



City of Grand Island

Tuesday, April 01, 2003

Study Session

Item -2

Presentation on Proposed 2004 Railroad Corridor Study

Our community was laid out to serve the railroads and now we struggle to use the same space. Discussions have centered on maintenance of crossings and side-tracks, horn noise, building of new overpasses and underpasses and closing of some crossings. Installation of the Directional Automated Horn System has been suggested but railroad circuitry needs to be upgraded first. The One and Six Year Street Improvement Program has funds planned for a comprehensive railroad corridor study in 2004. Steve Riehle will make a Power Point presentation that should generate some discussion.

Staff Contact: Steve Riehle, City Engineer/Public Works Director

Railroads helped the US Grow

- Grand Island has multiple Railroads

- Union Pacific



- Burlington Northern Santa Fe



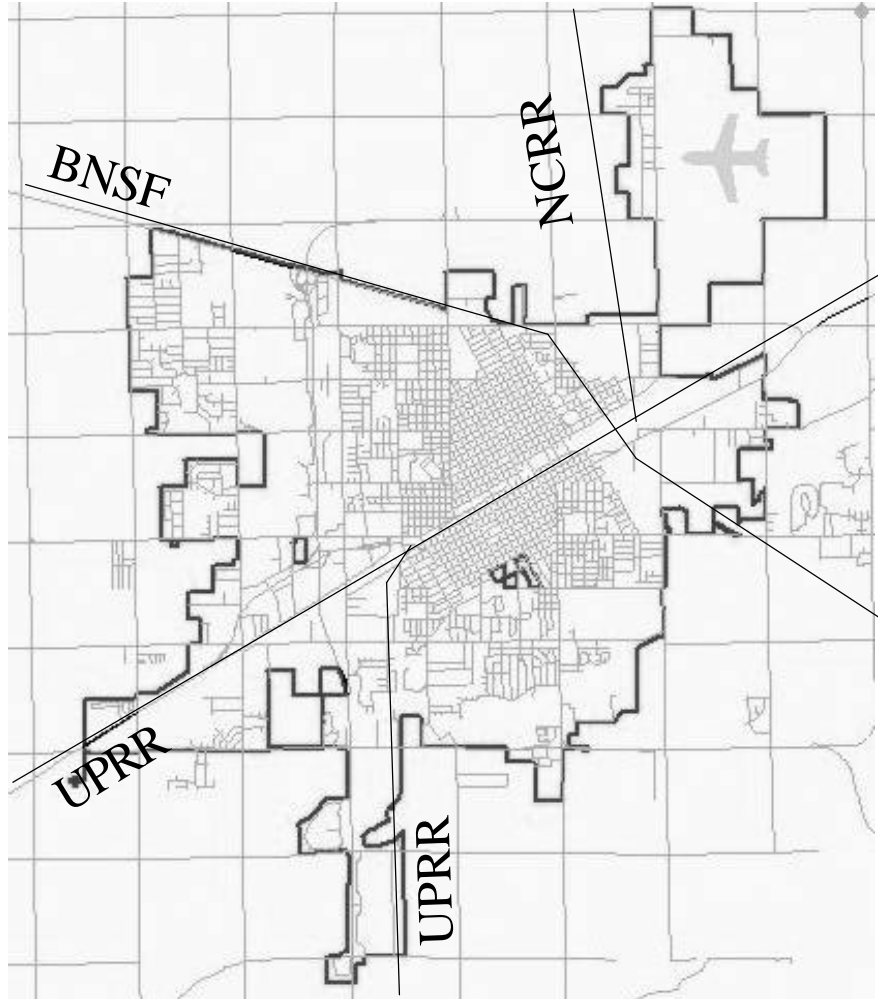
- Nebraska Central



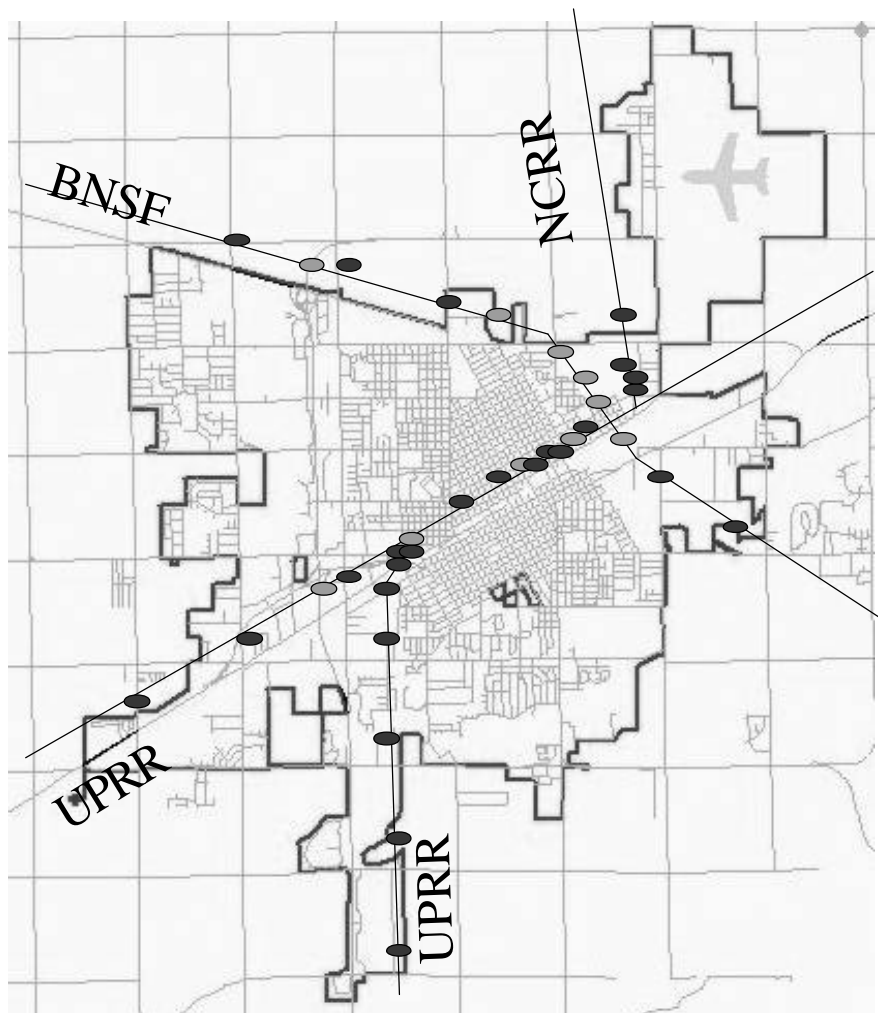
Some Train Counts

- Union Pacific Railroad
 - 140 Trains per day between North Platte & Gibbon
 - 70 Trains per day through Grand Island
- Burlington Northern Santa Fee
 - ? Trains per day through Grand Island

- You can't go anywhere in Grand Island without crossing a set of railroad tracks



- At Grade Railroad Crossings
- Overpasses or Underpasses



Crossings

Listed by Railroad

<u>Union Pacific Railroad</u>	<u>Burlington Northern Santa Fe Railroad</u>	<u>Central Nebraska Railroad</u>
Oak Street Sycamore Street Pine Street Walnut Street Elm Street Eddy Street Lincoln Avenue Broadwell Avenue Second Street (US Hwy 30) Blaine Street (Custer Ave) Webb Road US Highway 281 Stolley Park Road Engleman Road	North Road US Highway 281 Webb Road Broadwell Avenue Capital Avenue 18 th Street 10 th Street 4 th Street East US Highway 30 (1 st and 2 nd Street) Stuhr Road Bismark Road	Capital Avenue 8 th Street 7 th Street 4 th & 5 th Streets <u>Power Plant Spur</u> Blaine Street West Second Street Koenig Street Stolley Park Road Schimmer Drive Wildwood Drive

Crossings are Rough and Too Many



Need for more Under/Overpasses



Existing Underpasses need to be upgraded

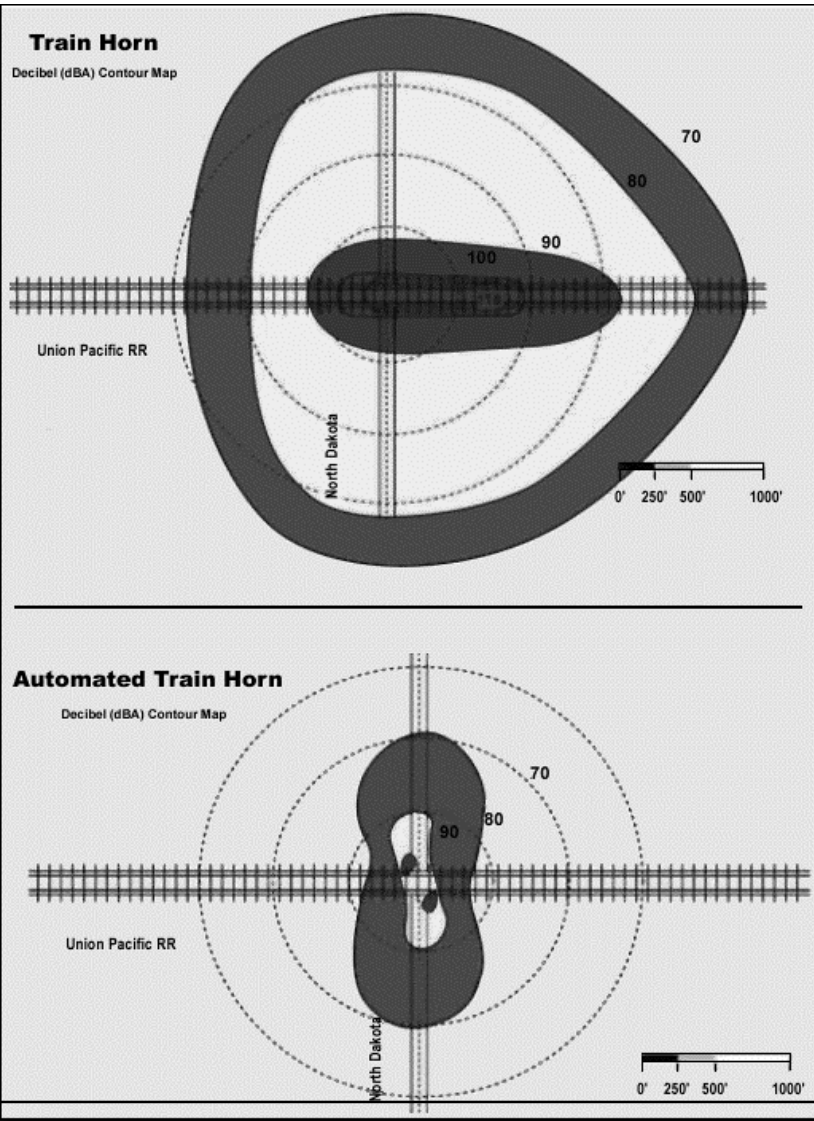


Directional
Horns
(Automated
Horn System
AHS) would
Reduce Noise
Pollution



Sound
Comparison:
Train Horn vs.
AHS™

- Locomotive engineers are required to sound the train's horn 1/4 mile in advance of the crossing and continue to sound the horn until the train arrives at the crossing.
- The area impacted by the AHS™ is a fraction of the size of the 80 decibel contour produced by the train horn.



Where from Here?

- Railroad Corridor Study in 2004
 - Consider closing crossings
 - New Underpasses & Overpasses
 - Rehab existing Underpasses
 - Review AHS Directional Horns
 - Improve safety at existing Crossings

Questions

