

Downtown Bryan Railroad Quiet Zone



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Project Update and Recommendations

February 13, 2018

Downtown Quiet Zone for City of Bryan

Quiet Zone Update

- Previous Discussion – 8/22/17 Council Workshop
- Quiet Zone Advisory Committee Recommendations:
 - Proceed with implementation of quiet zone
 - Close Reed St. crossing in exchange for TxDOT funded improvements at Brazos St.
 - Permanently close E. 15th St. crossing
 - No consensus on open vs. closed for Groesbeck St. crossings

Summary of Downtown Quiet Zone Options

All Crossings Open Option

\$5,715,000

Note: FY22 CIP Budget – \$5,517,000 (\$198,000 budget shortage)

Close Groesbeck and E. 15th Option

\$4,038,500

Crossings Open vs. Crossings Closed Cost Differential

\$1,676,500

- Keep Open Groesbeck Street
- Keep Open E. 15th Street

\$1,700,800

(24,300)

• Discussion with Union Pacific Railroad – 2/2/18

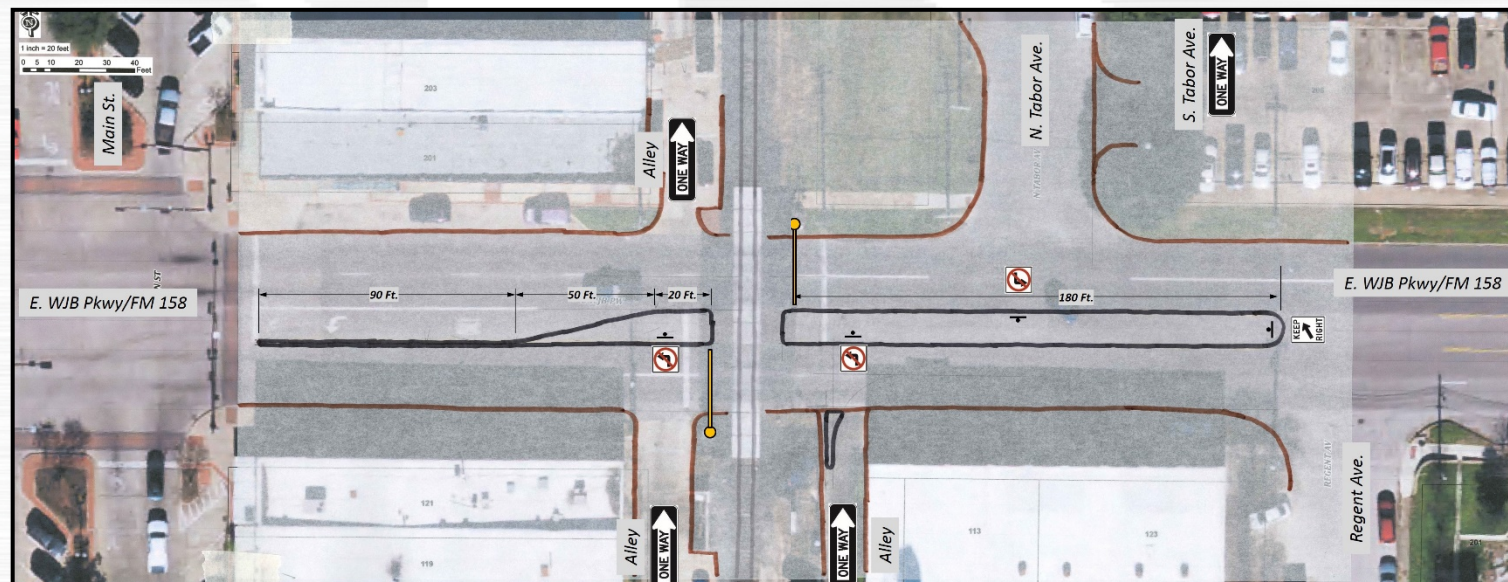
- \$500,000 incentive if the Groesbeck crossing is permanently closed
- \$100,000 incentive if E. 15th St. crossing is permanently closed
- No incentives offered to leave crossings open

Next Steps

- Council Resolution providing direction regarding:
 - Establishment of the Downtown Bryan Quiet Zone
 - Status of Reed St.
 - Status of E. 15th St.
 - Status of Groesbeck St.
- Develop and Issue Public Authority Application – Spring 2018
(Then wait for FRA approval)
- Enter into Preliminary Engineering Agreement with UP for design of trackside improvements – \$150,000
- Engage consultant to design new traffic signals and associated roadway improvements – \$150,000

Next Steps

- Enter into Construction Agreement with UP to fund implementation of trackside improvements
- Enter into Advance Funding Agreement with TxDOT for design and implementation of medians along WJB as part of railroad signal equipment upgrades along the Bryan Sub (Approx. \$35,000)



Funding Options

- Funding Option 1 – Quiet Zone established Winter 2022
 - CIP funding FY 2022 (\$5,517,000)
 - Construction begins Fall 2021
 - Develop and Issue Notice of Establishment (NOE) Fall 2022
- Funding Option 2 – Quiet Zone established Summer 2020
 - Reimbursement resolution advances CIP funding to FY 2019 (\$5,517,000)
 - Construction begins Spring 2019
 - Allows for NOE to be issued Spring 2020

Direction

- Staff needs direction:
 - Establishment of the Downtown Bryan Quiet Zone
 - Status of Reed St.
 - Status of E. 15th St.
 - Status of Groesbeck St.
 - When to fund and build

Questions?





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Downtown Quiet Zone for City of Bryan

Downtown Quiet Zone Options

• Upper Limit Options	<u>\$5,715,000</u>
• 12 Crossings – Channelization Only + Ancillary Work	\$466,000
• 6 Crossings – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$1,172,000
• E. 15 th Street – Channelization Only + Ancillary Work	\$11,800
• S. Sims – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$632,300
• S. Reed – Full Closure	\$40,900
• Library Walkway – Pedestrian Fencing System	\$314,100
• Pease – Wayside Horns + Railroad Equipment Upgrades	\$210,200
• Groesbeck – Quad Gates + Two Traffic Signals + Reconstruct Roadway + Railroad Equipment Upgrades	\$2,867,700

Downtown Quiet Zone Options

• Lower Limit Options	<u>\$4,038,500</u>
• 12 Crossings – Channelization Only + Ancillary Work	\$466,000
• 6 Crossings – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$1,172,000
• E. 15 th Street – Full Closure	\$36,100
• S. Sims – Channelization + Auxiliary Gate + Railroad Equipment Upgrades	\$632,300
• S. Reed – Full Closure	\$40,900
• Library Walkway – Pedestrian Fencing System	\$314,100
• Pease – Wayside Horns + Railroad Equipment Upgrades	\$210,200
• Groesbeck – Full Closure + Displaced Traffic Impact Mitigation	\$1,166,900

Downtown Quiet Zone Options

• Lower Limit Options	<u>\$3,438,500</u>
• 12 Crossings – Channelization Only + Ancillary Work	\$466,000
• 6 Crossings – Channelization + Ancillary Work + Railroad Equipment Upgrades	\$1,172,000
• E. 15 th Street – Full Closure	\$36,100
• S. Sims – Channelization + Auxiliary Gate + Railroad Equipment Upgrades	\$632,300
• S. Reed – Full Closure	\$40,900
• Library Walkway – Pedestrian Fencing System	\$314,100
• Pease – Wayside Horns + Railroad Equipment Upgrades	\$210,200
• Groesbeck – Full Closure + Traffic Impact Mitigation	\$1,166,900
• UPRR Incentives	
• Closure of Groesbeck St. Crossings	(\$500,000)
• Closure of E. 15 th St. Crossing	(\$100,000)

Summary of Downtown Quiet Zone Options

Upper Limit Option

\$5,715,000

Note: FY22 CIP Budget – \$5,517,000 (\$198,000 budget shortage)

Lower Limit Option

\$4,038,500

Upper Limit vs. Lower Limit Cost Differential

\$1,676,500

- (101.5%) Keep Open Groesbeck Street

\$1,700,800

Design + Construction

- (-1.5%) Keep Open E. 15th Street

(\$24,300)

Design + Construction

Note: Costs more to close than keep open

Summary of Downtown Quiet Zone Options

Upper Limit Option		\$5,715,000
<i>Note: FY22 CIP Budget – \$5,517,000 (\$198,000 budget shortage)</i>		
Lower Limit Option		\$3,438,500
Upper Limit vs. Lower Limit Cost Differential		\$2,276,500
• (96.7%) Keep Open Groesbeck Street		\$2,200,800
Design + Construction	\$1,700,800	
UP incentive for closure	\$500,000	
• (3.3%) Keep Open E. 15 th Street		\$75,700
Design + Construction	(\$24,300)	
UP incentive for closure	\$100,000	

Quiet Zone Update

- Discussion with Union Pacific Railroad – 2/2/18
 - \$500,000 incentive if the Groesbeck crossings are permanently closed
 - \$100,000 incentive if E. 15th St. crossing permanently closes
 - No incentives offered to leave crossings open

Lower Limit Option with Incentive \$3,438,500

Upper Limit vs. Lower Limit with Incentive Cost Differential \$2,276,500

- Keep Open Groesbeck Street \$2,200,800
- Keep Open E. 15th Street \$75,700