



**Downtown Quiet Zone for City of Bryan**

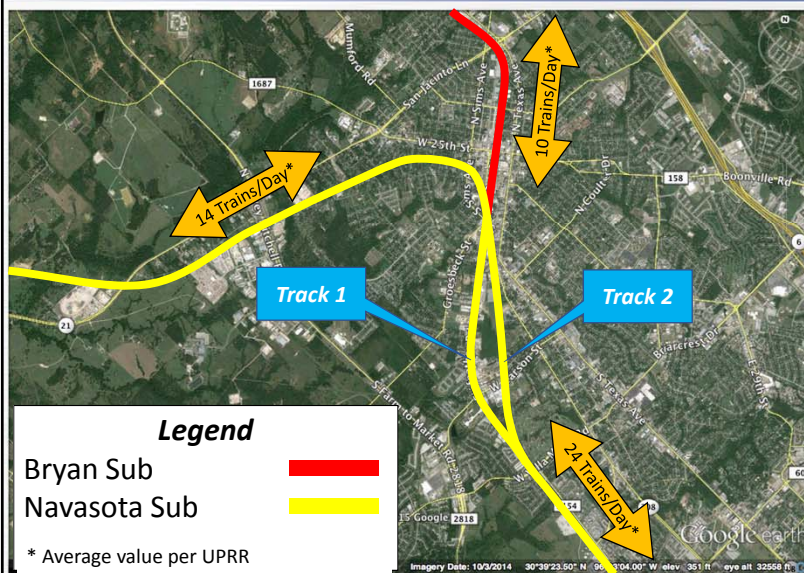
## Railroad Quiet Zone Process

- Administered by Federal Railroad Administration (FRA)
  - *Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule* (49 CFR Parts 222 and 229) (aka "Train Horn Rule")
  - All at-grade crossings have risk of crash
  - No train horn - risk increases 66.8%
  - Enhance crossing safety to reduce risk
- Required Documents
  - Notice of Intent (NOI)
  - Public Agency Application (PAA)
  - Notice of Establishment (NOE)

## History

- 2006 – FRA issues “Train Horn Rule”
- Dec 2007 – Memo to Council regarding railroad quiet zones
- 2009 – Staff training w/ FRA & UPRR for establishing railroad quiet zones
- Feb 2011 – Bryan City Council Workshop on railroad quiet zones
- August 2014 – Staff meets with UPRR to discuss options
- July 2015 – Efforts resume to implement railroad quiet zones
- December 2015 – Quiet Zone Advisory Committee formed
- July 2016 – Quiet Zone Diagnostic Inspection conducted
- April 2017 – Notice of Intent issued

## Railroad Crossing Inventory



### At-Grade Main Line Crossings:

City of Bryan	28
TxDOT (FM 158/WJB)	1
Pedestrian Crossing @ Library	1
<b>Total</b>	<b>30</b>

## Train Horn Impact Area

- Train Horn Sound Contours

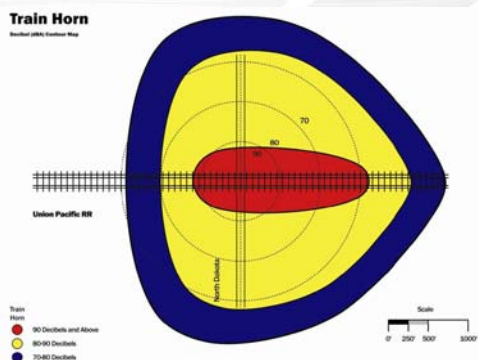


Image courtesy of CTC, Inc.

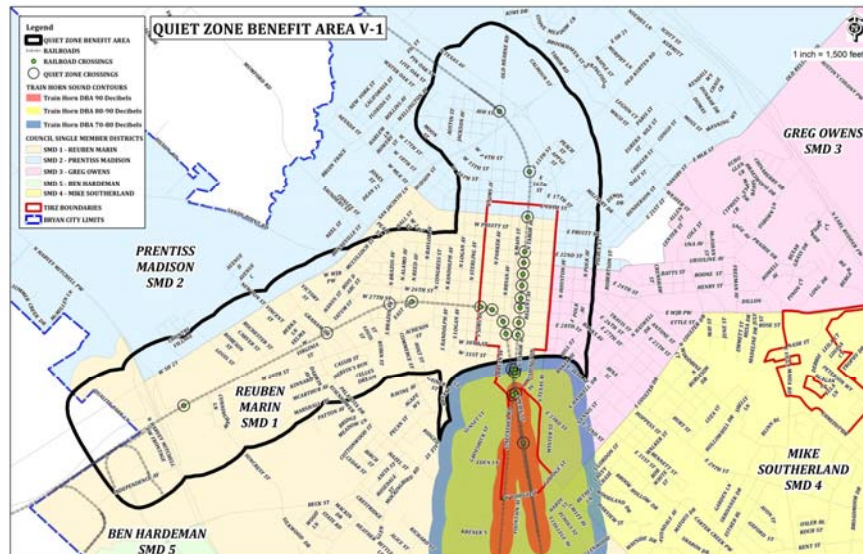


## Downtown Quiet Zone

- Proposed Downtown Quiet Zone – 25 Crossings:

<b>Navasota Sub:</b>		<b>Bryan Sub:</b>	
Pease (Trk 2)	S. Parker	S. Main	E. 24th
Groesbeck (Trk 1)	S. Sims	E. 32 <sup>nd</sup>	E. 23 <sup>rd</sup>
Groesbeck (Trk 2)	S. Reed	E. 29 <sup>th</sup>	E. 22 <sup>nd</sup>
W. 32 <sup>nd</sup>	Brazos	E. 28 <sup>th</sup>	E. Martin L. King
W. 29 <sup>th</sup>	Graham	Library Walkway	E. 15 <sup>th</sup>
Bryan/W. 28 <sup>th</sup>	W. 28 <sup>th</sup>	E. 26th	N. Sims
		E. WJB/FM 158	

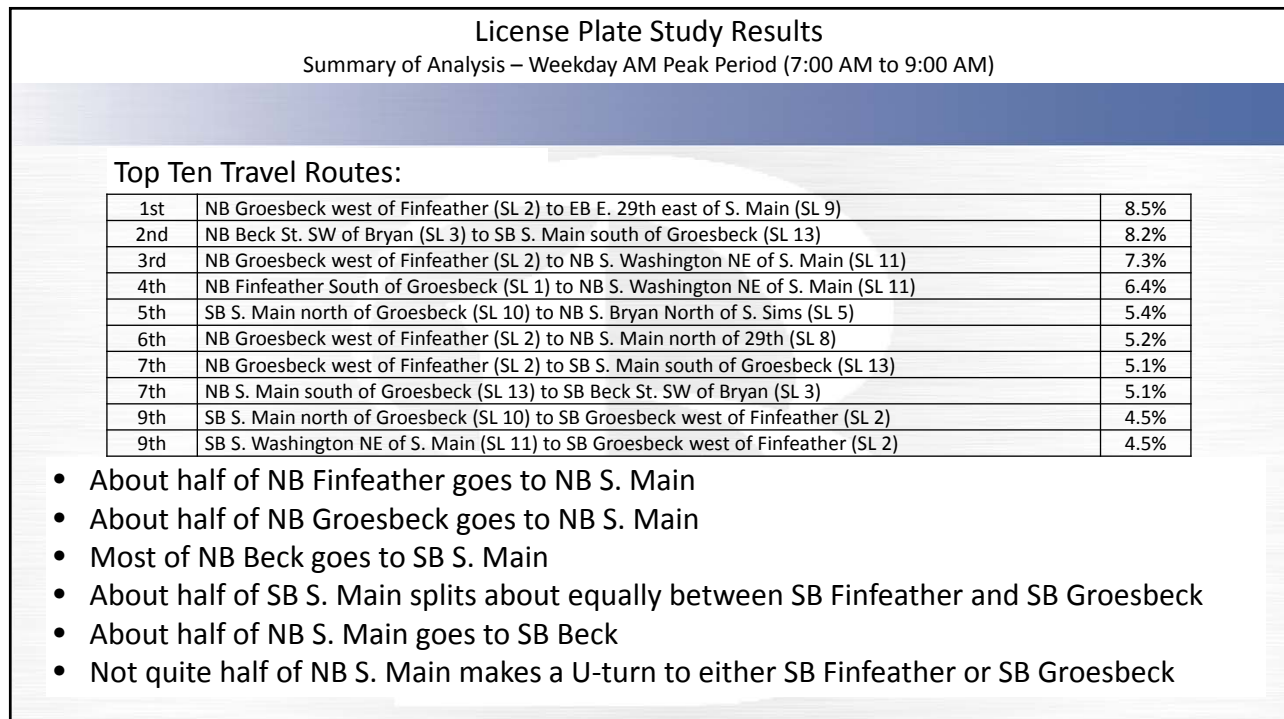
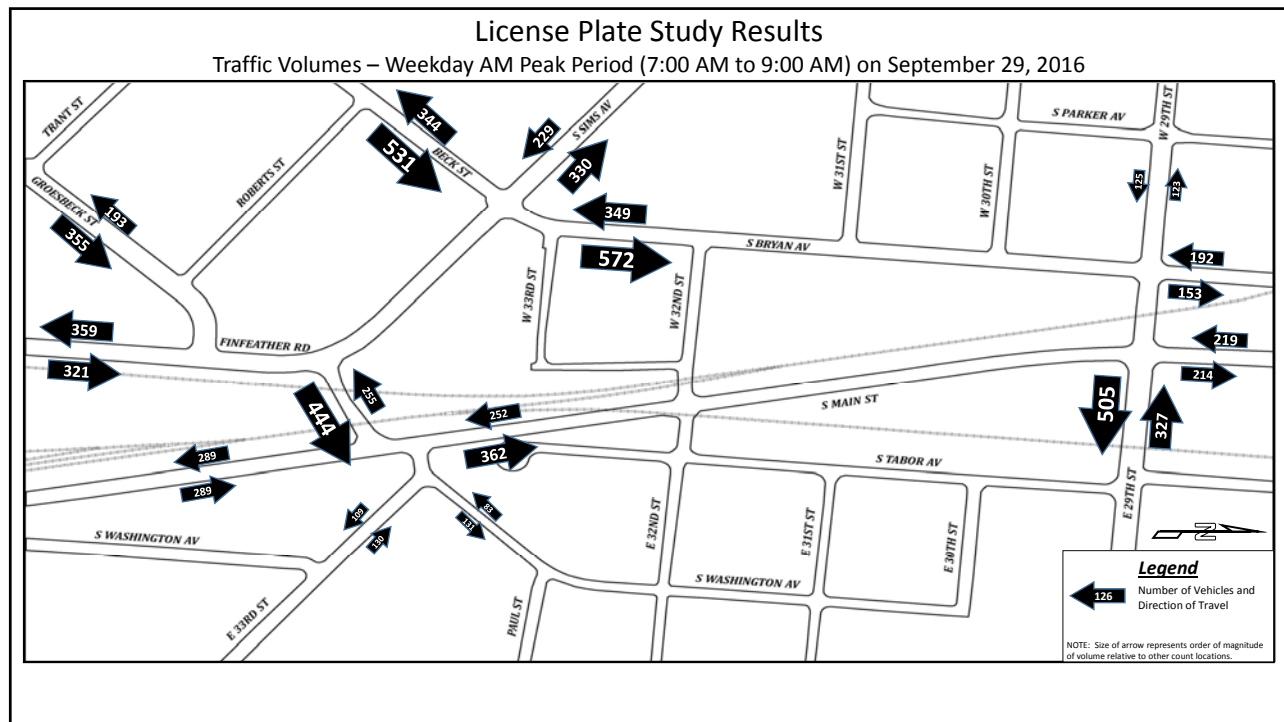
## Quiet Zone Benefit Area

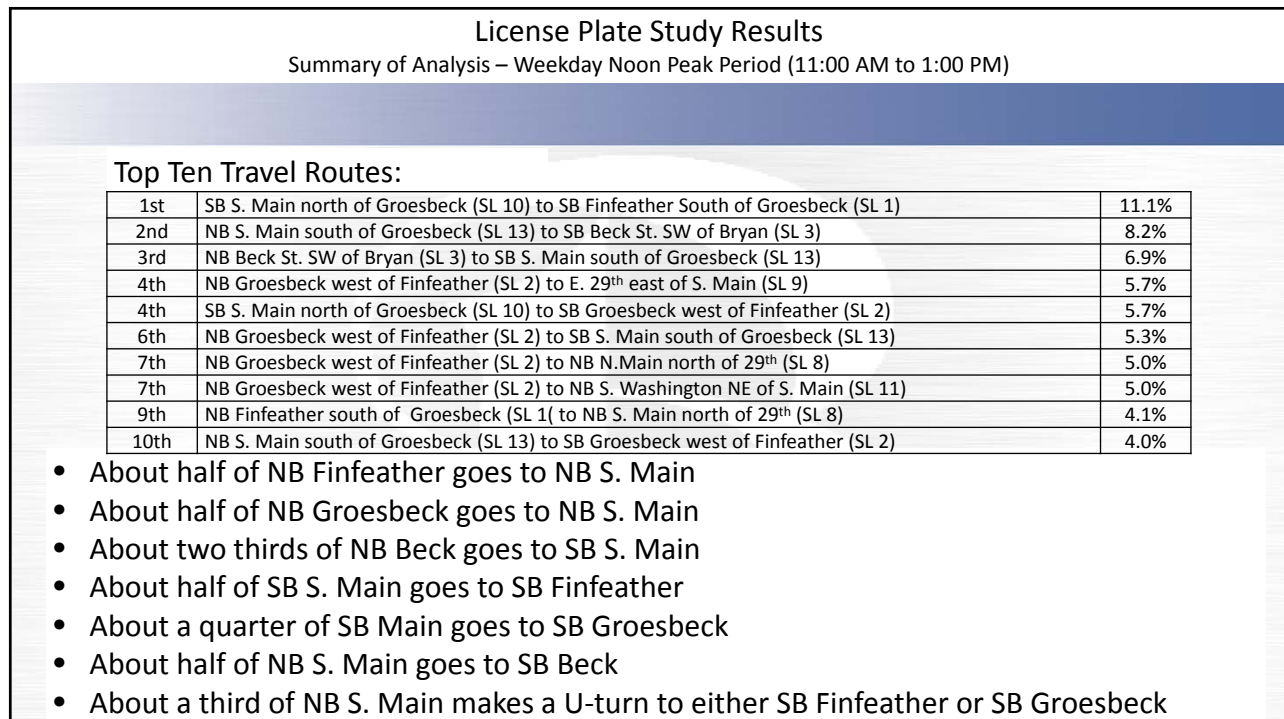
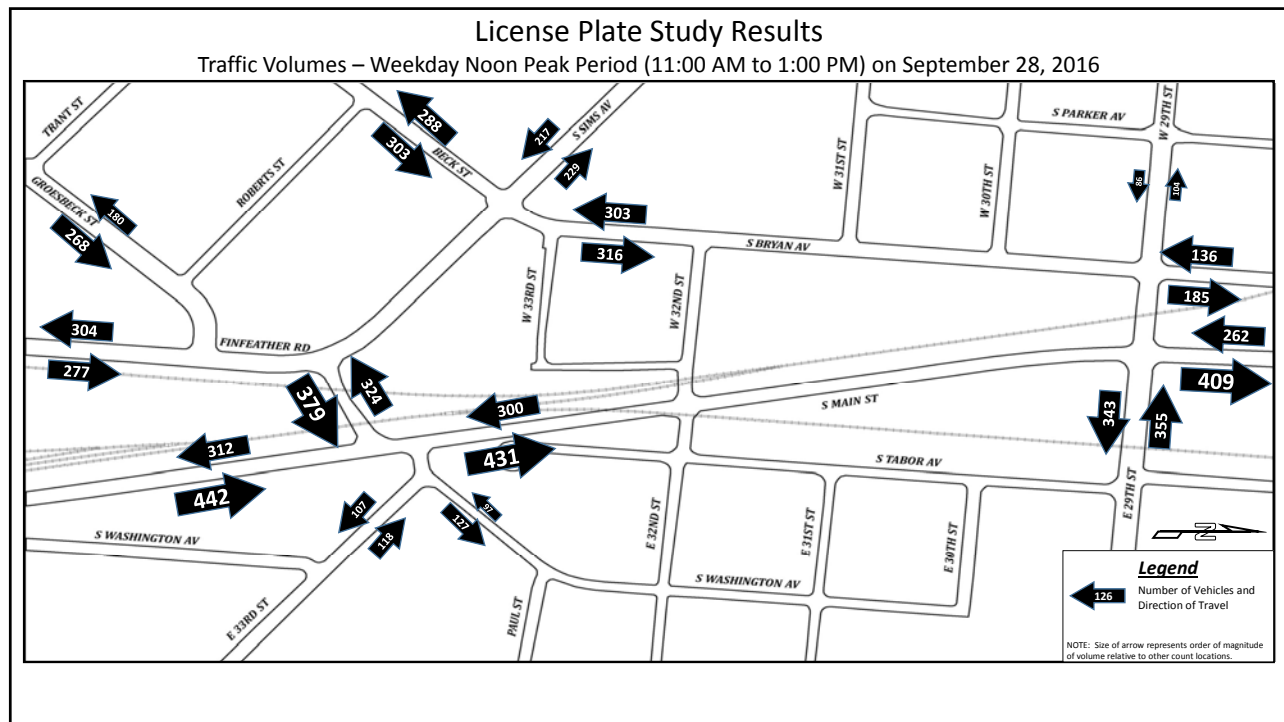


## Groesbeck Street Crossings – Issues

- Highest Risk Index of any crossing in Bryan per FRA
  - 2<sup>nd</sup> – Dodge at Finfeather
  - 3<sup>rd</sup> – FM 158/WJB
  - 4<sup>th</sup> – F&B at Wellborn
  - 5<sup>th</sup> – Graham
- 2<sup>nd</sup> busiest crossing in Bryan – 7,700 vehicles per day (vpd)
  - 1<sup>st</sup> – FM 158/WJB, 15,800 vpd
  - 3<sup>rd</sup> – S. Sims at 27<sup>th</sup>, 6,900 vpd
  - 4<sup>th</sup> – Dodge near S. College, 6,300 vpd
  - 5<sup>th</sup> – Dodge at Finfeather, 6,000 vpd

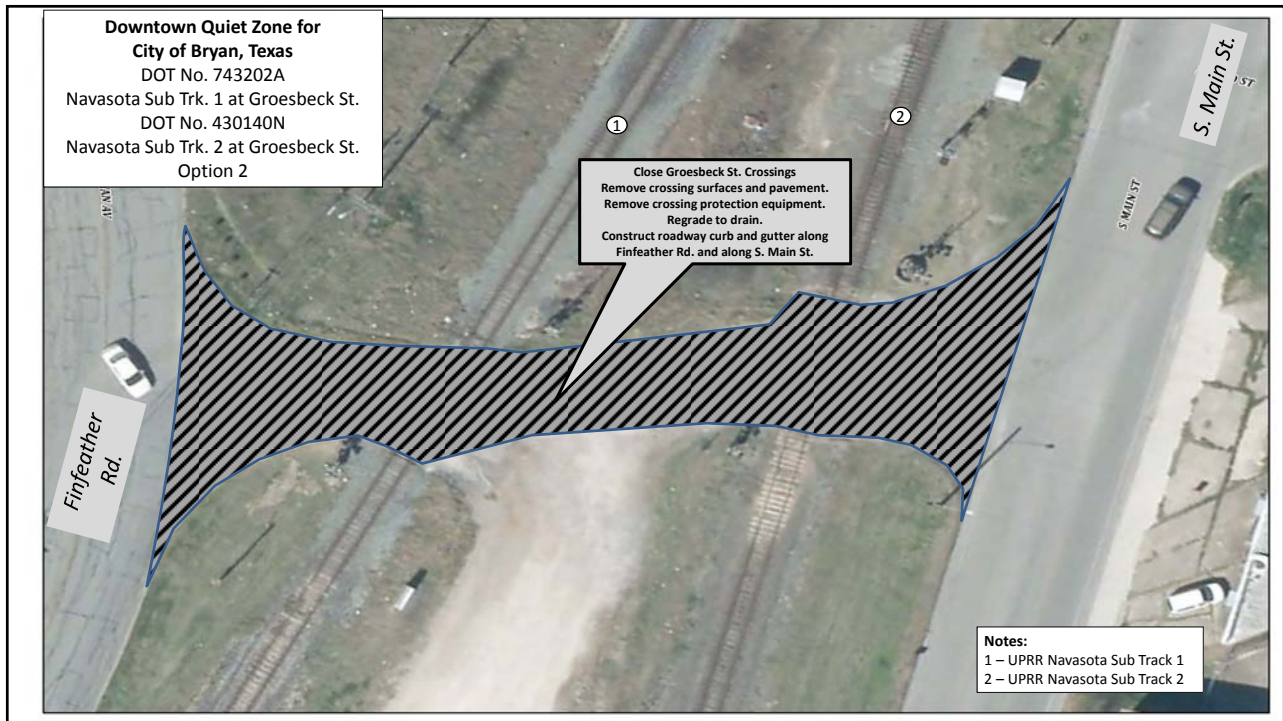
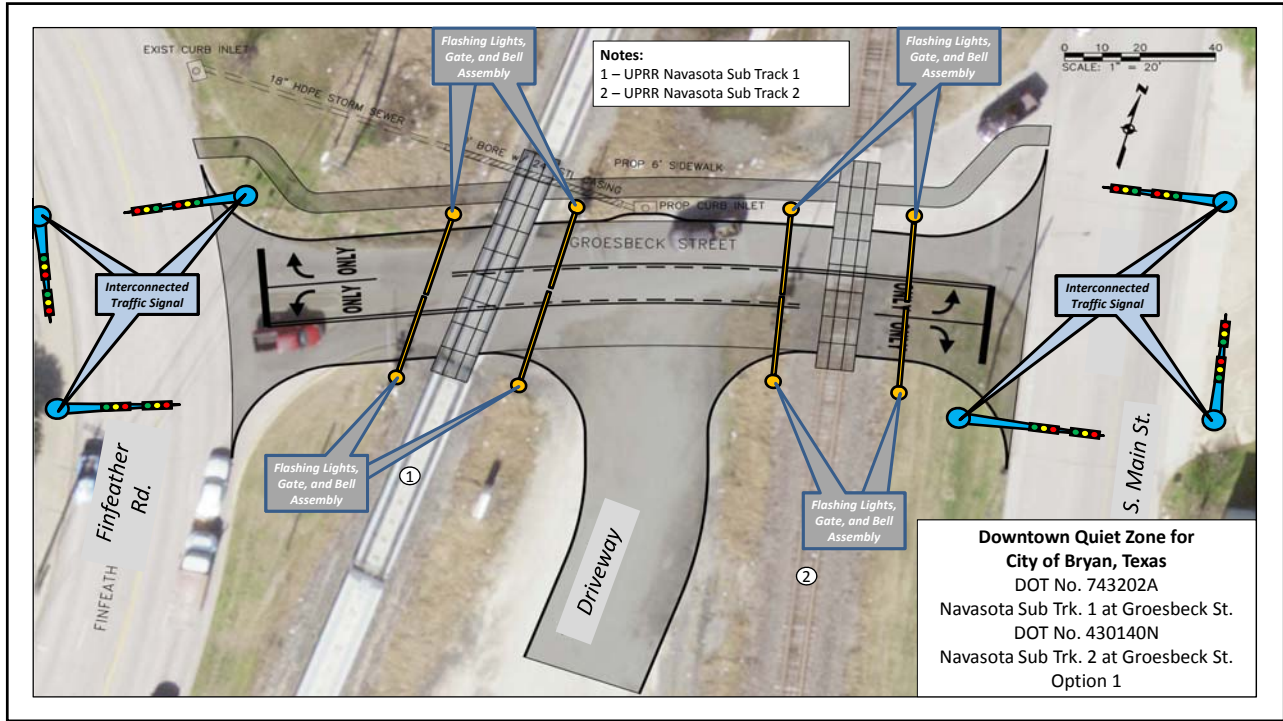












## Downtown Quiet Zone Options

### • Upper Limit Options

• 12 Crossings – Channelization Only + Ancillary Work	\$465,988
• 6 Crossings – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$1,172,001
• E. 15 <sup>th</sup> Street – Full Closure	\$36,124
• S. Sims – Channelization + Ancillary Work + Auxiliary Gate + Railroad Equipment Upgrades	\$632,290
• S. Reed – Full Closure	\$40,900
• Library Walkway – Pedestrian Fencing System	\$314,120
• Pease – Wayside Horns + Railroad Equipment Upgrades	\$194,011
• Groesbeck – Quad Gates + Two Traffic Signals + Reconstruct Roadway + Railroad Equipment Upgrades	\$2,835,218

• Estimated Potential Budget **\$5,690,652**

## Downtown Quiet Zone Options

### • Lower Limit Options

• 13 Crossings – Channelization Only + Ancillary Work	\$477,776
• 6 Crossings – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$1,165,205
• S. Sims – Channelization + Auxiliary Gate + Railroad Equipment Upgrades	\$632,290
• S. Reed – Full Closure	\$40,900
• Library Walkway – Pedestrian Fencing System	\$314,120
• Pease – Wayside Horns + Railroad Equipment Upgrades	\$194,011
• Groesbeck – Full Closure + Traffic Impact Mitigation	\$1,121,242

• Estimated Potential Budget **\$3,945,543**

## Downtown Quiet Zone Risk Indices

<i>Cost Options</i>	<b>Bryan Sub</b>		<b>Navasota Sub</b>	
	<i>Lower Limit</i>	<i>Upper Limit</i>	<i>Lower Limit</i>	<i>Upper Limit</i>
<i>Risk Index with Horns</i>	11,095.06	11,095.06	14,428.24	14,428.24
<i>Risk Index without Horns</i>	18,042.10	18,042.10	30,956.05	30,956.05
<i>Risk Index without Horns + Mitigation</i>	7,691.69	7,402.48	4,614.19	6,733.05

Nationwide Significant Risk Threshold (as of 11/26/13) = 14,347.00

## Next Steps

- Decision process for possible closure of Groesbeck – Summer 2017
- Develop and Issue PAA – Fall 2017
- \*Construct Improvements – Summer 2018 to Summer 2019?
- Develop and Issue NOE – Fall 2019?

\* Dependent on availability of funding

## Contact Us

- Project information
  - [www.bryantx.gov/whats-the-status-of-a-downtown-bryan-railroad-quiet-zone/](http://www.bryantx.gov/whats-the-status-of-a-downtown-bryan-railroad-quiet-zone/)
- Share your thoughts
  - <https://weblink.bryantx.gov/Forms/uTxLz>



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