



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

March 9, 2022

Mr. Peter Lange  
Associate Vice President, Transportation Services  
Texas A&M University  
1250 Texas A&M University  
College Station, TX 77843-1250

**Re: THR-000001600002 (U.S. DOT National Highway-Rail Crossing Inventory  
Number: 743209X, 743210S, 743211Y, 743212F, 743215B, and 978312L)**

Dear Mr. Lange:

The Federal Railroad Administration (FRA) reviewed the public authority application and supplementary information that you submitted on behalf of Texas A&M University (Texas A&M) under Title 49 Code of Federal Regulations (CFR) Section 222.39(b).

Texas A&M is seeking FRA's approval of the suggested effectiveness rates for the proposed alternative safety measures (ASM) at the F&B Road (743209X and 978312L) and Old Main Drive (743211Y) crossings.

- Texas A&M asserts that the proposed ASM at the F&B Road crossing (Track 1 – 743209X) will consist of a 76.5-foot non-traversable median on the east side of the crossing, and a 101-foot non-traversable median on the west side of the crossing. Texas A&M suggested an effectiveness rate of 0.71. FRA finds that an effectiveness rate of 0.80 is more appropriate given the lengths of the medians.
- Texas A&M asserts that the proposed ASM at the F&B Road crossing (Track 2 – 978312L) will consist of a 15-foot non-traversable median on the east side of the crossing, and a 74.5-foot non-traversable median on the west side of the crossing. Texas A&M suggested an effectiveness rate of 0.40. FRA finds that an effectiveness rate of 0.50 is more appropriate given the lengths of the medians.
- Texas A&M asserts that the proposed ASM at the Old Main Drive crossing (743211Y) will consist of a 46-foot non-traversable median on the east side of the crossing, due to an intersection (Wellborn Road); and a non-traversable median exceeding 100 feet in length on the west side of the crossing. Texas A&M suggested an effectiveness rate of 0.70. FRA finds this effectiveness rate consistent with the information provided.

In addition, Texas A&M asserts that the FM 60/University Drive crossing (743210S) is grade separated; the John Kimbrough Boulevard crossing (743212F) will be equipped with the non-

traversable curbs supplementary safety measure (SSM); and the FM 2347/George Bush Drive crossing (743215B) will be equipped with a wayside horn system.

FRA approves Texas A&M's application as the responsible public authority. FRA has determined that implementation of the proposed ASMs and SSM, as described in Texas A&M's application, will result in a Quiet Zone Risk Index of 9,025. This index is below the Risk Index with Horns (the risk that would be present if the horns were still sounding) of 18,967 and the current National Significant Risk Threshold of 15,488.

Texas A&M may submit its Notice of Quiet Zone Establishment consistent with 49 CFR § 222.43, *What notices and other information are required to create or continue a quiet zone?* after implementation of the proposed ASMs and SSM, as described in the application, and compliance with all applicable quiet zone requirements in 49 CFR §§ 222.25, *How does this rule affect private highway-rail grade crossings?*; 222.27, *How does this rule affect pedestrian grade crossings?*; 222.35, *What are the minimum requirements for quiet zones?*; 222.37, *Who may establish a quiet zone?*; and 222.59, *When may a wayside horn be used?* In addition, 49 CFR § 222.39(b)(1)(vi) requires Texas A&M to provide a commitment to implement the safety improvements it proposed in the quiet zone application. Thus, FRA's approval is conditioned upon implementation of the safety improvements described in the public authority application (including reduction of the roadway speed limit at the F&B Road crossings (743209X and 978312L) to 30 miles per hour).

Please note, it is the responsibility of the public authority to maintain the entire quiet zone in conformance with the terms of the quiet zone approval as well as all applicable regulatory requirements in 49 CFR Part 222. In addition, the public authority is periodically required to affirm in writing that all ASMs and SSMs implemented within the quiet zone continue to conform to these requirements. These written affirmations must be submitted to the FRA Associate Administrator for Railroad Safety every 2½ to 3 years, as required by 49 CFR § 222.47(b).

Also note, FRA regulations allow railroads, regardless of the status of a quiet zone, to instruct their engineers to sound the train horn to warn trespassers or motor vehicles illegally on the railroad right-of-way. Public authorities can reduce locomotive horn sounding by enforcing State and local traffic laws at grade crossings, as well as State and local laws and ordinances that prohibit trespassing along the railroad right-of-way.

If you have any questions or need additional information, please contact Mr. James Payne, Staff Director, Highway-Rail Crossing and Trespasser Programs Division, at 202-493-6005 or james.payne@dot.gov.

Sincerely,



Karl Alexy,  
Associate Administrator for Railroad Safety  
Chief Safety Officer

cc: Mr. Prarthana Banerji, P.E., Brazos County Road & Bridge  
Ms. Melinda DuBay, Union Pacific Railroad  
Mr. W. Paul Kaspar, P.E., City of Bryan  
Mr. Lance W. Simmons, P.E., Texas Department of Transportation  
Mr. James Smith, P.E., City of College Station  
Mr. Robert Travis, Texas Department of Transportation

