

Quiet Zones BNSF Line

City Council

Meeting Date: January 6, 2019

Presented by

Michael R. Beltran II, P.E., City Engineer

Background

- March 2017 – Council directs Staff to look at Feasibility of Quiet Zones
- April 2018 – Staff receives two (2) proposal for study
- June 2018 – Staff presents proposals to Council
- July 2018 – Proposals are resubmitted with reduced scope
- November 2018 – Council Awards Contract for Feasibility Study

Consultant Scope

- Quiet Zone Feasibility Study
 - Evaluate Existing Conditions
 - Traffic Counts and Sound Study
 - Potential Safety Improvements
 - Stakeholder Coordination – Diagnostic Meeting
 - Safety Measure Evaluation
 - Funding Research
 - Environmental Review
 - Draft and Final Feasibility Study
- Quiet Zone Establishment
 - Notice of Intent Package
 - Crossing Improvement Exhibits

What is a Quiet Zone?

- Stretch of Track where Train Horns are not Required
 - Exceptions include:
 - Emergencies
 - Person on Track
 - Workers within 25 feet of Track



Supplemental Safety Measures

- 14 Supplemental Safety Measures (SSM) established by FRA
 - What are Supplemental Safety Measures
 - SSM #13 – Non-Transversable Curb Medians with or without Channelization Devices
 - SSM for 5 of 8 crossings is #13



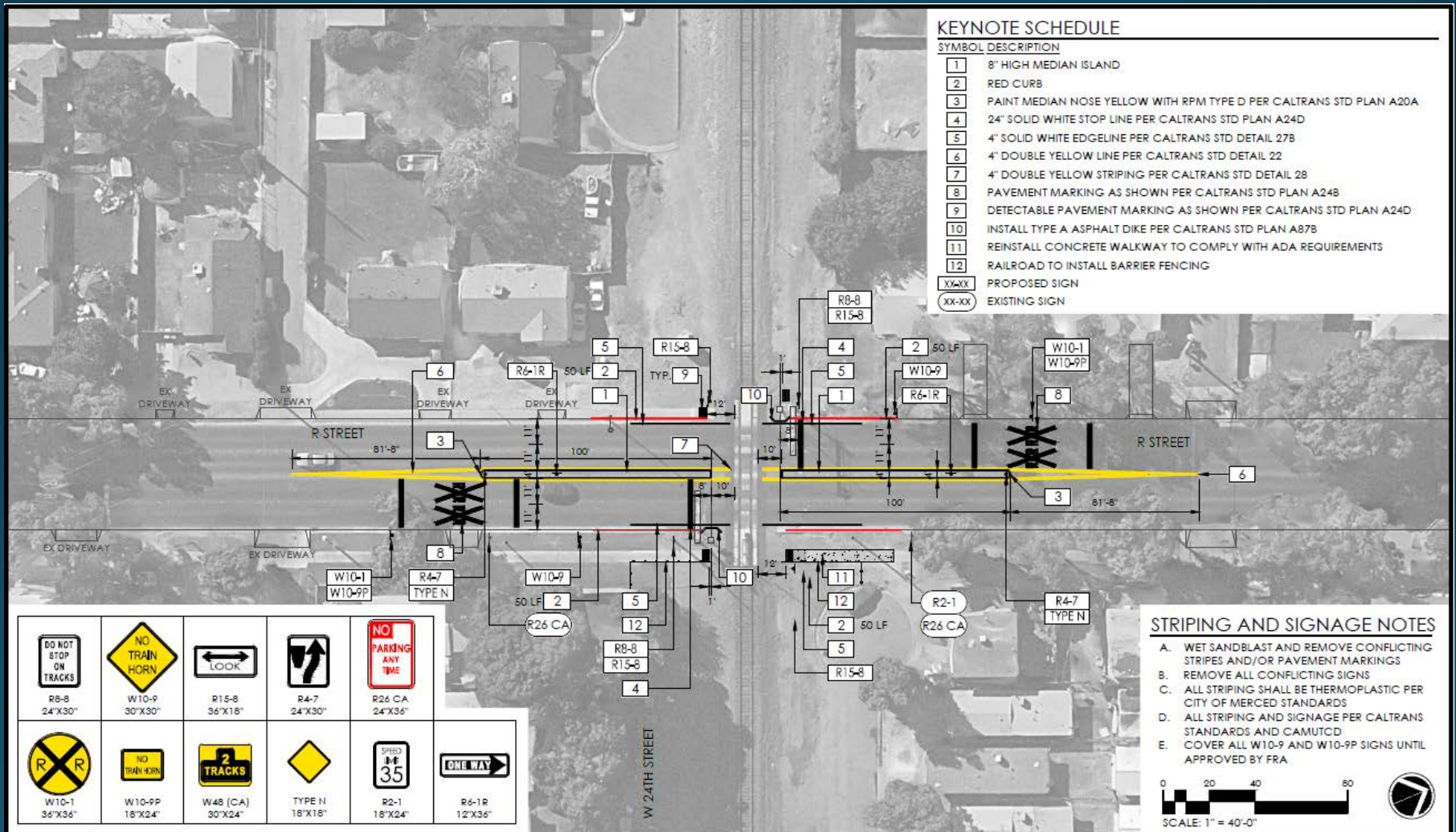
Crossings

State Route 59, Bear Creek, K St. Canal St., M St.,
and R St.

- SR 59 Project Except Signage (Est. \$20,000)
- Bear Creek (Est. \$120,000)
 - Install Pedestrian Barriers
 - Install Asphalt Dikes
- Canal Street (Est. \$180,000)
 - Eliminate / Relocate Post Office Driveway
 - Install Pedestrian Barriers
 - Sidewalks to be ADA
- M Street (Est. \$110,000)
 - Sidewalks to be ADA
- R Street (Est. \$130,000)
 - Residential Driveway to be Right In / Right Out
 - Install Barriers on East Side of Crossing
 - Sidewalks to be ADA

Crossings

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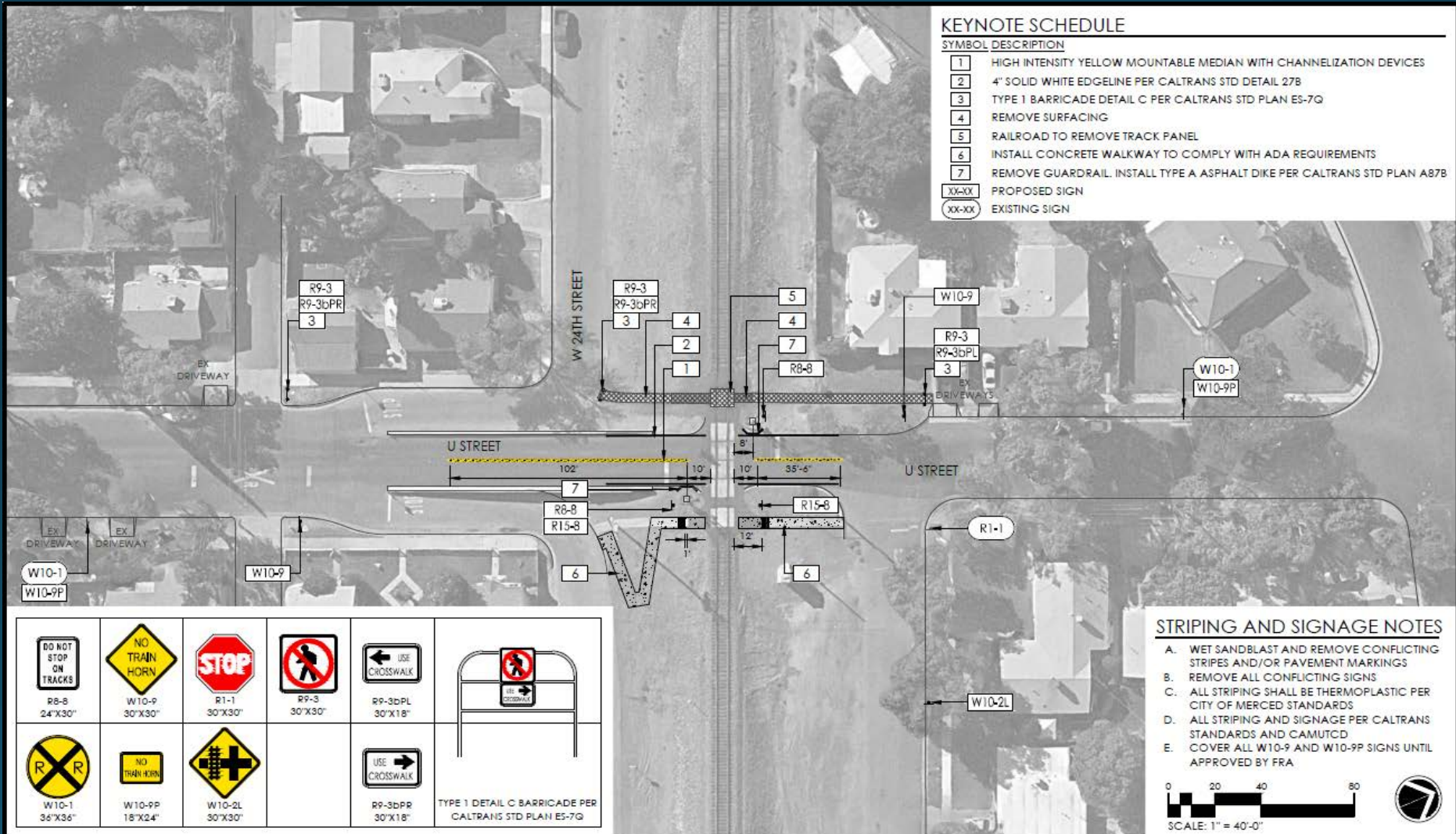
Crossings

U Street (Est. \$90,000)

- No Supplemental Safety Measures
- Recommendations for Enhanced Safety
 - Install Fencing Along Corridor
 - Sidewalks to ADA on east, Removal of west sidewalk
- BNSF and FRA Recommend Closure (U Street)
 - BNSF may contribute to fencing if closed

Crossings

U Street



Crossings

Glen Avenue (Est. \$150,000)

- No Supplemental Safety Measures
 - Traffic Study and Signalization
 - Adjust Striping
 - Relocate North bound Stop Bar
 - Install Fencing
 - Sidewalks to be ADA
 - 3-Way Stop or 4-Way Stop With Median

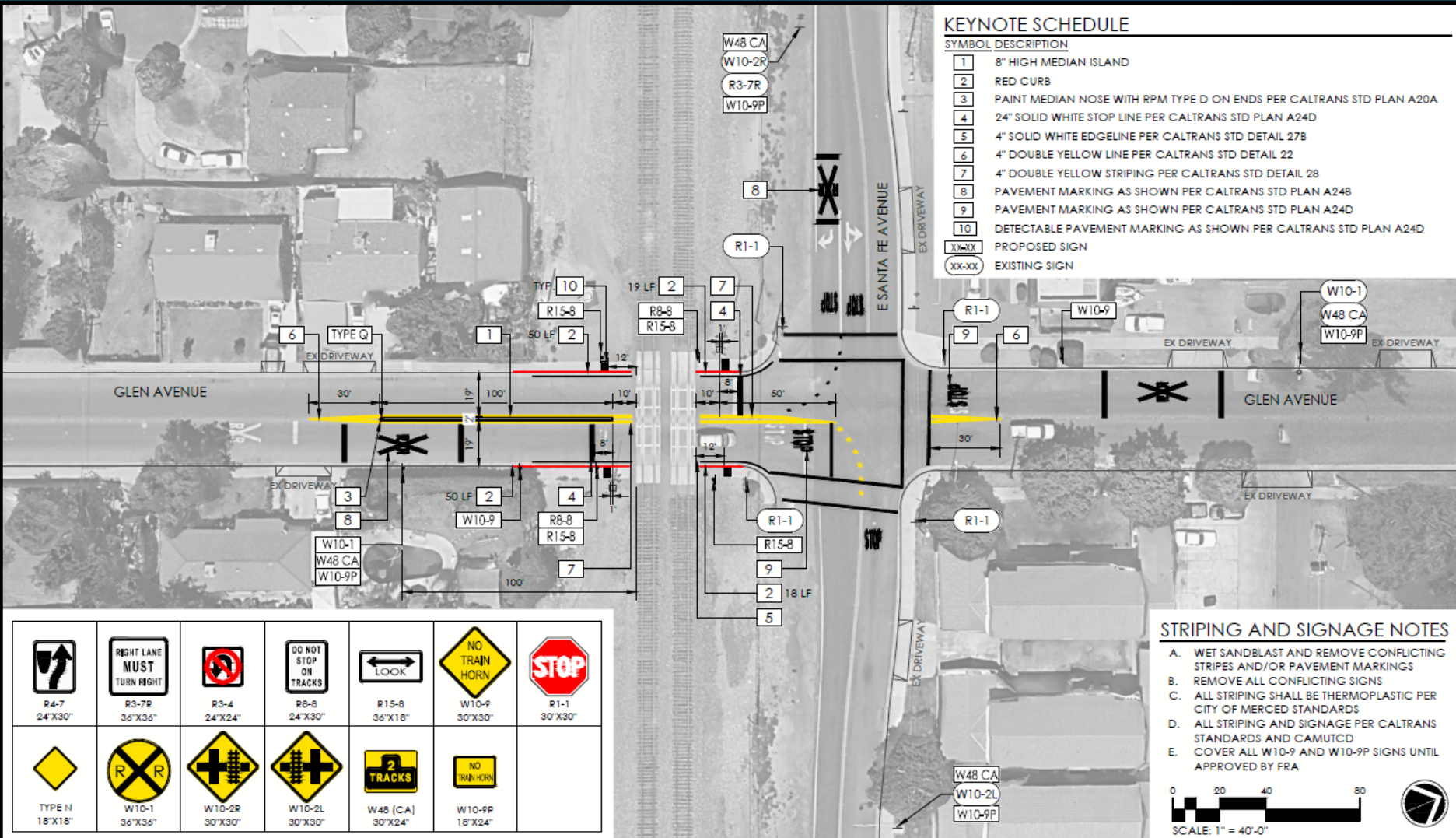
Crossings

Glen Avenue

KEYNOTE SCHEDULE

SYMBOL DESCRIPTION

1	8" HIGH MEDIAN ISLAND
2	RED CURB
3	PAINT MEDIAN NOSE WITH RPM TYPE D ON ENDS PER CALTRANS STD PLAN A20A
4	24" SOLID WHITE STOP LINE PER CALTRANS STD PLAN A24D
5	4" SOLID WHITE EDGELINE PER CALTRANS STD DETAIL 27B
6	4" DOUBLE YELLOW LINE PER CALTRANS STD DETAIL 22
7	4" DOUBLE YELLOW STRIPING PER CALTRANS STD DETAIL 28
8	PAVEMENT MARKING AS SHOWN PER CALTRANS STD PLAN A24B
9	PAVEMENT MARKING AS SHOWN PER CALTRANS STD PLAN A24D
10	DETECTABLE PAVEMENT MARKING AS SHOWN PER CALTRANS STD PLAN A24D
XX-XX	PROPOSED SIGN
XX-XX	EXISTING SIGN



Crossings

Glen Avenue

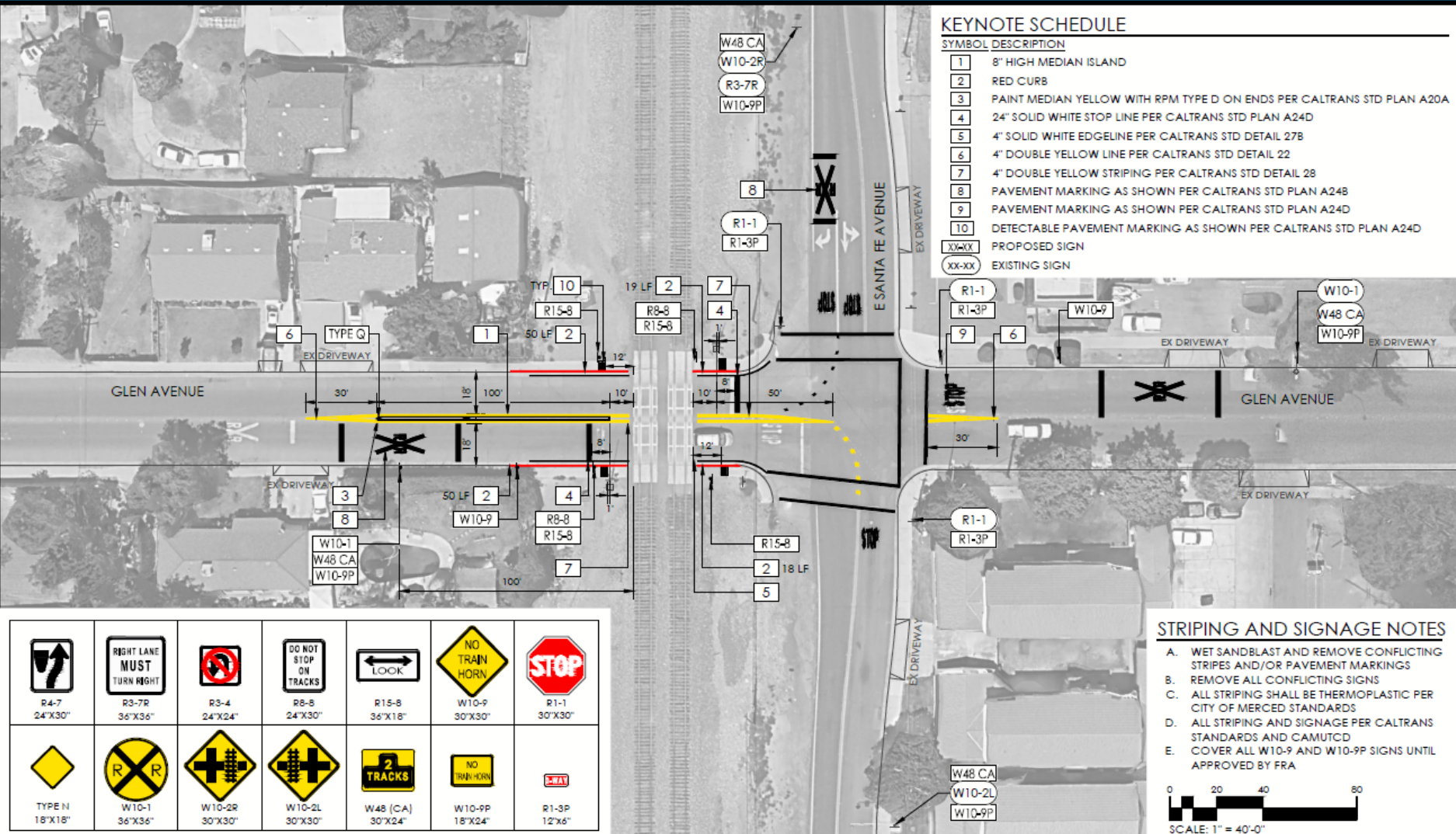
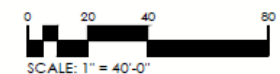
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STRIPING AND SIGNAGE NOTES

- WET SANDBLAST AND REMOVE CONFLICTING STRIPES AND/OR PAVEMENT MARKINGS
- REMOVE ALL CONFLICTING SIGNS
- ALL STRIPING SHALL BE THERMOPLASTIC PER CITY OF MERCED STANDARDS
- ALL STRIPING AND SIGNAGE PER CALTRANS STANDARDS AND CAMUTCD
- COVER ALL W10-9 AND W10-9P SIGNS UNTIL APPROVED BY FRA



R4-7 24'x30"	R3-7R 36'x36"	R3-4 24'x24"	R8-8 24'x30"	R15-8 36'x18"	W10-9 30'x30"	R1-1 30'x30"
TYPE N 18'x18"	W10-1 36'x36"	W10-2R 30'x30"	W10-2L 30'x30"	W48 (CA) 30'x24"	W10-9P 18'x24"	R1-3P 12'x6"

Summary of Costs

Intersection	
Highway 59	\$20,000
Bear Creek	\$120,000
Canal Street	\$180,000
M Street	\$110,000
R Street	\$130,000
U Street	\$90,000
Glen Avenue	\$150,000
Total Estimated Cost	\$800,000

Additional Comments

- Pedestrian Fencing entire Corridor Est \$1.6MM
- Amtrak to Blow Horn Entering and Leaving Station
- FRA Quiet Zone Indicator
- Liability to the City

The Process

- PRELIMINARY PLANNING - Completed
 - Update Crossing Information
 - Participate in Diagnostic Review
 - Quiet Zone Eligibility - FRA Quiet Zone Indicator
 - Identify any Private or Pedestrian Crossings
 - Prepare Estimates

Next Steps

- Determine Funding Sources
 - Grants, Railroad, Local
- Determine Which Crossings
- Identify Supplemental Safety Measure (SSM) for Each Crossing
- Identify Funding to Implement SSMs
- Coordinate with the Railroad for final Approval