



**FOR IMMEDIATE RELEASE**

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**Finalization of Railroad Quiet Zones Phase II**

**New Braunfels, TX** – For several years, efforts to make railroad crossings quieter in New Braunfels have been underway in cooperation with the Federal Railroad Administration (FRA), Union Pacific Railroad (UPRR), and the Texas Department of Transportation. As part of the project, the City of New Braunfels has added safety measures to many local railroad crossings that will allow train engineers to refrain from blowing their horns routinely as they travel through New Braunfels.

In February of this year, the City completed its portion of Phase II of the Railroad Quiet Zones Project. This work consisted of roadway improvements and mill-and-overlay construction for the roadway/rail crossings along UPRR Mainline No. 1 (from Walnut Avenue to N. Live Oak Avenue), along UPRR Mainline No. 2 (from Herry Street to Krueger Avenue) and the Gruene Road crossing on UPRR Mainline No. 1. Necessary improvements were also completed on Hickory Avenue, Grape Avenue and the Old Austin Road crossings.

As the Gruene Road crossing required no additional modification by UPRR, the City filed the Notice of Establishment with UPRR and the FRA and, as of May 20<sup>th</sup>, the Gruene Road crossing became the first Quiet Zone in Phase II.

Also in May, the City received proposed agreements from UPRR for their portion of the project, and, after approval by City Council, those agreements were returned to UPRR the same month.

In December, UPRR began work at these crossings and is currently installing equipment at Walnut Avenue (on Union Pacific Main Line #1) and Krueger Avenue to complete the Quiet Zone requirements for both Quiet Zones 3 & 4. It is anticipated that their construction should be complete in several months, pending weather.

Once UPRR's portion of the construction at all of the crossings is complete, the City will file a Notice of Establishment with UPRR and the FRA for the remaining crossings. Following the approval of the Notice of Establishment, train engineers will have twenty-one days to stop routinely sounding their

horns. However, the train engineers may still sound their horns at anytime for safety concerns, such as anyone or anything on or near the railroad tracks.

“We have great relationships with our partners on this project, however each organization involved manages their own schedule and timetable for completion of their portion of the work, based on many factors,” said Mayor Barron Casteel. “We understand that this has been a time consuming process, but anything that crosses a UPRR line is a complex project that requires significant technical work on UPRR’s behalf. We have had requests for additional crossings in the city, but the primary authority for granting additional crossing rests at the federal, rather than municipal level, and that process is multifaceted and would involve a great deal of local reconfiguration and funding.”

Once a Quiet Zone is established, anyone who has concerns with train horns at these locations should contact UPRR directly, as the City no authority over train operations.

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