

Quiet Zones

General Information and Requirements

- *Quiet Zones* reduces the frequency of the horns coming from the railroad improving the quality of life for the residents and those conducting business near the at-grade crossings. Quiet Zones is a series of at-grade crossings where improvements have been made to the roadway, crossing gates or other options making it possible for the train to pass without sounding its horn. These improvements must be implemented across at least half a mile of railway before a Quiet Zone can be implemented.
- *Quiet Zones* can implement several options including:
 - Median Construction which includes a minimum of 100 feet from the crossing gate unless the median would conflict with a driveway or intersection, then the median may be shortened to minimum of 60 feet. If a driveway or intersection would be blocked by a 60 feet long median than median construction is not an option for the crossing.
 - Permanent crossing closures, creating grade separated crossings, conversion of two-way street system to one-way system may be needed or recommended in establishing a Quiet Zone and other requirements per Railway (pad replacements, new crossing gates with lighting and wiring, etc.)

IMPORTANT FACTS

Quiet Zones will reduce the frequency of train horns sounding, but not eliminate the horns. Per Federal regulations a train engineer must always sound the train horn even in quiet zone, for the following reasons:

1. AmTrak must sound its horn before leaving the station.
 2. When BNSF Railway workers are present, (or Maintenance Workers).
 3. Whenever trespassers are present on BNSF Railway Property including people, vehicles and animals.
- Timeline for Quiet Zones:
 - Select locations for Quiet Zones, design Quiet Zones per FRA requirements and Railway standards.
 - Complete a Diagnostic Review with City, NDOT, FRA, and BNSF or other Railways involved.
 - Submit preliminary designs to Railways for review or Notice of Intent.
 - Schedule another diagnostic meeting if needed for changes or for final approvals.
 - The City will need to enter into agreements with Railways for any type of work at crossings.
 - Submit a Notice of Establishment for the implementation of an approved Quiet Zone.

(Continued)

■ Potential Locations and Estimated Costs

RR Milepost 157.90- Marian Road	\$984,000.00
RR Milepost 157.79- Laird Avenue	\$264,000.00
RR Milepost 156.34- Lincoln Avenue	\$443,520.00
RR Milepost 156.28- Hastings Avenue	\$66,000.00
RR Milepost 156.21- Denver Avenue	\$66,000.00
RR Milepost 156.01- Colorado Avenue	\$64,500.00
RR Milepost 155.79- Pine Avenue	\$14,700.00
RR Milepost 155.70- California Avenue	\$244,200.00
RR Milepost 155.44- Elm Avenue	\$247,500.00

(Note: These are only estimated costs and can change depending on other work involved, and or other arrangements between Railways and City)

BNSF is in receipt of City of Hastings, Nebraska “Notice of Intent” for a proposed quiet zone and recommends the following:

Laird Avenue- BNSF recommends and supports efforts to seek closure of this crossing.

Lincoln Avenue- BNSF would support efforts to convert Lincoln Avenue into a one-way street.

Hastings Avenue- BNSF would support efforts to convert Hastings Avenue into a one-way street.

Denver Avenue- BNSF would support efforts to convert Hastings Avenue into a one-way street.

Pine Avenue- BNSF recommends and supports efforts to seek closure of this crossing.

California Avenue- BNSF recommends and supports efforts to seek closure of this crossing.

Marian Road, Colorado Avenue, Elm Avenue and all the crossings mentioned above, all have various work to be performed on BNSF property. The City will need to enter into an agreement with BNSF for this work, and such work will be at the City’s sole cost and expense. – per BNSF

Potential Quiet Zone Crossings

