

CITY OF MINNEAPOLIS RAILROAD QUIET ZONE

Executive Summary

PURPOSE & CONTENTS

This study report contains the necessary submittal information to continue allowing trains to operate through the City of Minneapolis without sounding of locomotive horns at public at-grade crossings. Changes implemented by the Federal Railroad Administration (FRA) require cities with existing "whistle bans," such as Minneapolis, to perform a comprehensive engineering study and risk assessment to determine if operation of trains can continue over grade crossings at reasonable levels of safety without sounding of locomotive horns. These operating rules govern all commercial rail operators, but not exclusive rail transit such as the Hiawatha LRT line.

The contents of this study report have been prepared consistent with FRA Pre-Rule Quiet Zone requirements, since the City of Minneapolis has an existing whistle ban. It is important to note that approval by FRA of this submittal will grant silent operation for a five (5)-year period "grace period." However, within the next two (2) years, the City must submit to FRA a comprehensive plan to upgrade or close crossings within the City to become compliant with new requirements for safety devices within Quiet Zones. This study report should be used as guidance to determine which crossings are most prudent to improve; however, a more detailed study and council approval will be required to allow for quiet operation past 2010.

PRE-RULE QUIET ZONE PARAMETERS

As of the date of submittal, there were 90 public and 27 private at-grade crossings in the City of Minneapolis operated by five separate carriers. Due to the parameters of the new Quiet Zone requirements, it is not possible to include all 117 crossings within one Quiet Zone corridor. In determining the appropriate Quiet Zone limits, the following criteria were used:

- ❖ Quiet Zones must be single-carrier (i.e. BNSF or CPR, but not both), unless multiple carriers use the same track

- ❖ Quiet Zones must be contiguous with all areas along the corridor included in the existing whistle ban areas

For this submittal, ten (10) separate Pre-Rule Quiet Zones were identified within the 117 crossings in Minneapolis. Each of the ten zones is described below and shown on the attached map.

1. **BNSF – Minneapolis – Grove Yard Spur** (14 Crossings) – Industrial switching area in Northeast Minneapolis, generally along Marshall Street from Xcel Riverside Plant to Broadway Avenue.
2. **BNSF – Minneapolis – Talmadge** (1 Crossing) – A one-crossing corridor, this grade crossing (Talmadge Avenue) is the only at-grade crossing of BNSF's double track mainline between Minneapolis and St. Paul.
3. **BNSF – Minneapolis – Midway – Wayzata** (7 Crossings) – Includes most mainline BNSF crossings in the City; mostly in Northeast Minneapolis, Boom Island, and along the near northwest side of downtown.
4. **CPR – Minneapolis** (39 Crossings) – Includes nearly all of CPR's crossings in the City of Minneapolis along three main corridors; (1) mainline through the Camden neighborhood, (2) mainline through extreme Northeast from Central Avenue to Stinson Boulevard, and (3) an industrial spur through the north side from Camden to downtown.
5. **CPR – Minneapolis – MN&S Spur** (4 Crossings) – Includes former MN&S trackage west of I-94 and Glenwood Avenue. This corridor is low volume, but could not be included with the other CPR corridor due to a connection through Golden Valley which does not have an in-place whistle ban.
6. **MNNR – Minneapolis – Hiawatha** (20 Crossings) – Includes all crossings along Hiawatha Avenue in South Minneapolis from Lake Street to Minnehaha Parkway, in addition to crossings in South Minneapolis connecting this corridor to the former Milwaukee Road bridge over the Mississippi River and three crossings on a spur to the University of Minnesota east bank.

7. **MNNR – Minneapolis – Hennepin District** (22 Crossings) – Includes all crossings in the industrial area generally bounded by Minnesota Highway 280, Hennepin Avenue, and I-35W.
8. **MNNR – Minneapolis – Broadway** (1 Crossing) – A one-crossing corridor, this grade crossing (Broadway Avenue) is the only at-grade crossing along the MNNR mainline between St. Paul and New Brighton in the City of Minneapolis. South of this crossing, there are two additional public at-grade crossings (over 1 mile away), which are included in a pre-rule submittal prepared by the City of St. Paul.
9. **Progressive Rail – Minneapolis** (2 Crossings) – Progressive Rail now operates the former CPR branch line into Minneapolis from Richfield near the I-35W / Crosstown Commons area. This Quiet Zone includes the crossings at 60th and 61st Streets.
10. **TCWR – Minneapolis** (2 Crossings) – This section of track is actually owned by Hennepin County along the east side of Cedar Lake. The sole operator of this section of track is TCWR, which must use this section of track when the Midtown Greenway was closed to commercial rail service.

PRIVATE GRADE CROSSINGS

At this time, all rail carriers operating within the City of Minneapolis are not required to sound locomotive horns at private grade crossings. However, changes in operating rules could result in horn sounding if these crossings are not accounted for in this pre-rule application. Therefore, all open private crossings within the pre-rule corridor have been noted for inclusion in pre-rule Quiet Zone status.

One notable exception to the private crossing strategy are crossings near the University of Minnesota operated by Union Pacific Railroad (UPRR). Due to closures, UPRR no longer operates across any public at-grade crossings in the City of Minneapolis. In addition, this section of UPRR track is not contiguous with other UPRR track and must be accessed via trackage rights on BNSF.

These private crossings cannot be included with the adjacent BNSF pre-rule Quiet Zone corridor due to separate operators. In addition, pre-rule risk assessments are only based on public

crossings. At the advisement of FRA, these UPRR crossings are noted as part of this submittal, but are not included explicitly in other corridor pre-rule Quiet Zones:

<u>USDOT Number</u>	<u>Crossing Description</u>
	Access to Triple Crown Intermodal Facility Con Agra Elevator (End of 24 th Avenue SE)
184845B	Murphy Trucking
184847P	McKay Envelope (Rear Access) McKay Envelope (Main Access)

SUBMITTAL REQUIREMENTS AND TIMEFRAME

As outlined in the FRA's Interim Final Rule on Pre-Rule Quiet Zones, the public entity requesting the Quiet Zone is responsible for providing notice to all railroads, road authorities, and regulatory agencies. Public Works with HDR assistance will submit the necessary documentation on behalf of the City with approval from the City Council.

The requesting agency is responsible for designation of one (1) person to be the point-of-contact for the Quiet Zone(s). The Public Works identified person (position) will be the Director of Traffic and Parking Services, Mr. Jon Wertjes, P.E., PTOE.

Upon approval, the FRA will contact Mr. Wertjes to inform him that all corridors are approved for pre-rule status. Mr. Wertjes will then be responsible to contact each rail carrier at least twenty-one (21) days prior to the effective date of the pre-rule Quiet Zone. At this time, the FRA-determined effective date is not known; however, it is estimated that this date will be in the first quarter of 2005, but not before January 31, 2005.

Attachments:

- 10 Railroad Quiet Zones Maps, November 2004
- Sample Pre-Rule Quiet Zone info (BNSF-Mpls-Midway-Wayzata), November 2004

List of Crossings within Quiet Zone

SUBMIT TO ALL PARTIES

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

The following crossings are included in the above named Quiet Zone.

USDOT Crossing Number	Street or Highway Name
061206S	14th Avenue NE
061205K	12th Avenue NE
061204D	OVERPASS – Broadway Avenue & Central Avenue NE
061203W	UNDERPASS – Spring Street NE
061312A	Harrison Street NE
061318R	OVERPASS – Central Avenue NE
061319X	OVERPASS – 7 th Street NE
061320S	OVERPASS – 5 th Street NE
061317J	OVERPASS – University Avenue NE
061316C	OVERPASS – 2 nd Street NE
061322F	OVERPASS – Main Street NE
061313G	East Island Avenue
061323M	OVERPASS – Nicollet Street
061314N	West Island Avenue
085873G	PRIVATE
061324U	OVERPASS – 1 st Street N
061325B	OVERPASS – 2 nd Street N
061326H	OVERPASS – Washington Avenue N
061328W	OVERPASS – I-94 Access to 4 th Street
061018C	OVERPASS – 5 th Street N
061019J	OVERPASS – 7 th Street N & TH 55
085949K	OVERPASS – 10 th Street N
061020D	OVERPASS – Royalston Avenue N
061021K	OVERPASS – Glenwood Avenue N

086547G	OVERPASS – I-94
	OVERPASS – Penn Avenue N
095615E	PRIVATE – Glenwood Water
	OVERPASS – Glenwood Avenue N

Basis for Continuation of a Pre-Rule Quiet Zone

SUBMIT TO ALL PARTIES

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

This Quiet Zone is being continued in compliance with the following (check all that apply):

- §222.41(a) Pre-Rule Quiet Zones that qualify for automatic approval because:
 - Every crossing is equipped with an SSM
 - $QZRI \leq NSRT$, or
 - $NSRT < QZRI < 2 * NSRT$, and there have been no relevant collisions within the 5 years preceding December 18, 2003
- §222.41(b) Pre-Rule Quiet Zones that do not qualify for automatic approval

Note: Quiet Zones established in accordance with §222.41(b) can be maintained under provision for an interim period only. Continuation of the quiet zone beyond the interim period will require implementation of SSMs or ASMs in accordance with the section of the rule governing establishment of a New Quiet Zone (§222.49).

Certificate of Service

SUBMIT TO ALL PARTIES

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

Notice of the establishment or continuation of this Quiet Zone was provided to the following:

Name:	Joshua Collins
Title:	
Organization:	Mn/DOT
Address:	Transportation Building 395 John Ireland Boulevard St. Paul, MN 55155
Notification Method:	
Notification Date:	

cc: Jon Wertjes, City of Minneapolis
Joshua Collins, Mn/DOT
Lyn Hartley, BNSF
Spencer Arndt, BNSF
Tammy Wagner, FRA
HDR File: 13817-164-001

Certificate of Service

SUBMIT TO ALL PARTIES

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

Notice of the establishment or continuation of this Quiet Zone was provided to the following:

Name:	Lyn Hartley
Title:	Director of Public Projects
Organization:	BNSF
Address:	4515 Kansas Avenue Kansas City, KS 66106
Notification Method:	
Notification Date:	

cc: Jon Wertjes, City of Minneapolis
Joshua Collins, Mn/DOT
Lyn Hartley, BNSF
Spencer Arndt, BNSF
Tammy Wagner, FRA
HDR File: 13817-164-001

Certificate of Service

SUBMIT TO ALL PARTIES

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

Notice of the establishment or continuation of this Quiet Zone was provided to the following:

Name:	Tammy Wagner
Title:	Regional Crossing & Trespass Manager
Organization:	FRA
Address:	200 West Adams Street, Suite 310 Chicago, IL 60606
Notification Method:	
Notification Date:	

cc: Jon Wertjes, City of Minneapolis
Joshua Collins, Mn/DOT
Lyn Hartley, BNSF
Spencer Arndt, BNSF
Tammy Wagner, FRA
HDR File: 13817-164-001

Point of Contact Information

SUBMIT TO FRA ASSOCIATE ADMINISTRATOR, OFFICE OF SAFETY

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

Date: _____

The following individual is responsible for monitoring compliance with §222:

Name: Mr. Jon Wertjes, P.E., PTOE

Title: Director of Transportation and Parking Services

Organization: City of Minneapolis

Address: City Hall – Room 233
350 South 5th Street
Minneapolis, MN 55415

Phone: 612.673.2411

FAX: 612.673.2149

Email: Jon.Wertjes@ci.minneapolis.mn.us

Chief Executive Officer Statement

SUBMIT TO FRA ASSOCIATE ADMINISTRATOR, OFFICE OF SAFETY

Quiet Zone Name: BNSF – Minneapolis – Midway – Wayzata

I hereby certify that responsible officers of the public authority of which I am the Chief Executive Officer have reviewed documentation prepared by or for the FRA, file in Docket No. FRA-1999-6439, sufficient to make an informed decision regarding the advisability of establishing the quiet zone.

Jon M. Wertjes, P.E., PTOE

Date

BNSF – Minneapolis: Midway-Wayzata

HISTORY & LOCATION

This pre-rule Quiet Zone (QZ) is generally comprised of former Great Northern mainlines (nee Burlington Northern post-1971) now owned and operated by Burlington Northern Santa Fe (BNSF). The proposed segment consists of portions of BNSF's Midway, Wayzata and Monticello Subdivisions. The Midway Subdivision is one of two BNSF mainlines connecting Minneapolis and St. Paul and intersects the Wayzata Subdivision with a wye near the intersection of Central Avenue and Broadway in northeast Minneapolis (called Minneapolis Junction). The Wayzata Subdivision is BNSF's mainline to Willmar, Minnesota and connects with BNSF's Monticello Subdivision near the junction of I-94 and I-394 at Lyndale Junction.

TRAIN VOLUME, SPEED, & CHARACTERISTICS

Due to the composite nature of three subdivisions of this proposed pre-rule QZ, the train volume, speed, and characteristics vary by segment.

Midway Subdivision

The Midway Subdivision connects St. Paul and BNSF's Northtown Yard in Fridley. Through the area covered by this proposed QZ, it is a double track mainline with speeds of 30 MPH. This segment carries approximately 59 trains per day, with a variety of intermodal, coal, agricultural, and general freight. Union Pacific Railroad (UPRR) and Canadian Pacific Railway (CPR) operate with trackage rights through this proposed QZ, in addition to daily Amtrak service.

Wayzata Subdivision

The Wayzata Subdivision runs east-west between Minneapolis Junction (jct. with Midway Sub) and Willmar, Minnesota. Speeds through most of the proposed QZ are generally 25 MPH, except for the east end (near Harrison Street crossing) where speeds are slower (10 MPH) due to the wye connection to the Midway Subdivision. This segment carries approximately 11 trains per day, with mostly coal, agricultural, and general freight traffic. UPRR and Twin Cities & Western Railroad (TCWR) operate with trackage rights through this proposed QZ.

Monticello Subdivision

The Monticello Subdivision is a spur generally paralleling former US Highway 52 (now County Highway 81 and I-94), ending in Monticello, MN. Speeds through the proposed QZ are XX MPH and carries 4 trains per day. Train traffic includes one BNSF train in each direction and one UPRR train in each direction, which uses BNSF trackage rights.

GRADE CROSSING CHARACTERISTICS

This proposed QZ contains five (5) public and two (2) private at-grade crossings within the three subdivision segments.

Midway Subdivision

QZ Sequence: 1

USDOT: 061206S

Type: Public At Grade

Street: 14th Avenue NE

RR Milepost: 10.35

Road Characteristics: 14th Avenue NE is approximately four blocks in length serving several industrial parcels both east and west of the rail corridor. 14th Avenue intersects Central Avenue at a traffic signal two blocks east of the grade crossing.

Notes: This crossing also includes pedestrian gates for the parallel sidewalk on 14th Avenue NE in both directions.

QZ Sequence: 2

USDOT: 061205K

Type: Public At Grade

Street: 12th Avenue NE

RR Milepost: 10.19

Road Characteristics: 12th Avenue NE is approximately two blocks in length, intersecting Central Avenue east of the grade crossing at a right-in / right-out access. To the west, the route primarily serves General Mills Purity Oats plant. This grade crossing serves as the primary access to a milling and office area west of the rail corridor.

Notes:

Wayzata Subdivision

QZ Sequence: 3

USDOT: 061312A

Type: Public At Grade

Street: Harrison Street

RR Milepost: 9.83

Road Characteristics: Harrison Street serves as a local street to numerous industrial parcels north and south of the rail corridor. The crossing is wider due to crossing two legs of a wye splitting the Wayzata Subdivision in both directions on the Wayzata Subdivision. Between the north and south track, a private access intersects Harrison Street (marked with a separate flashing light warning device). The private access services a former railroad roundhouse area now housing a historical railroad (steam locomotive and passenger car) maintenance base.

Notes:

QZ Sequence: 4

USDOT: 061313G

Type: Public At Grade

Street: East Island Avenue

RR Milepost: 10.68

Road Characteristics: This crossing and West Island Avenue (DOT: 061314N) are located on Boom Island within the Mississippi River, near downtown Minneapolis. East and West Island Drive form a perimeter route around the island, with two at-grade crossings with BNSF's mainline. Road speeds are generally slower with high levels of on-street parking. The principal function of the street is to serve residences on the island and provide public access to park and trails on the island.

Notes:

QZ Sequence: 5

USDOT: 061314N

Type: Public At Grade

Street: West Island Avenue

RR Milepost: 10.78

Road Characteristics: This crossing and East Island Avenue (DOT: 061313G) are located on Boom Island within the Mississippi River, near downtown Minneapolis. West and East Island

Drive form a perimeter route around the island, with two at-grade crossings with BNSF's mainline. Road speeds are generally slower with high levels of on-street parking. The principal function of the street is to serve residences on the island and provide public access to park and trails on the island.

Notes:

QZ Sequence: 6

USDOT:

Type: Private At Grade

Street: PRIVATE – Minneapolis Auto Impound / Public Works Yard

RR Milepost: 10.86

Road Characteristics: The City of Minneapolis maintains a private (gated) storage yard south of BNSF's mainline, accessed by public streets from the north. The crossing has locked fence gates both north and south of the track with crossbucks and STOP signs.

Notes:

Monticello Subdivision

QZ Sequence: 7

USDOT:

Type: Private At Grade

Street: PRIVATE – Glenwood Inglewood Water

RR Milepost: 1.25

Road Characteristics: This grade crossing has a public approach from the east (Thomas Avenue N) and a private approach to the west (Glenwood Water). This crossing is the sole access into Glenwood Water's office and plant area, which is located west of the BNSF mainline (between the BNSF mainline and the parallel CPR spur).

Notes: This is the only private at-grade crossing in the City of Minneapolis with active warning devices, in addition to being the only crossing on the Monticello Sub as part of this submittal.