



Bellingham Quiet Zone Report Addendum # 1

Bellingham, WA.

6-7-2012

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Table 1: Fairhaven Quiet Zone

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Appendix A: NSRT revision dated 1-5-12

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Appendix D: Quiet Zone Calculator – Waterfront Quiet Zone

Introduction

In September 2007, HDR Engineering prepared a report on ways to reduce train horn noise where the trains cross 11 at-grade railroad crossings in Bellingham, Washington. The report was broken into two separate quiet zones. The zones were designated as (1) The Fairhaven Quiet Zone, and; (2) the Waterfront Quiet Zone.

The Report identified three alternatives for the Fairhaven Quiet Zone and five alternatives for the Waterfront Quiet Zone. An interim quiet zone for the Fairhaven Quiet Zone, identified as the Bayview Drive Quiet Zone, was also reported.

The only amendments to the Train Horn Rule occurred recently in 2012 when the National Significant Risk Threshold (NSRT) had been recalculated. Because the Bellingham Quiet Zone reports specifically proposed to implement SSMs under all circumstances, the amendment to the NSRT, Appendix A, will not have an impact on the report. The Risk Index numbers did change from the original Quiet Zone Report and are reflected in Table 1 and 2 in this report.

From 2007, when the Bellingham report was prepared, to the present (2012), I have determined that inflation has increased by approximately 8%. This report will update each individual crossing estimate by applying an 8% inflation rate to each item of construction. Inflation rate was determined by information found on InflationData.com (Appendix B).

Because of growing concerns over the construction of the Gateway Pacific Terminal (GPT) this report will reflect two additional quiet zone options in moving forward. First; estimates will be prepared for post construction of the GPT siding with no grade separations. Secondly; the estimates prepared will reflect the cost after the extension of the GPT siding with grade separations as suggested by CommunityWise Bellingham (CWB). In addition to the grade separations and the

siding extension, the BNSF mainline track will be moved from the Georgia Pacific property onto a new alignment where the BNSF mainline will be routed under the Cornwall Avenue Bridge.

This report is an addendum to the original Quiet Zone Report. This report has been prepared to assist the City of Bellingham in determining whether or not the City shall consider the future implementation of the quiet zone and the timing of the implementation.