup> 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 #13 (non-traversable curb medians) at the Northwest 122<sup>nd</sup> 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 100 feet of non-traversable curb medians on each side of the crossing, 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.

We appreciate your comments and willingness to participate in the process and Diagnostic Team meeting to help shape the best path forward. It is our intention to finish construction this summer and our hope to send you a Notice of Implementation for the Quiet Zone this fall. Please feel free to contact Axel Swanson if you have any more question or concerns:

Axel Swanson  
Senior Policy Analyst  
Clark County Board of Commissioners  
1300 Franklin St.  
P.O. Box 5000  
Vancouver, WA 98666-5000  
Telephone: (360) 397-2232 Fax: (360) 397-6058  
Email: [axel.swanson@clark.wa.gov](mailto:axel.swanson@clark.wa.gov)

Sincerely,

Steve Stuart, Chair

Tom Mielke, Commissioner

David Madore, Commissioner

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: (360) 397-2232 • fax: (360) 397-6058 • www.clark.wa.gov

2013 JUN 17 PM 3:19  
CLARK COUNTY BOARD OF COMMISSIONERS  
ADMINISTRATIVE SERVICES  
3000 UNIVERSITY AVENUE  
VANCOUVER, WA 98666



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

## **I. Crossing**

Street/Crossing: Northwest 122<sup>nd</sup> 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 re-notify interested parties of its aim to exercise its ability as a public authority to designate the highway-grade crossing at Northwest 122<sup>nd</sup> 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 13 (installation of non-traversable curb 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:**

Axel Swanson  
Senior Policy Analyst  
Clark County Board of Commissioners  
1300 Franklin St.  
P.O. Box 5000  
Vancouver, WA 98666-5000  
Telephone: (360) 397-2232 Fax: (360) 397-6058  
Email: [axel.swanson@clark.wa.gov](mailto:axel.swanson@clark.wa.gov)  
Website: [www.clark.wa.gov](http://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 47<sup>th</sup> Ave  
Vancouver, WA 98661

### **4. Property Owners:**

Felida Moorage & Marine Service  
4911 NW 122nd St  
Vancouver, WA 98685

## **§ 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

Home | Help | Contact | logoff axel.swanson@clark.wa.gov

Cancel Change Scenario: NW 122ND S\_37911 Continue

Create New Zone  
Manage Existing Zones

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
092421N	122ND ST. NW	225	Gates	0	0	27,375.14	MODIFY

Log Off

\* Only Public At Grade Crossings are listed.

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

Click for ASM spreadsheet: **ASM** \* 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	
<b>Proposed Quiet Zone:</b>	NW 122ND ST
<b>Type:</b>	New 24-hour QZ
<b>Scenario:</b>	NW 122ND S_37911
<b>Estimated Total Cost:</b>	\$0.00
<b>Nationwide Significant Risk Threshold:</b>	13722 .00
<b>Risk Index with Horns:</b>	16411.96
<b>Quiet Zone Risk Index:</b>	27375.14

Print This Page

Home | Help | Contact | logoff axel.swanson@clark.wa.gov

Cancel Change Scenario: NW 122ND S\_37910 Continue

Create New Zone  
Manage Existing Zones  
Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
092421N	122ND ST. NW	225	Gates	0	13	5,475.03	MODIFY

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

Summary	
<b>Proposed Quiet Zone:</b>	NW 122ND ST
<b>Type:</b>	New 24-hour QZ
<b>Scenario:</b>	NW 122ND S_37910
<b>Estimated Total Cost:</b>	\$15,000.00
<b>Nationwide Significant Risk Threshold:</b>	13722 .00
<b>Risk Index with Horns:</b>	16411.96
<b>Quiet Zone Risk Index:</b>	<b>5475.03</b>
Select	

**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

**U.S. DOT - CROSSING INVENTORY INFORMATION  
AS OF 10/11/2012**

Crossing No.: **092421N**      Update Reason: **Changed Crossing**      Effective Begin-Date of Record: **05/07/12**  
 Railroad: **BNSF BNSF Rwy Co. [BNSF]**      End-Date of Record:  
 Initiating Agency **Railroad**      Type and Position: **Public At Grade**

**Part I Location and Classification of Crossing**

Division:	<b>NORTHWEST</b>	State:	<b>WA</b>
Subdivision:	<b>SEATTLE</b>	County:	<b>CLARK</b>
Branch or Line Name:	<b>SEATTLE-VANC WA</b>	City:	<b>Near VANCOUVER</b>
Railroad Milepost:	<b>0130.45</b>	Street or Road Name:	<b>122ND ST. NW</b>
RailRoad I.D. No.:	<b>0052</b>	Highway Type & No.:	<b>CO14240</b>
Nearest RR Timetable Str:	<b>VANCOUVER</b>	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	<b>6-1</b>
Crossing Owner:		Latitude:	<b>45.7076286</b>
ENS Sign Installed:		Longitude:	<b>-122.7209676</b>
Passenger Service:	<b>AMTRAK</b>	Lat/Long Source:	<b>Actual</b>
Avg Passenger Train Count:	<b>1</b>	Quiet Zone:	<b>No</b>
Adjacent Crossing with Separate Number:			

**Private Crossing Information:**

Category:      Public Access: **Unknown**  
 Specify Signs:      Specify Signals:

ST/RR A      ST/RR B      ST/RR C      ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: **(800)832-5452**      Railroad Contact: **(913)551-4540**      State Contact: **(360)664-1262**

**Part II Railroad Information**

**Number of Daily Train Movements:**      Less Than One Movement Per Day: **No**  
 Total Trains: **57**      Total Switching: **0**      Day Thru: **29**  
 Typical Speed Range Over Crossing: From **1** to **79** mph      Maximum Time Table Speed: **79**  
 Type and Number of Tracks:      Main: **2**      Other **0**      Specify:  
 Does Another RR Operate a Separate Track at Crossing?      **No**  
 Does Another RR Operate Over Your Track at Crossing?      **Yes: UP ATK**

# U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **092421N**

Continued

Effective Begin-Date of Record: **05/07/12**

End-Date of Record:

## Part III: Traffic Control Device Information

**Signs:**

Crossbucks:	<b>2</b>	Highway Stop Signs:	<b>0</b>
Advanced Warning:	<b>Yes</b>	Hump Crossing Sign:	
Pavement Markings:	<b>Stop Lines and RR Xing Symbols</b>	Other Signs:	<b>0</b> Specify:
			<b>0</b>

**Train Activated Devices:**

Gates:	<b>2</b>	4 Quad or Full Barrier:	
Mast Mounted FL:	<b>2</b>	Total Number FL Pairs:	<b>0</b>
Cantilevered FL (Over):	<b>0</b>	Cantilevered FL (Not over):	<b>0</b>
Other Flashing Lights:	<b>0</b>	Specify Other Flashing Lights:	
Highway Traffic Signals:	<b>0</b>	Wigwags:	<b>0</b> Bells: <b>1</b>
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	<b>DC/AFO</b>
Track Equipped with Train Signals?	<b>Yes</b>	Traffic Light Interconnection/Preemption:	

## Part IV: Physical Characteristics

Type of Development:	<b>Open Space</b>	Smallest Crossing Angle:	<b>60 to 90 Degrees</b>
Number of Traffic Lanes Crossing Railroad:	<b>2</b>	Are Truck Pullout Lanes Present?	<b>No</b>
Is Highway Paved?	<b>Yes</b>	If Other:	
Crossing Surface:	<b>Concrete</b>	Is it Signalized?	
Nearby Intersecting Highway?	<b>N/A</b>	Is Crossing Illuminated?	<b>No</b>
Does Track Run Down a Street?	<b>No</b>		
Is Commercial Power Available?	<b>Yes</b>		

## Part V: Highway Information

Highway System:	<b>Non-Federal-aid</b>	Functional Classification of Road at Crossing:	<b>Urban Local</b>
Is Crossing on State Highway System:	<b>No</b>	AADT Year:	<b>2012</b>
Annual Average Daily Traffic (AADT):	<b>000225</b>	Avg. No of School Buses per Day:	<b>0</b>
Estimated Percent Trucks:	<b>05</b>		
Posted Highway Speed:	<b>30</b>		