

SUMMARY OF RAILROAD QUIET ZONE PRIORITIES

Table 1: Corridor Ranking Using Safety + Volume Index (\$1,000s)

Quiet Zone Corridor	Daily Trains	Safety + Volume Index Rank	No. of Xings	Probable Corridor Cost
BNSF – Talmadge	73	1	1	\$18
MNNR – Broadway	10	2	1	\$144
CPR – Shoreham Yard	10	3 (T)	1	\$318
CPR – Withrow Sub	8	3 (T)	7	\$516
CPR – Paynesville Sub	30	5	4	\$384
BNSF – Midway Wayzata	59/11	6	5	\$714
TCWR – Minneapolis	6	7	2	\$552
Progressive Rail	1	8	2	\$468
MNNR – Hiawatha	10/4	9	23	\$2,274
CPR – 14 th Avenue Spur	13/2	10	10	\$1,374
MNNR – Hennepin District	4/1	11	16	\$252
CPR – MN&S Spur	1	12	3	\$0
BNSF – Grove Yard Spur	2/1	13	14	\$1,350
Construction Total			89	\$8,364

Table 3: Estimated Funding Options for Corridors (\$1,000's)

Probable Corridor Cost	Railroad and/or State (closure)	CSA Routes (county)	MSA Routes (city)	City
\$18	\$18	\$0	\$0	\$0
\$144	\$0	\$0	\$0	\$144
\$318	\$0	\$0	\$0	\$318
\$516	\$36	\$36	\$300	\$144
\$384	\$0	\$204	\$180	\$0
\$714	\$138	\$0	\$144	\$432
\$552	\$0	\$0	\$0	\$552
\$468	\$0	\$0	\$234	\$234
\$2,274	\$36	\$636	\$1,260	\$342
\$1,374	\$54	\$0	\$1,272	\$48
\$252	\$0	\$252	\$0	\$0
\$0	\$0	\$0	\$0	\$0
\$1,350	\$54	\$804	\$492	\$0
\$8,364	\$336	\$1,932	\$3,882	\$2,214

Table 4: Qualitative Assessment of Priorities

Ranking	Remarks
Very High	Highest train volume crossing in City with high risk – consistently ranked as #1 priority using a variety of methodologies
Moderate	Ranked higher based on safety characteristics, however, no nearby residential areas within the City of Minneapolis (Roseville and Lauderdale have residential across TH 280)
Low	One crossing serving as main access to CPR's Intermodal facility – generally bounded by rail yards with no nearby noise receptors
High	Corridor though northeast Minneapolis typically bounded on both sides by residential development – train volume is moderate
High	Crossings in Camden neighborhood were listed as high risk partially due to high train volume (30 trains per day) – also located near mixed used retail / residential areas
High	Moderate train volume combined with higher risk crossings & proximity to high density residential and commercial areas
Mod-Low	Relative low train volume with relative low risk, however, corridor is located in high-value residential neighborhoods east of Cedar Lake, potential transit corridor
Low	Low train volume and low speed crossings with an industrial setting – some residential areas are located nearby, however, the unusual operating parameters of Progressive Rail result in typically daytime only operations
Mod-High	This corridor has been the focus of other train-related noise issues due to LRT, and has some crossings that rank high on the safety priority list; however, there is a possibility of rail service ceasing in this corridor meaning heavy investment could be negated by land use changes
Low	Typically 2 train movements per day located in industrial areas in North Minneapolis – future shift towards higher density residential near south end of corridor may change priority (west bank of Upper Mississippi River Corridor)
Low	Improvements at the Hennepin Avenue crossing were only considered in this district – due to the low train volume with high number of crossings, it is unlikely to find funds to improve all crossings
Low	No improvements were considered probable in this corridor due to extremely low train volume, Heritage Park and Bassett Creek Valley redevelopment areas
Moderate	Lower train volumes with low speeds, however, much of route is located in established residential neighborhoods

Note: These are US\$2004 costs. Signing, design, inflation and contingency should be added to bring the estimated \$8.364M to \$11.138M.

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Public Works Preliminary Ranking

Rank	Comments	Total Cost	Applied to 2006 to 2010 CIP																		TOTAL
			2006			2007			2008			2009			2010			2011 or later			
			NDB	MSA	CSA	NDB	MSA	CSA	NDB	MSA	CSA	NDB	MSA	safety	NDB	MSA	safety	NDB	MSA	CSA	
H		\$18												\$18							\$18
L	Low Mpls impact - do we want to impact our neighbors?	\$144																\$144			\$144
L	Serves CPR property only -- possible CPR funding?	\$318																\$318			\$318
H	subtracted Benjamin \$15k plus 37th Ave NE \$100 in 2005	\$516		\$140	\$36		\$60					\$144		\$21							\$401
H		\$384					\$180	\$204													\$384
H		\$714					\$144		\$432					\$138							\$714
H		\$552										\$552									\$552
L		\$468																\$234	\$234		\$468
M	Large cost - decision needed by policy makers about land use versus QZ livability issues	\$2,274							\$960	\$336	\$170						\$36	\$172	\$600		\$2,274
M	Large cost - decision needed by policy makers about land use versus QZ livability issues	\$1,374										\$48		\$54					\$1,272		\$1,374
M	Is the Henn Ave crossing part of TH 280 project?	\$252																		\$252	\$252
L		\$0																			\$0
M	Large cost - need CPED input on potential long-term land use need for RR service, subtracted \$30k for 27th NE safety funds(PV031) in 2007	\$1,350							\$492	\$804				\$24							\$1,320
		\$8,364	\$0	\$140	\$36	\$0	\$384	\$204	\$432	\$1,452	\$1,140	\$914	\$0	\$255	\$0	\$0	\$36	\$868	\$2,106	\$252	\$8,219
	Project Total for CIP Request (see note)	\$11,138	\$0	\$186	\$48	\$0	\$511	\$272	\$575	\$1,934	\$1,518	\$1,217	\$0	\$340	\$0	\$0	\$48	\$1,156	\$2,804	\$336	\$10,945
	CIP \$ as of 3/28/05		\$0	\$186	\$48	\$0	\$511	\$272	\$575	\$1,934	\$1,518	\$1,217	\$0	\$340	\$0	\$0	\$48				