



Texas A&M University Quiet Zone

College Station, Texas

Notice of Intent

Submitted by
Texas A&M University
Transportation Services
College Station, Texas

October 25, 2019

**Texas A&M University Quiet Zone
College Station, Texas
Notice of Intent - Project Summary**

October 25, 2019

The intent of the project is to restrict the use of train horns within the project limits for 24 hours per day, all days of the week.

The project incorporates four public at-grade crossings of Union Pacific Railroad along the Navasota Subdivision. The total length of the project is approximately 1.7 miles. There are no cyclist or pedestrian only crossings within the project limits. There is one grade-separated crossing within the project limits. A detailed listing of these crossings with photographs of existing conditions appears at **Appendix A**. A map showing the location of the project appears at **Appendix B**.

The quiet zone will be established by implementing Supplemental Safety Measures (SSMs), Alternative Safety Measures (ASMs), or Wayside Horns at all crossings to reduce the Quiet Zone Risk Index (QZRI) to at or below the Risk Index with Horns (RIWH). The descriptions and conceptual designs of these proposed improvements appear at **Appendix B**.

The Public Authority for the project is Texas A&M University. The Point of Contact for the project is:

Peter Lange, Associate Vice President
Transportation Services
Texas A&M University
1250 TAMU
College Station, Texas 77843-1250
979.845.9700
plange@tamu.edu

The following entities are being provided notification of this project. A detailed listing of names and addresses appears at **Appendix C**.

Brazos County, Texas
City of Bryan, Texas
City of College Station, Texas
Federal Railroad Administration, Washington, D.C.
Federal Railroad Administration – Region V, Austin, Texas
Texas Department of Transportation – Bryan District, Bryan, Texas
Texas Department of Transportation – Rail Highway Section, Austin, Texas
Union Pacific Railroad, Omaha, Nebraska

Appendix A

**Texas A&M University Quiet Zone
College Station, Texas
Railroad Crossing Location Summary**

October 25, 2019

DOT No.	Location	Type of Crossing		Jurisdiction
743209X	UPRR at F&B Road	At-Grade	Public	City of Bryan Texas A&M University
743210S	UPRR at FM 60 / University Drive	Grade Separated	Public	City of College Station Texas Department of Transportation
743211Y	UPRR at Old Main Drive	At-Grade	Public	Texas A&M University
743212F	UPRR at John Kimbrough Boulevard	At-Grade	Public	Texas A&M University
743215B	UPRR at FM 2347 / W. George Bush Drive	At-Grade	Public	City of College Station Texas Department of Transportation

**Texas A&M University Quiet Zone
College Station, Texas
Photographs of Existing Conditions
(Photos taken Summer/Fall 2019)**



**Eastbound F&B Road
DOT No. 743209X**

Note: Track 1 appears in foreground; Track 2 appears in background



**Westbound F&B Road
DOT No. 743209X**

Note: Track 2 appears in foreground; Track 1 appears in background

**Texas A&M University Quiet Zone
College Station, Texas
Photographs of Existing Conditions
(Photos taken Summer/Fall 2019)**



**Eastbound FM 60 / University Drive
DOT No. 743210S**



**Westbound FM 60 / University Drive
DOT No. 743210S**

**Texas A&M University Quiet Zone
College Station, Texas
Photographs of Existing Conditions
(Photos taken Summer/Fall 2019)**



**Eastbound Old Main Drive
DOT No. 743211Y**



**Westbound Old Main Drive
DOT No. 743211Y**

**Texas A&M University Quiet Zone
College Station, Texas
Photographs of Existing Conditions
(Photos taken Summer/Fall 2019)**



**Eastbound John Kimbrough Boulevard
DOT No. 743212F**



**Westbound John Kimbrough Boulevard
DOT No. 743212F**

**Texas A&M University Quiet Zone
College Station, Texas
Photographs of Existing Conditions
(Photos taken Summer/Fall 2019)**



**Eastbound FM 2347 / W. George Bush Drive
DOT No. 743215B**

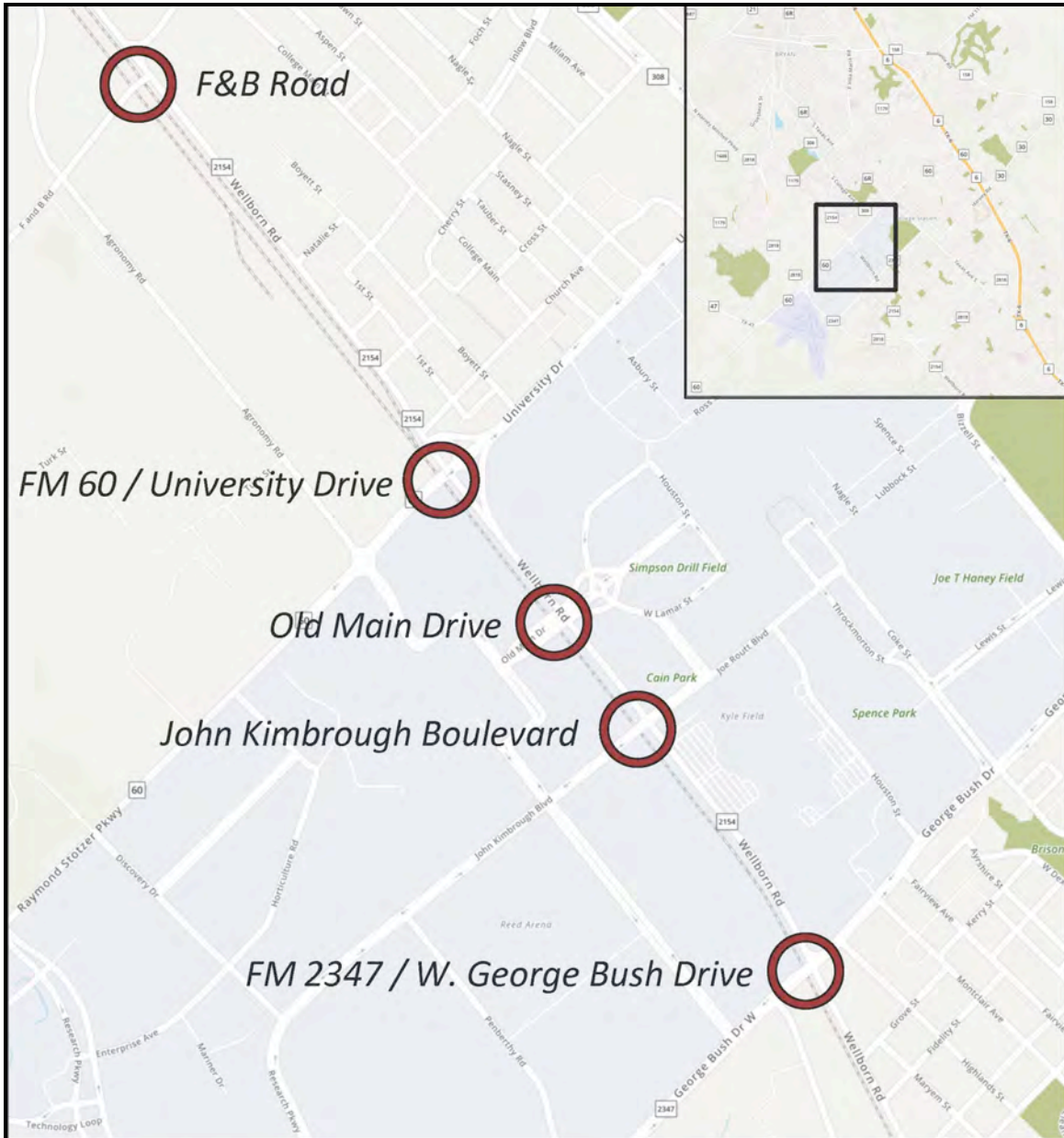


**Westbound FM 2347 / W. George Bush Drive
DOT No. 743215B**

Appendix B

Texas A&M University Quiet Zone College Station, Texas Project Location Map

October 25, 2019



**Texas A&M University Quiet Zone
College Station, Texas
Railroad Crossing Safety Treatment Summary**

October 25, 2019

DOT No.	Location	Treatment	CFR Cite
743209X	UPRR at F&B Road	Engineered ASM: Gates + Channelization	§ 222, App. B, I.A.
743210S	UPRR over FM 60 / University Drive	Grade Separated (Existing Conditions)	§ 222, App. C, II.A.2.
743211Y	UPRR at Old Main Drive	Engineered ASM: Gates + Channelization	§ 222, App. B, I.A.
743212F	UPRR at John Kimbrough Boulevard	SSM : Gates + Channelization	§ 222, App. A, A.3.
743215B	UPRR at FM 2347 / W. George Bush Drive	Wayside Horns	§ 222.59

Texas A&M University Quiet Zone College Station, Texas

Discussion of Proposed Mitigation Strategies

October 25, 2019

743209X – UPRR at F&B Road

F&B Road is an existing three lane roadway with no sidewalks. There are two tracks crossing F&B Road: Track 1 Main and Track 2 Main. The crossing protection equipment includes bells, flashing lights and gates, a GCP 4000 controller with constant warning time devices, and power-out indicators. F&B Road intersects Wellborn Road immediately east of the crossing. The intersection is signalized and is interconnected to the crossing's gate circuitry. Signal timing and phasing plans include railroad preemption and track clearance.

Texas A&M University proposes constructing non-traversable concrete medians as depicted on page **B-6**. A driveway located between Track 1 and Track 2 on the south side of F&B Road serves a maintenance-of-way area. This driveway will remain open; however, due to the raised medians access will be limited to right turns in and out. The roadway located west of Track 1 and on the north side of F&B Road will be closed at F&B Road, and a new connection northward to Finfeather Road will be constructed.

Significant cyclist and pedestrian activity was observed at this crossing; therefore, a shared use path will be constructed along the south side of F&B Road. Crossing planking will be installed south of the existing planking to facilitate the shared use path's crossing of the tracks behind the gate arm assemblies. Existing sidewalks at the signalized intersection of F&B Road and Wellborn Road will be revised so as to better inform cyclists and pedestrians of the desired travel route. The shared use path will eventually be extended westward to Agronomy Road. The existing lights and bells will provide warning to any cyclists and pedestrians who may be present of an approaching train.

The shared use path will cross the tracks as close to 90 degrees as possible, and detectable warnings will be installed a minimum of 12 feet from near rail on all approaches to the crossing. Shared use path edges and street edges must be a minimum of two feet from the edge of railroad panel on both sides.

This proposed mitigation strategy was reviewed and endorsed by the diagnostic inspection team during a diagnostic inspection conducted August 13-14, 2019. Due to the fact that the raised median located between the westbound approach gates for Track 2 and Wellborn Road will be about 20 feet long and not a minimum of 60 feet long, the safety improvements will be classified as Engineered ASMs.

743211Y – UPRR at Old Main Drive

Old Main Drive is a local street serving Texas A&M University's campus. One main track crosses Old Main Drive. The crossing protection equipment includes bells, flashing lights and gates, a GCP 4000 controller with constant warning time devices, and power-out indicators. Old Main Drive intersects Wellborn Road immediately east of the crossing. The intersection is signalized and is interconnected to the crossing's gate circuitry. Signal timing and phasing plans include railroad preemption and track clearance.

Cyclist and pedestrian activity at the crossing is practically nonexistent due to an adjacent underpass that provides grade-separated connectivity for cyclists, pedestrians, and service vehicles beneath the tracks and Wellborn Road. The Old Main Drive crossing was reconstructed as part of the underpass to be "quiet zone compliant". This proposed design was reviewed and endorsed by the diagnostic inspection team during a diagnostic inspection conducted August 13-14, 2019. Due to the fact that the raised median located between the westbound approach gates and Wellborn Road is 46 feet long and not a minimum of 60 feet long, the safety improvements will be classified as Engineered ASMs and appear on page **B-7**.

743212F – UPRR at John Kimbrough Boulevard

John Kimbrough Boulevard is a five lane divided roadway with striped shoulders. It is a local thoroughfare serving Texas A&M University's campus. The crossing protection equipment includes bells, flashing lights and gates, a GCP 3000 controller with constant warning time devices, and power-out indicators. John Kimbrough Boulevard intersects Wellborn Road immediately east of the crossing. The intersection is signalized and is interconnected to the crossing's gate circuitry. Signal timing and phasing plans include railroad preemption and track clearance.

Presently, the gate arms for the eastbound approach to the crossing are excessively long, resulting in maintenance challenges and incomplete coverage of the leftmost approach lane. Texas A&M University proposes reconfiguring John Kimbrough Boulevard to provide a raised concrete median 11 feet in width, three eastbound travel lanes and two westbound travel lanes, which are all 11 feet in width, as depicted on page **B-8**.

All pedestrian crossings of the tracks will be eliminated and fencing installed along the edge of the adjacent parking lot (Lot 61) to mitigate possible scofflaw behavior. This fence will tie into the existing fence running parallel to the tracks. Landscaping will be installed to further discourage travel along the former sidewalk areas. Cyclists and pedestrians will be rerouted to the existing underpass located south of John Kimbrough Boulevard. Sidewalks, shared use paths, curb ramps, cross walks, pedestrian signals, and signs and markings will be removed or modified to implement this concept.

This proposed mitigation strategy was reviewed and endorsed by the diagnostic inspection team during a diagnostic inspection conducted August 13-14, 2019. The

mitigation strategy is considered a Supplemental Safety Measure (SSM) as the median between the gates and Wellborn Road will be 60 feet long. Island gate assemblies will be installed within the widened median, resulting in shorter gate arm lengths. The required gate arm coverage of all approach lanes will comply with §222 App. A, 4.a.

743215B – UPRR at FM 2347 / W. George Bush Drive

FM 2347 / W. George Bush Drive is a four lane divided highway. The crossing protection equipment includes bells, flashing lights and gates, a GCP 3000 controller with constant warning time devices, and power-out indicators.

Construction of a grade-separated crossing is in preliminary engineering with construction anticipated to begin within the next four to six years. As an interim measure, wayside horns will be installed to replace the locomotive horns. Due to curvature of the track and trees along the inside of the curve north of the crossing, train crews may not be able to see at an adequate distance the wayside horn's status indicator; thus, an auxiliary wayside horn status indicator located north of the crossing may be required. This issue will be assessed during the design phase of the project and its resolution will be included in the Public Authority Application (PAA).

To address documented instances of cyclists and pedestrians using the existing crossing surface as a crosswalk, track panels will be reconfigured to present significant gaps in the planking in order to strongly discourage this behavior. To encourage better travel choices by cyclists and pedestrians, sidewalks, shared use paths, cross walks, curb ramps, pedestrian signals, signal timing and phasing, intersection geometry, and signing and markings will be revised to better facilitate accessible, safer, and more efficient crossing of Wellborn Road and the eastern leg of FM 2347 / W. George Bush Drive. Bells will be added to the existing median gate assemblies to provide a more audible warning above ambient traffic noise levels to cyclists and pedestrians of an approaching train.

The shared use paths will cross the tracks as close to 90 degrees as possible, and detectable warnings will be installed a minimum of 12 feet from near rail on all approaches to the crossing. Shared use path edges and street edges must be a minimum of two feet from the edge of railroad panel on both sides.

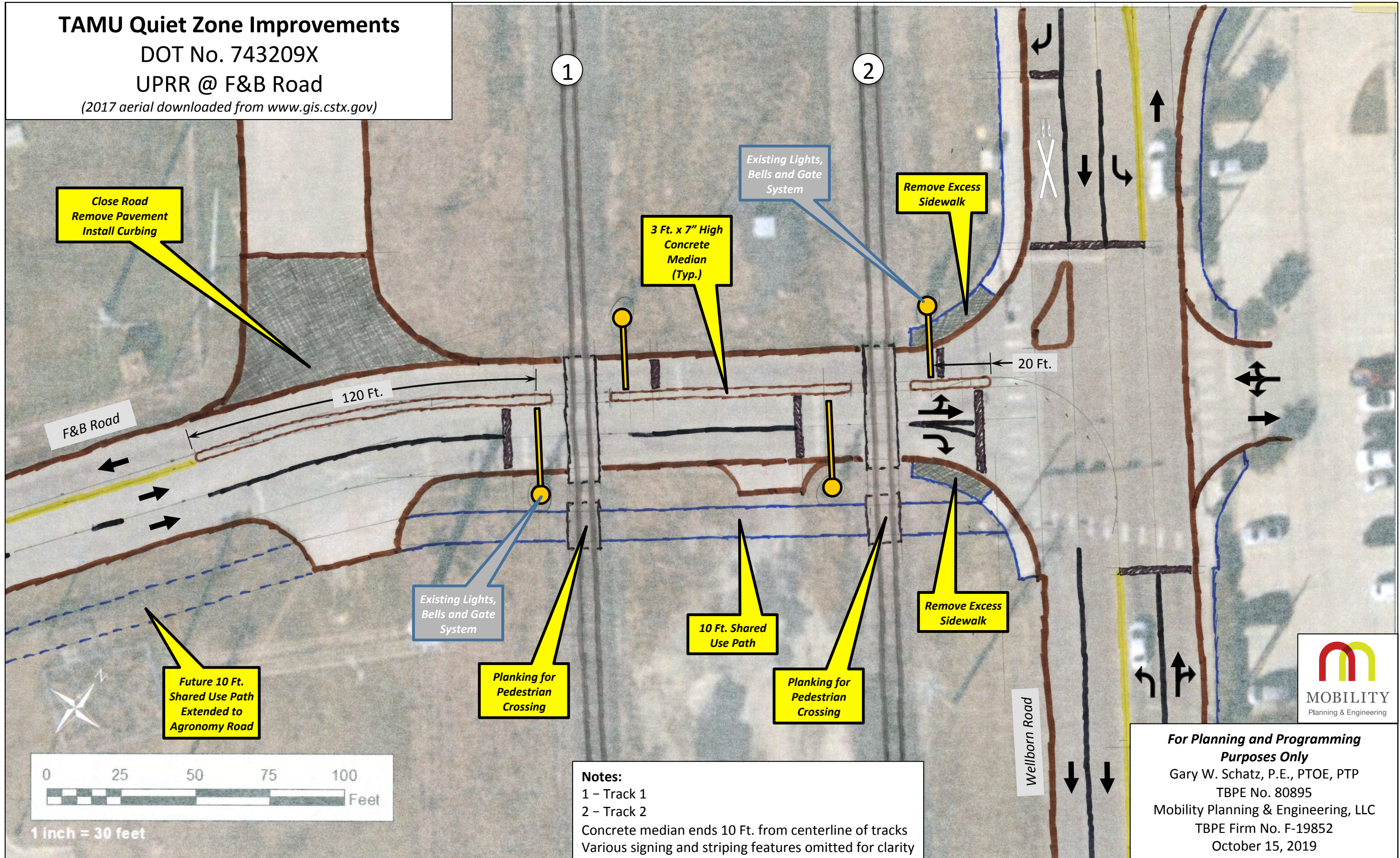
This proposed mitigation strategy, which appears on page B-9, was reviewed and endorsed by the diagnostic inspection team during a diagnostic inspection conducted August 13-14, 2019.

TAMU Quiet Zone Improvements

DOT No. 743209X

UPRR @ F&B Road

(2017 aerial downloaded from www.gis.cstx.gov)



Notes:
 1 - Track 1
 2 - Track 2
 Concrete median ends 10 Ft. from centerline of tracks
 Various signing and striping features omitted for clarity

For Planning and Programming Purposes Only
 Gary W. Schatz, P.E., PTOE, PTP
 TBPE No. 80895
 Mobility Planning & Engineering, LLC
 TBPE Firm No. F-19852
 October 15, 2019

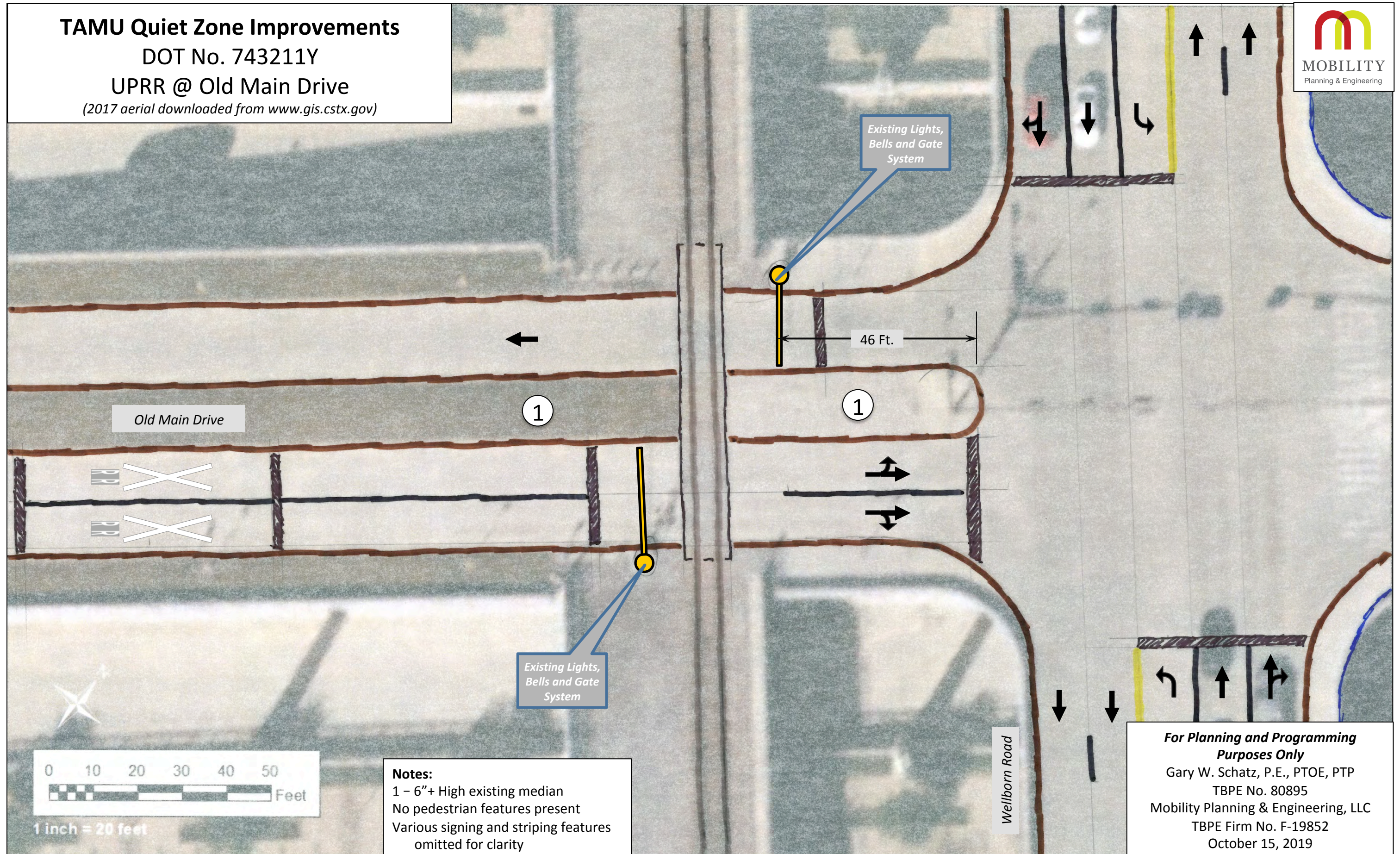


TAMU Quiet Zone Improvements

DOT No. 743211Y

UPRR @ Old Main Drive

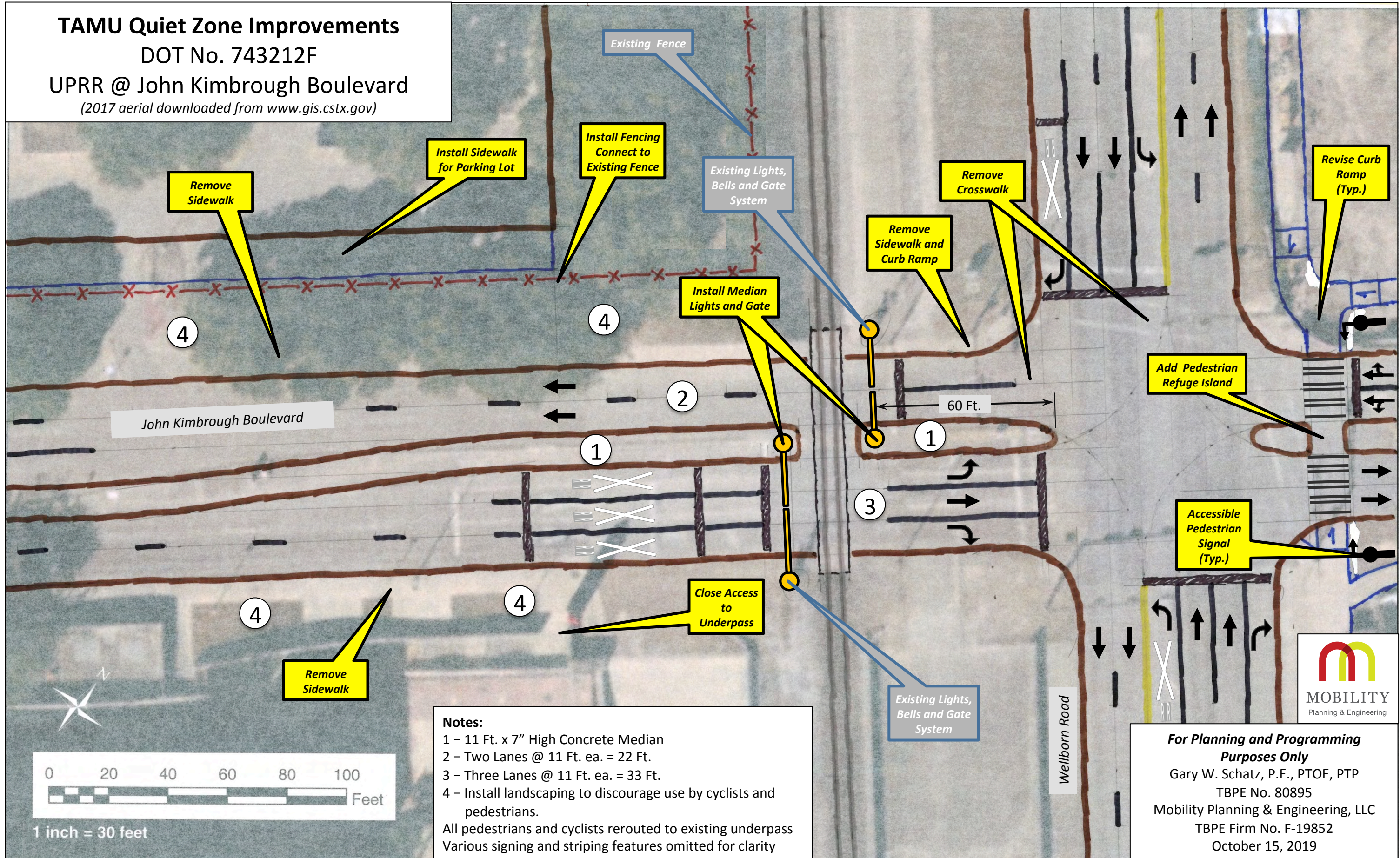
(2017 aerial downloaded from www.gis.cstx.gov)



Notes:
1 - 6"+ High existing median
No pedestrian features present
Various signing and striping features omitted for clarity

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TAMU Quiet Zone Improvements
 DOT No. 743212F
 UPRR @ John Kimbrough Boulevard
 (2017 aerial downloaded from www.gis.cstx.gov)



Notes:
 1 - 11 Ft. x 7" High Concrete Median
 2 - Two Lanes @ 11 Ft. ea. = 22 Ft.
 3 - Three Lanes @ 11 Ft. ea. = 33 Ft.
 4 - Install landscaping to discourage use by cyclists and pedestrians.
 All pedestrians and cyclists rerouted to existing underpass
 Various signing and striping features omitted for clarity

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TAMU Quiet Zone Improvements

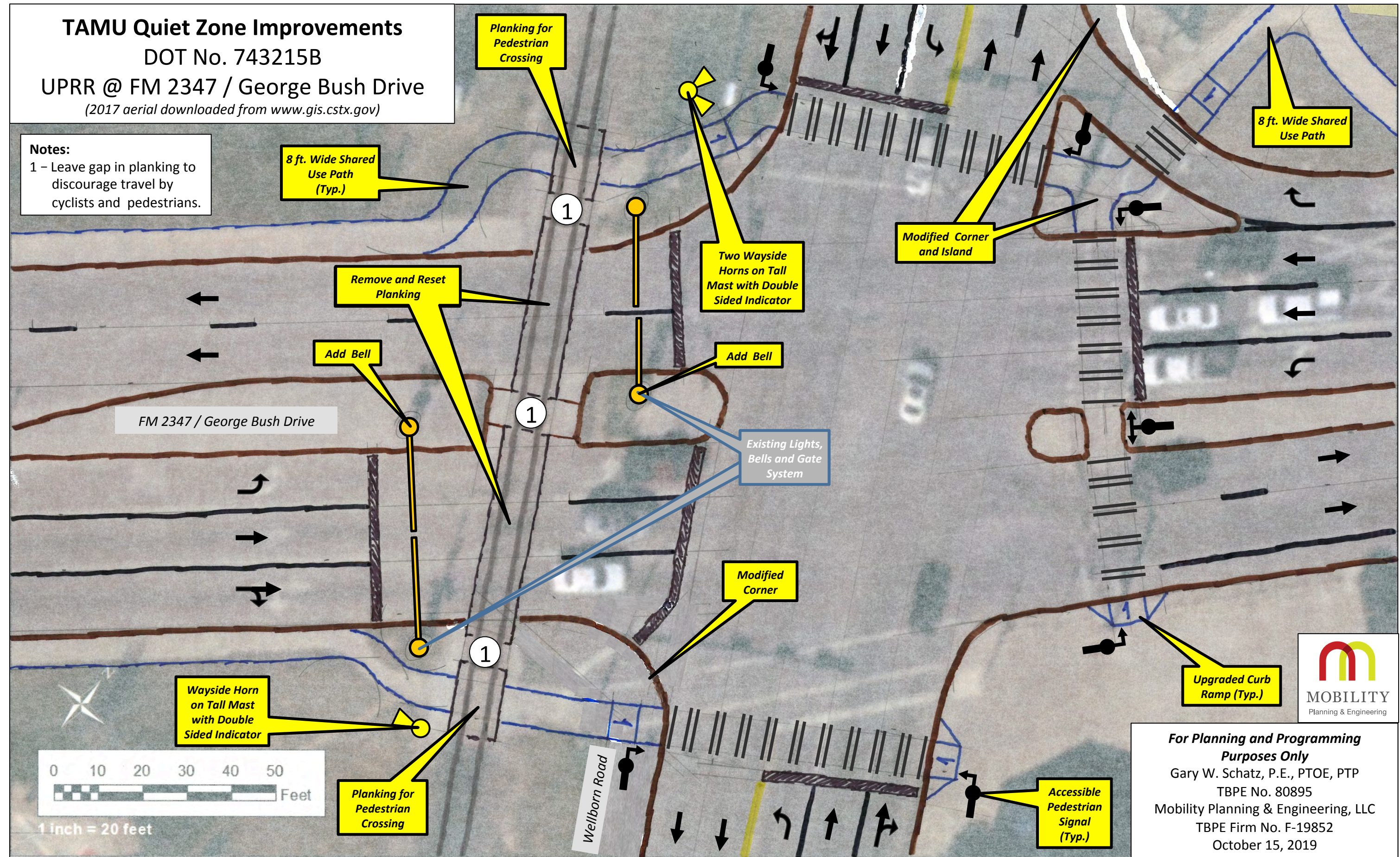
DOT No. 743215B

UPRR @ FM 2347 / George Bush Drive

(2017 aerial downloaded from www.gis.cstx.gov)

Notes:

1 - Leave gap in planking to discourage travel by cyclists and pedestrians.



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Appendix C

**Texas A&M University Quiet Zone
College Station, Texas**

Notice of Intent – Notification List

October 25, 2019

Mr. Karl Alexy
Associate Administrator for Railroad Safety
& Chief Safety Officer
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Carolyn E. Cook
Regional Manager
Federal Railroad Administration – Region V
PO Box 152168
Austin, TX 78715-2168
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Robert H. Travis, P.E.
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Texas Department of Transportation
Rail Division
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Austin, TX 78701-2483
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District Engineer
Texas Department of Transportation
Bryan District
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County Engineer
Brazos County Road & Bridge
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Bryan, TX 77803
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W. Paul Kaspar, P.E., CFM
City Engineer
City of Bryan
300 S. Texas Avenue
Bryan, Texas 77803
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