Downtown Bryan Railroad Quiet Zone

City Council Workshop

March 10, 2026

Quiet Zone Update

1. **Project History and Timeline**
2. **Report on Project Status**
   - Funding Spent to Date
   - Schedule/Next Steps
   - Phase II Update
   - 15th & 22nd St. Crossings
   - Outstanding Items
3. **Questions**

Project History and Timeline



Project History and Timeline

2017

Notice of Intent Issued.
Council direction received
for preferred strategies

March 2018

Preliminary Engineering
Agreement executed
with Union Pacific

July 2018

Kick off meeting with
Union Pacific

September 2018

SOQ process to select
design firm for
Groesbeck crossing

Project History and Timeline

December 2018

Contract approved with CityLynx, Inc. for Groesbeck

February 2019

Notice to Proceed for Groesbeck design issued

April 2019

April 2019 Public Authority Application (PAA) completed and submitted to FRA

May 2021

Received FRA approval of the PAA for the Bryan and Navasota Subs

Project History and Timeline

June 2021

Phase 1 Design Approved by UPRR & Awarded to BPI by Council

July 2021

Phase 2 plans submitted to UPRR for first review

December 2023

Groesbeck crossing plans approved with quad gate system

January 2025

Phase 1 construction completed

Project History and Timeline

June 2025

Phase 2 plans submitted to UPRR for review with wayside horn changes

October 2025

Groesbeck crossing plans revised to include wayside horns. Under UPRR review

January 2026

Phase 2 plan comments received

March 2026

98% Phase 2 plans. Pending decisions on 15th & 22nd St closures

Funding Spent to Date

QUIET ZONE FUNDING BREAKDOWN		
Description	**Amount**	**Notes**
UPRR Data & Studies	$ 30,646.50	2016 Plan Review and PAA
Plan Review/Diagnostics/Inspections	$ 557,875.66	Paid to Benesch
Traffic Studies	$ 33,801.00	2016 with TAMU ITE
CTC	$ 20,725.51	Quiet Zone consulting services
BPI Phase 1 Construction	$ 695,267.17	2021 - 2025
Phase 1 Testing	$ 9,124.25	Geotech (Gessner/Terracon)
TOTAL:	**$ 1,347,440.09**	

Schedule/Next Steps

- **Q3 2026 – Resubmit an amended PAA**
  - Remove W. 28th crossing near W. SH21 & FM2818 from QZ
    - Residential driveway conflicts and the geometry of this crossing make it difficult to meet QZ rules
  - Reflect all changes due to development including addition of driveways
  - Reflect addition of wayside horns to Groesbeck St. and S. Sims Ave
  - Update new signal locations at the Groesbeck crossing
  - Updated traffic counts
- **Q4 2026 – Agreements in place for closures at 15th & 22nd should Council desire this to move forward.**
  - RRQZ Advisory Committee Recommendation in January 2022
    - In favor of closure of 15th and 22nd
    - Presented in Council workshop in February 2022
    - TxDOT Section 130 program could provide up to $100,000 in funding for each closure.
    - UPRR and TxDOT previously stated willingness to participate in 50% cost for fencing along tracks from MLK to 29th

Schedule/Next Steps

- **Q1 2027 – Bid Groesbeck Improvements (contingent upon UPRR Real Estate)**
  - Could be delayed depending on amount of time to execute crossing agreements with UPRR. Typical timeframe for these is 6 – 12 months after plans are approved.
- **Q2 2027 – Bid Phase II (contingent upon having all agreements in place and UPRR having completed their trackside improvements – planking, signal relocations, etc.)**
  - **This bid date would be pushed back significantly if 15th and 22nd are kept open**
    - Would need to hire a design consultant with a structural team to do these designs
    - Minor reviews take a minimum of 6 weeks to receive comments from UPRR. City of Bryan pays Benesch for their time to review all plan revisions. Typical cost for these reviews is over $1,000. A new set of plans could take 3 or more review cycles.
    - Fence required on both sides of the track from MLK to 29th regardless of whether these are closed or open
  - Other delays to this timeline could occur depending on time for UPRR Real Estate to draft and execute crossing agreements

Phase II Update

Phase 2 Plans

- Proposed changes to wayside horns and comments from Benesch prompted a third diagnostic to discuss changes to crossing layouts. Diagnostic meeting held in March 2025.
  - Diagnostic meeting is when UPRR and FRA officials visit the crossings and discuss required improvements with City Staff. Major plan changes require diagnostic meetings.
- This diagnostic yielded UPRR approval of the proposed installation of wayside horns at Groesbeck and S. Sims Ave.
- Phase 2 plans submitted to Benesch February 28, 2025
  - Comments Received January 16, 2026

Groesbeck Crossing

- 100% plans finished by CityLynx/Bleyl in 2021 included quad gate system
  - Estimated cost of quad gates was $2,500,000
- Proposing wayside horns in lieu of quad gates
  - Estimated cost for wayside horns is approximately $300,000
  - Changes to plans complete and are under review by UPRR as of December 2025

Closure of 15th and 22nd

15th Street Issues:

- Crossing has been closed since January 2016 with temporary barricades due to 18 wheeler crossing and hanging on track planking
    - Railroad removed the damaged planking and never replaced
- Because roadway is too narrow and has elevation challenges, better access to Warehouses is to use MLK and Bryan Avenues (Currently how we have signed for trucks)

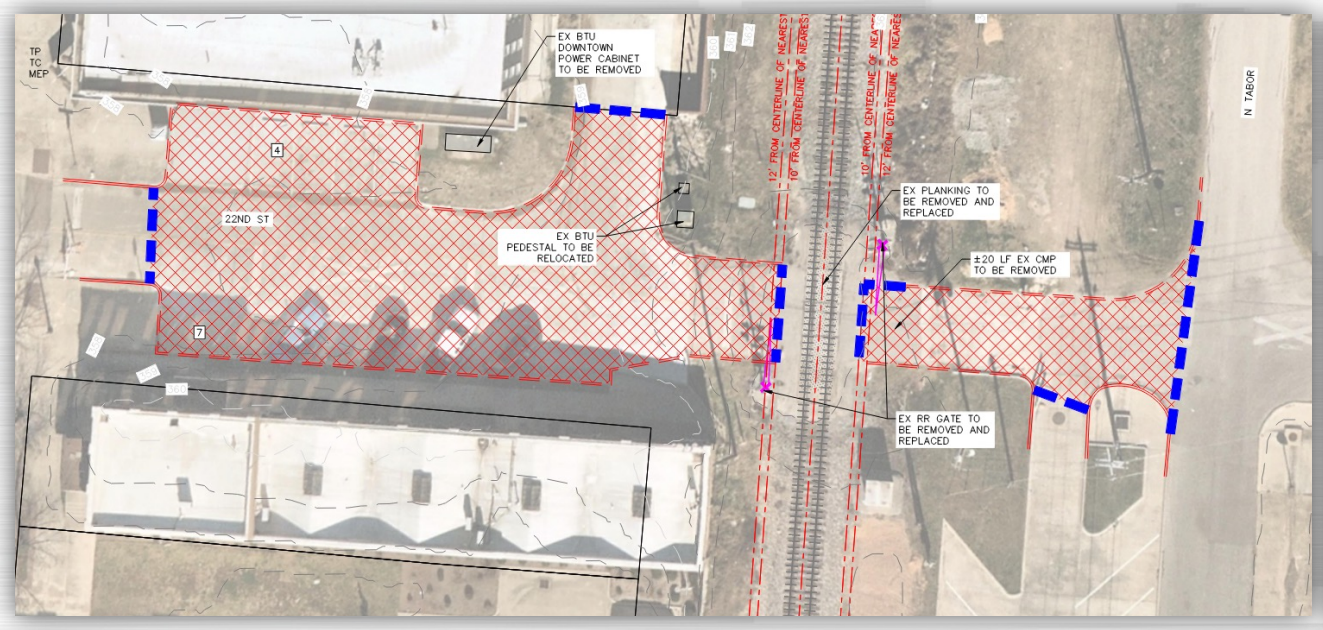
22nd Street Issues:

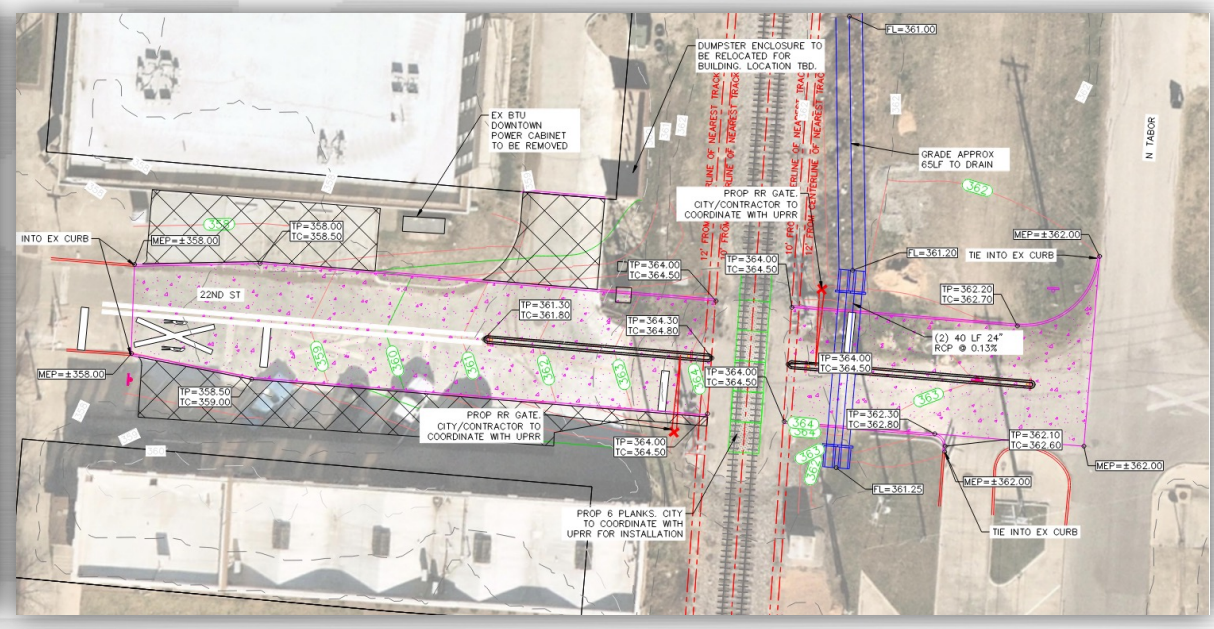
- Crossing is narrow and in order to keep it open with Quiet Zone improvements, the roadway would need to be widened to maintain 11 foot lane width with medians and curb
- Culvert under roadway is partially closed and needs to be replaced. Drainage and structural analysis would need to be done (similar to MLK).
- Vertical curve causes delivery trucks to snag and scrape on planking. Road will need to be raised to decrease this risk.
- Medians, sidewalk crossing, new gates, and new planking required to comply with Quiet Zone rules

Approximate Construction Cost to Keep 22nd St Open

Approximate construction and material cost (including fence from 29th St to MLK) ≈ $1,900,000

- Does not include:
  - Design Engineer cost
  - UPRR shoring and structural review costs
  - New crossing gates, bells and lights assemblies (installed by UPRR, paid for by the City)
  - Additional diagnostic costs (between $2,000 & $4,000 depending on extent of meeting)
  - UPRR Permitting and Engineering fees
    - For reference, Pease St. alone was $116,000. These would be similar or more.

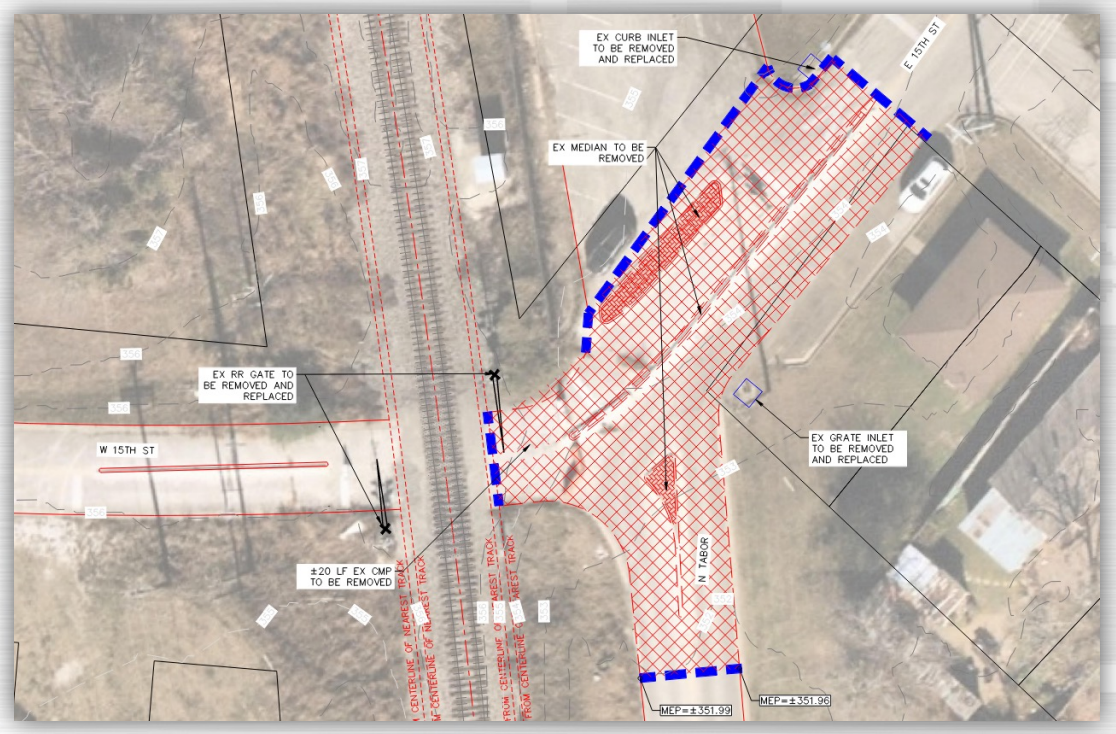


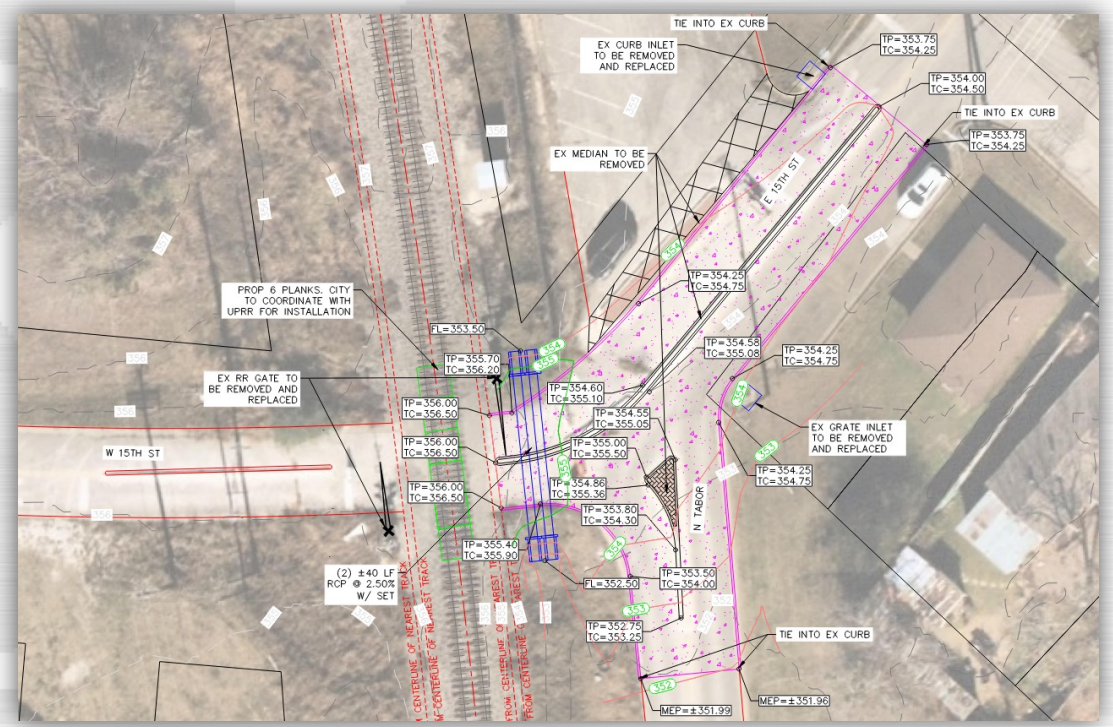


Approximate Construction Cost to Keep 15th St Open

Approximate construction and material cost (including fence from 29th St to MLK) ≈ $1,000,000

- Does not include:
  - Design Engineer cost
  - UPRR shoring and structural review costs
  - New crossing gates, bells and lights assemblies (installed by UPRR, paid for by the City)
  - Additional diagnostic costs
  - UPRR Permitting and Engineering fees

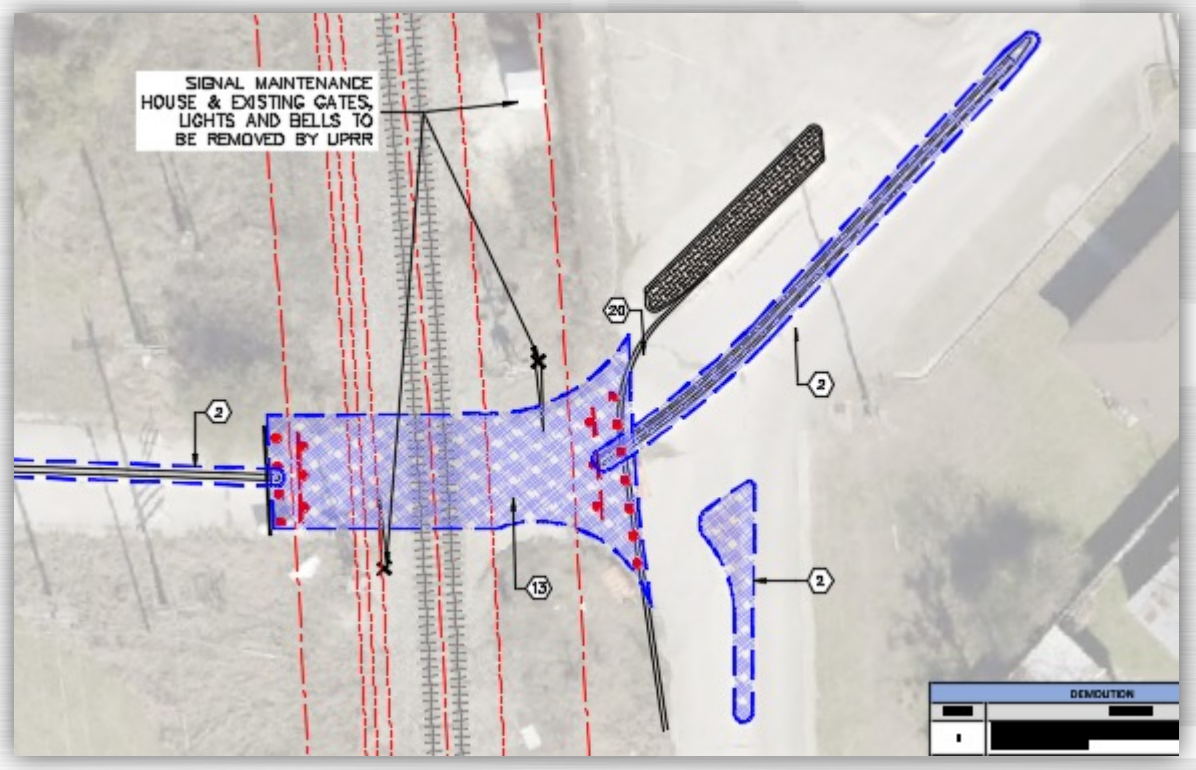


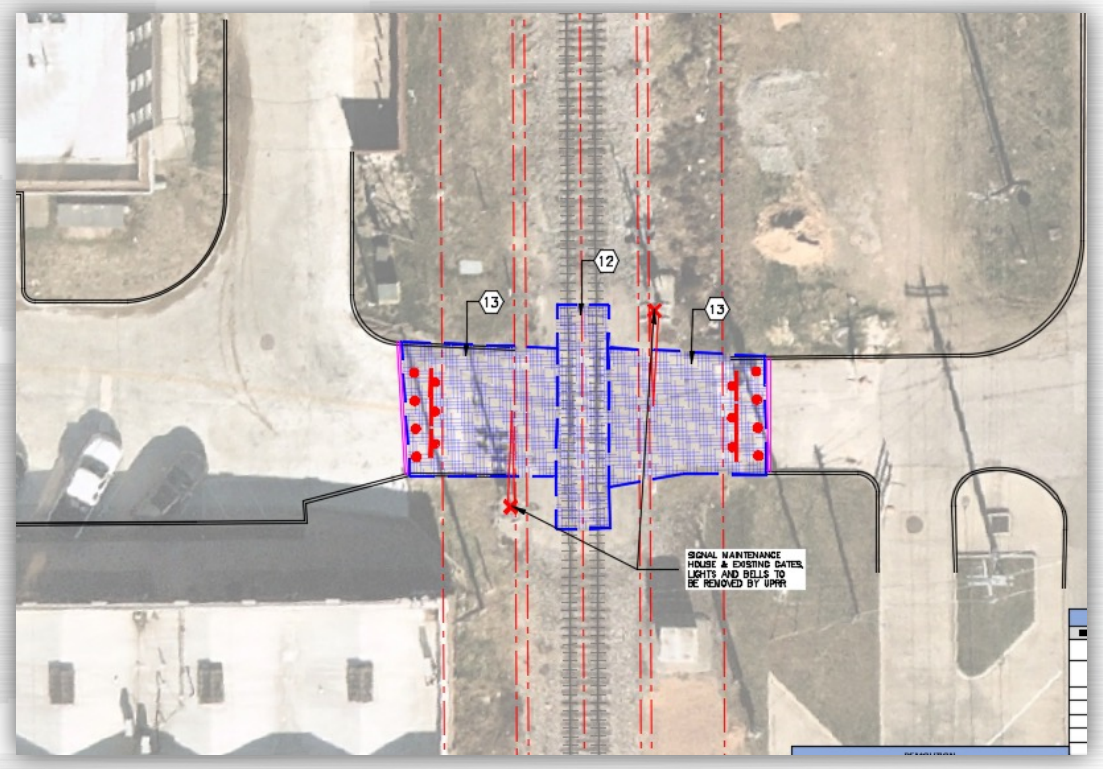


Approximate Cost to Close 15th and 22nd

Construction and Material Cost for Closures ≈ $200,000

- *Includes estimated fees and permitting. This option also has the possibility of UPRR and TxDOT cost participation as mentioned.*





Pros and Cons of Closing 15th & 22nd

Pros:

- TxDOT and UPRR cost participate in closures
  - TxDOT Section 130 up to $100,000 for closures
  - UPRR & TxDOT previously mentioned willingness to participate in fencing cost
- Less crossings to maintain and pay annual fees to UPRR. These costs vary between $300 and $13,000 annually per crossing.
  - Annual maintenance is for crossing equipment and planking only
- Closing both crossings could get us approval for the entire Bryan Subdivision faster, allowing us to bid and construct Phase 2 and receive a partial quiet zone
- Keep alley access and parking along West side of tracks at 22nd St.
- Don't need to buy any property or ROW
- 15th has already been closed for 10 years
- 22nd is used significantly less since installation of medians on Texas Ave
  - 2021 ADT = 729
  - 2024 ADT = 396

Cons:

- Lose 1 additional crossing. 15th has already been closed for 10 years.
- Estimated cost of closures is $200,000 including fencing

Pros and Cons of Opening 15th & 22nd

Pros:

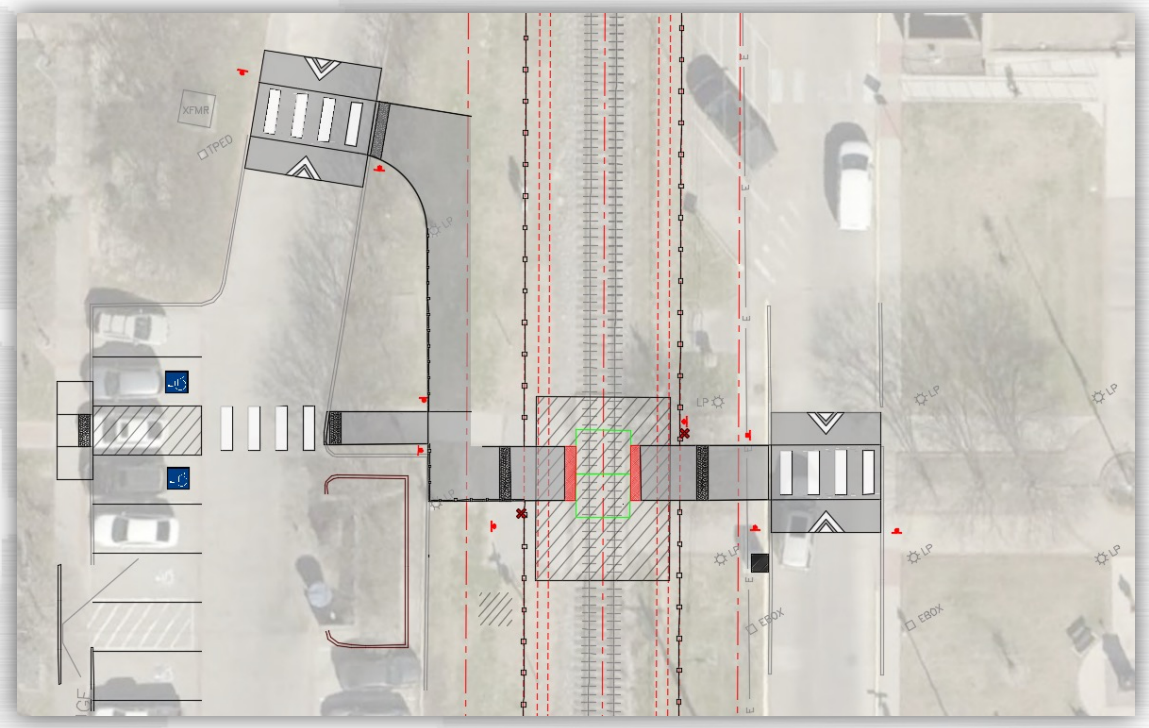
- Re-open 15th Street after being closed for 10 years
- Keep 22nd Street open

Cons:

- Lose TxDOT and UPRR cost participation
  - TxDOT Section 130 up to $100,000 for closures
  - UPRR & TxDOT previously mentioned willingness to participate in fencing cost
- Estimated cost of roadway improvements is $2,800,000. Not included in current CIP Budget.
- Could add a year or more to design and review time. Would require additional diagnostic meetings with UPRR.
- Will need to buy Right-of-Way or property to raise the roadway height
- Raising 22nd will cut off alley access needed for solid waste and fire at Jordan's Lofts
- On street parking on West side of tracks at 22nd St will be eliminated

Outstanding Bryan Subdivision Items

- Obtain N. Sims Street surface agreements. Typically takes 6 months to receive an executed agreement. UPRR will not develop agreement until plans are approved.
- Complete design of pedestrian improvements at Library
- Determine if request for closures of 22nd and 15th street is acceptable to the City of Bryan
- Complete revised plans for Groesbeck Street Crossing. UPRR is reviewing as of December 2025.
    - *Note: if the remaining Bryan Subdivision crossings are completed, a partial quiet zone could be accepted by UPRR. Trains would no longer be required to blow their horns on this track.*



Outstanding Navasota Subdivision Items

- **Obtain surface agreements ($3,000 each) for:**
  - Graham
  - Parker Street
  - W. 28th Street/Bryan Avenue
  - W. 29th Street
  - S. Sims Avenue
  - Groesbeck
  - Pease – *Approved at June 4, 2025 City Council meeting. Executed by UPRR December 2025.*
  - Brazos Street – *TxDOT AFA agreement will complete surface improvements. Approved at June 4, 2025 City Council Meeting.*
- **Finalize Negotiations/Closure Agreements on Reed Street**
- **Address any comments from UPRR on construction plans**

Questions?


BRYAN SUBDIVISION
NAVASOTA SUBDIVISION
CONSTRUCTION COMPLETE
PLANS IN REVIEW BY UPRR
TX 21
FM 1687
FM 158
TX 6 Bus
Kemp Carver Elementary School
Oakwood Cemetery
Forest Park Apartments
Neal Elementary School
Neal Park
Bryan Church of Christ
Allen Chapel AME Church
Anson Jones Elementary School
Milam Elementary School
Stephen F. Austin Middle School
UP Navasota Subdivision
UP Bryan Subdivision
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