

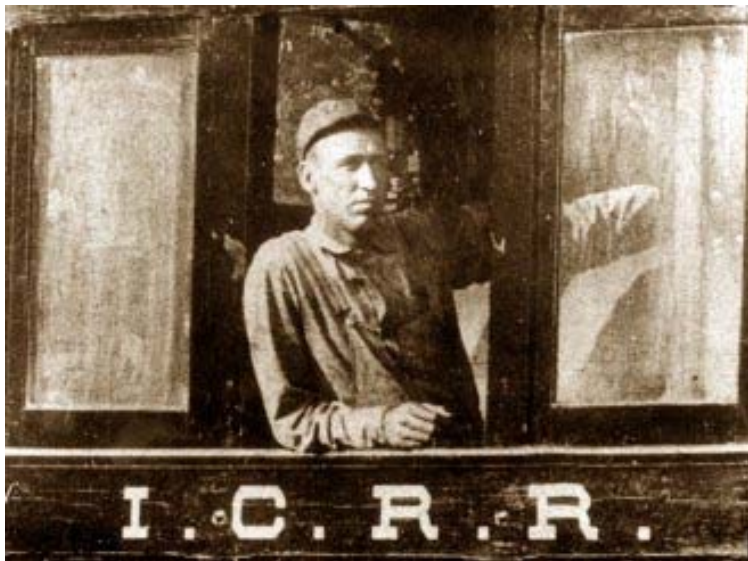
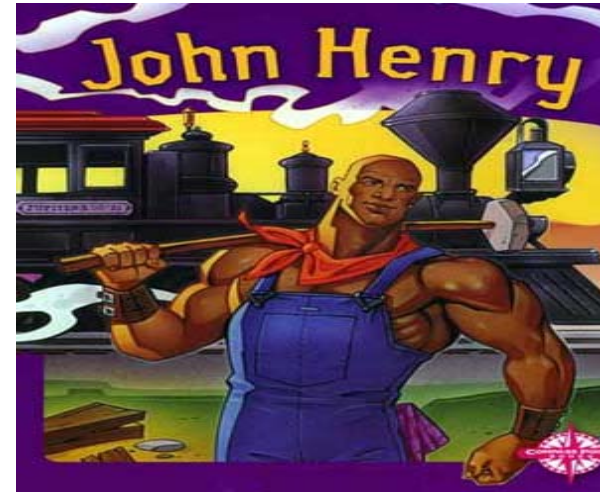
**An Overview of
the Federal Railroad Administration's
"Final Rule - Use of Locomotive Horns
at Highway-Rail Grade Crossings"**

29 November 2011

Engineering Services Division

Public Works Dept.

The Fantasy



The Reality



Background

- Early safety measure
- State laws requiring sounds
- State laws banning sounds
- Florida's crash patterns
- 1996 – 2006, FRA rule making

Railroad Quiet Zones



- Part of FRA's Final Rule
- Balancing act
- *Requires cooperative effort with railroad*

Quiet Zone Basics

Total Quiet Zone

- Minimum length of ½ mile
- 24/7
- Supplemental Safety Measures (SSM)

Partial Quiet Zone

- 10 PM – 7 AM
- Close crossings at quiet times
- Equip active crossings with SSM's

Supplemental Safety Measures

- Four quadrant gates



Supplemental Safety Measures

- Pedestrian gates



Supplemental Safety Measures

- Medians



Supplemental Safety Measures

- Wayside horns



Supplemental Safety Measures

- Gated one-way streets
- Close crossings



Alternative Safety Measures

- FRA & RR must approve
- Modified SSMs
 - Non-Complying medians
 - Three-Quadrant gates

Alternative Safety Measures

- Non-Engineered ASMs
 - Programmed Enforcement
 - Photo Enforcement
 - Education

Costs

- 4 quadrant gates, \$300,000
- Pedestrian gates, \$150,000
- Wayside horns, \$7,500 - \$10,000
- Medians, very location specific, \$75,000+



Funding Opportunities

- No Federal funds – “luxury”
- RR participation very doubtful
- All on City



Thank you for your attention!

