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AZ CORP COMMISSION
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Transcript Exhibit(s)

Docket #(s): 22-03639 A-12-0338

Arizona Corporation Commission

DOCKETED

OCT 31 2012

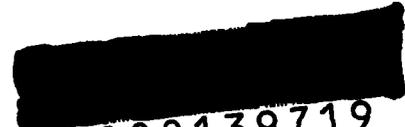
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Exhibit #: S-1, S2

ORIGINAL

Staff Memorandum

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0000139719
Arizona Corporation Commission

DOCKETED

SEP 27 2012

DOCKETED BY

JM

To: THE COMMISSION

From: Robert Marvin
Director
Safety Division

Date: September 27, 2012

RE: IN THE MATTER OF THE APPLICATION OF UNION PACIFIC RAILROAD TO ABOLISH THE PUBLIC AT-GRADE CROSSING AT MARTIN ROAD, IN THE TOWN OF SAHUARITA, PIMA COUNTY, ARIZONA AT USDOT NO. 742-137-T.

DOCKET NO. RR-03639A-12-0338

Background

On July 25, 2012, the Union Pacific Railroad ("Railroad") filed with the Arizona Corporation Commission ("Commission") an application for approval for the Railroad to abolish the public at-grade crossing at Martin Road, in the Town of Sahuarita ("Town"), Pima County, Arizona at USDOT NO 742-137-T.

Geographical Information

Martin Road is located in Pima County within the town limits of Sahuarita. The Arizona Department of Commerce estimates the Town's population at 25,259 for the year 2010. As one of Arizona's fastest-growing communities, the Town is the newest jurisdiction in Pima County, incorporated in 1994. Currently 30 square miles, the Town is located just 15 minutes south of Tucson and approximately 40 minutes north of the Mexican border (See Exhibit "A").

Martin Road

Martin Road is an unimproved dirt road heading in an East/West direction with two tracks running through it: a mainline and a siding. It is a passive crossing with stop signs and cross-bucks for protection. Per the Federal Railroad Administration's ("FRA") crossing data base, the latest Average Daily Traffic ("ADT") for Martin Road was 50 vehicles per day ("vpd"), with a Level of Service ("LOS") of A. No future projections were provided.

Note: The American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets, 2004, states that the Level of Service characterizes the operating conditions on a facility in terms of traffic



performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. This is a measure of roadway congestion ranging from LOS A--least congested--to LOS F--most congested. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be.

Per the Town, there is no posted speed limit on Martin Road. Commission Rail Safety Section ("Staff"), as well as FRA accident/incident records indicates no incidents at this location.

Alternative routes from this crossing are as follows: to the south 1.32 miles is Madera Highland Parkway, and to the north .82 miles is Quail Crossing Boulevard. Both of these crossings are equipped with active warning devices including flashing lights, automatic gates and bells. Also, Quail Creek Parkway is a new north to south roadway connecting the two communities of Quail Creek and Madera Highlands east of the railroad tracks. Quail Creek Parkway can be used if one of the two crossings would be blocked due to a crossing system malfunction or a stopped train.

Train Data

Data provided by the Railroad regarding train movements through the crossing is as follows:

Train Count: Average of 7 – 9 trains per day

Train Speed: 40 mph on the mainline, and 30 mph on the siding

Thru Freight/Switching Moves: Occasionally used for switching movements.

Schools and Bus Routes

Per the Railroad:

Union Pacific is not aware of any schools in the immediate area of the crossing. Union Pacific is not aware of any school buses, which utilize this crossing. The residential neighborhoods located east of the crossing, Quail Creek and Madera Highland are directly accessible via Quail Crossing Boulevard and Madera Highland Parkway, which have improved crossings with active warning devices.

Hospitals

Per the Railroad:

Union Pacific is not aware of any emergency vehicles that extensively utilize the crossing as it is only accessible via an unimproved dirt road. Also, there are two improved crossing with active warning devices in the immediate area, which would provide access for emergency vehicles to Quail Creek and Madera Highland subdivisions.

Zoning

Per the Town:

West of the crossing is currently zoned as agricultural. There are two housing developments in the general area east of the crossing- Quail Crossing and Madera Highland. Both Quail Crossing and Madera Highland are accessible by at-grade crossings with active warning devices via Quail Crossing Boulevard and Madera Highland Parkway, which are located north and south of Martin Road.

Hazardous Materials

The Railroad gave the following response when asked about vehicles transporting hazardous materials through these crossings:

Union Pacific has been unable to obtain any information responsive to this request. It is Union Pacific's understanding that any vehicle carrying hazardous materials may utilize public crossings unless otherwise posted, but Union Pacific knows of no way it can investigate or determine whether such vehicles use this crossings or with what frequency.

Why the Closure is Proposed

Per the Town of Sahuarita:

Closing the Martin Road crossing will improve public safety in the area. The two subdivisions east of the crossing, Quail Creek and Madera Highland are each primarily accessible by improved paved crossings with active warning devices via Quail Crossing Boulevard and Madera Highland Parkway. Removing the Martin Road crossing, which is protected by a stop sign and crossbucks and only accessible via an unimproved dirt road, will increase public safety for the area residents by removing an unnecessary and infrequently used crossing.

Staff Conclusions

Staff is in agreement with the Town and the Railroad. Martin Road is an unimproved roadway protected with just passive devices; stop signs and crossbucks. Staff believes the traveling public will be considerably safer using the crossings equipped with active warning devices. Staff believes the closure is warranted. Further, Staff believes closing Martin Road will not inconvenience the traveling public due to the relatively close proximity of the two adjacent crossings. Having reviewed all applicable data, Staff supports the at-grade crossing closure of Martin Road. Staff believes that the crossing closure is in the public interest and is reasonable. Therefore, Staff recommends approval of the Railroads application.

A handwritten signature in black ink, appearing to read "Brian H. Lehman", written over a horizontal line.

Brian H. Lehman
Railroad Supervisor
Safety Division

**COPIES of the foregoing mailed
this 27th day of September, 2012 to:**

Docket No. RR-03639A-12-0338

**Alex Popovici
Manager of Public Projects
Union Pacific Railroad
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Phoenix, AZ 85734**

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**Joel T. Harris
Civil Engineer, Town of Sahuarita- Public Works Department.
375 West Sahuarita Center Way,
Sahuarita, AZ 85629**

**Daniel J. Hochuli, Town Attorney
Town of Sahuarita
375 W. Sahuarita Center Way
Sahuarita, AZ 85629**

Exhibit A



Martin Road

S Old Nogales Hwy

© 2012 Google

feet
meters

Google earth

600
200





TOWN OF SAHUARITA

Department of Public Works

Memorandum - UPRR Coordination

DATE: April 30, 2012
TO: Alexander Popovici – Union Pacific Railroad
FROM: Joel Harris - Town of Sahuarita, Civil Engineer
RE: MARTIN ROAD - PUBLIC AT-GRADE CROSSING
UPRR MP 23.59 - NOGALES SUBDIVISION, DOT CROSSING #742-137T

Union Pacific Railroad (UPRR) and Arizona Corporation Commission (ACC) Railroad Safety Staff have notified the Town of Sahuarita of their mutual desire to close the existing Martin Road public at-grade crossing of the Nogales Subdivision tracks at UPRR MP 23.59.

This memo is intended to capture the Town's understanding of the closure request, as well as outline important issues the Town would like to introduce for consideration during the process required to formally close the existing crossing. The Town is not opposed to UPRR initiating the appropriate notifications/procedures to seek input from all stakeholders and provide an opportunity to determine a mutually acceptable resolution for the proposed closure. The Town has been able to gather the following data pertaining to the existing public crossing:

MARTIN ROAD - PUBLIC AT-GRADE CROSSING INFORMATION

1. LOCATION:

- UPRR MP 23.59 - Nogales Subdivision
- Town of Sahuarita – North-West corner of Madera Highlands Residential Subdivision:
 - South of Quail Crossing Boulevard (DOT#748-177L – UPRR MP 22.82)
 - 0.82± miles along Nogales Highway (1.26 miles along Campbell Avenue)
 - North of Madera Highlands Parkway (DOT#748-402B – UPRR MP 24.84)
 - 1.32± miles along Nogales Highway (1.69 miles along Campbell Avenue)

2. EXISTING CROSSING CONFIGURATION/INFORMATION

- FRA – US DOT Crossing Inventory indicates (see Attachment D):
 - Effective Begin-Date of record: January 1, 1970
 - Established as a public at-grade crossing with Southern Pacific Transportation
 - Likely established with Pima County, prior to the Town's annexation of the public ROW
- Existing UPRR Facilities (see photos – Attachment A):
 - (1) Nogales subdivision main track and (1) additional Siding track
 - Concrete surface panels at track crossings
 - Vehicular Traffic Control:
 - Cross-bucks and Stop Signs in each direction
- Existing Martin Road features (see photos – Attachment A):
 - 2-lane dirt road
 - Asphalt apron adjacent to concrete surface panels at track crossing



3. UPRR/ACC CONCERNS/REASONING FOR CLOSURE REQUEST

- The existing crossing configuration:
 - Does not include gates, signals, bells, or warning lights for vehicular traffic
 - Is regularly impeded/blocked by trains parked on the siding track
 - Includes a dirt road that is infrequently traveled on by the public
- It is the opinion of UPRR and ACC staff that the existing at-grade crossing is a highly unsafe condition for the traveling public and the circumstances are favorable for a closure due to the following:
 - Low vehicular usage
 - Lack of vehicular traffic control/warning devices when a train is approaching
 - UPRR and TOS liabilities associated with a primitive crossing
 - Two modern/signalized at-grade crossings are located at Quail Crossing Boulevard and Madera Highlands Parkway for access to the Madera Highlands subdivision. These two modern crossing provide improved access to neighborhoods east of Nogales Highway.

4. CONSIDERATIONS IMPORTANT TO TOWN OF SAHUARITA IN RESPONSE TO UPRR'S REQUEST

- Appropriate notification to all users/stakeholders that use the existing crossing
 - Adherence to a standard/typical ACC hearing process including appropriate stakeholder participation/input in ACC closure process.
- Consideration of closure towards future at-grade crossing improvements within the Town limits
 - The Town would like to memorialize the closing as credit towards the UPRR 2-for-1 policy if/when a new at-grade crossing improvement is needed within the Town limits.
- Evaluation/consideration of potential eligibility towards a "UPRR Quiet Zone", as part of closure

5. EXISTING CROSSING – KNOWN USERS (NOT INTENDED TO EXCLUDE OTHER UNKNOWN USERS)

- UPRR/TOS
- Traveling Public (per 60' Public ROW)
- Emergency Responders (per 20' Emergency Access Easement – See Attachment C)
- Maintenance Personnel (per 60' Public ROW, and Common Area A – See Attachment C))
- Utility Providers (See Attachment A, B, & C)
 - Pima County Regional Wastewater Reclamation Department (PCRWRD)
 - Sewer line within crossing (per public sewer easement)
 - Tucson Electric Power (TEP)
 - Overhead Power line near crossing (per electric easement)
 - Century Link (CTL – formerly Qwest)
 - Underground communication facilities near crossing (per public ROW)
 - Southwest Gas
 - Underground natural gas facilities near crossing (per gas easement)

ATTACHMENTS TO THIS MEMO

- A. FIELD PHOTOS – EXISTING CONDITION
- B. PCRWRD – EXISTING SEWER ALIGNMENT INFORMATION
- C. PAGE FROM MADERA HIGHLANDS FINAL PLAT (SHOWING EXISTING EASEMENTS/ROW)
- D. U.S. DOT - CROSSING INVENTORY INFORMATION (as of 4/17/2012) – From FRA Office of Safety Analysis Website (<http://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>)

ATTACHMENT A: FIELD PHOTOS – EXISTING CONDITION



Existing Public At-Grade Crossing DOT#742-137T - Looking West
Existing TEP Overhead Electric Lines running parallel to Martin Road crossing



Existing Concrete Surface Panels at DOT#742-137T - Looking West

ATTACHMENT A (continued): FIELD PHOTOS – EXISTING CONDITION



Existing Public At-Grade Crossing DOT#742-137T - Looking East
Existing PCRWRD Sewer Manhole



Existing Public At-Grade Crossing DOT#742-137T - Looking West
Existing Century Link Underground Communication & TEP Overhead Electric Lines near crossing

ATTACHMENT B: PCRWRD – EXISTING SEWER ALIGNMENT INFORMATION

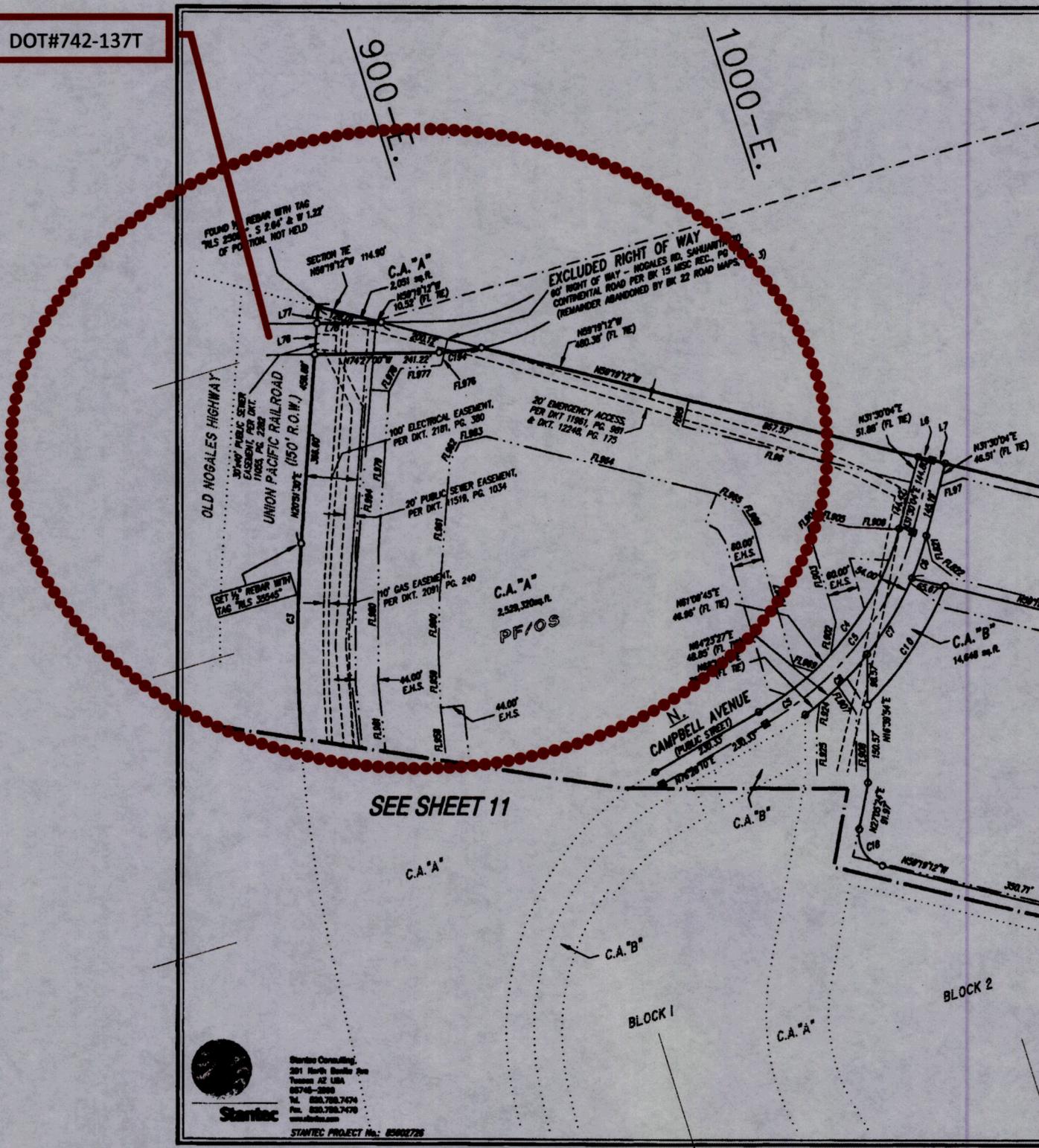
DOT#742-137T



ATTACHMENT C: PAGE FROM MADERA HIGHLANDS

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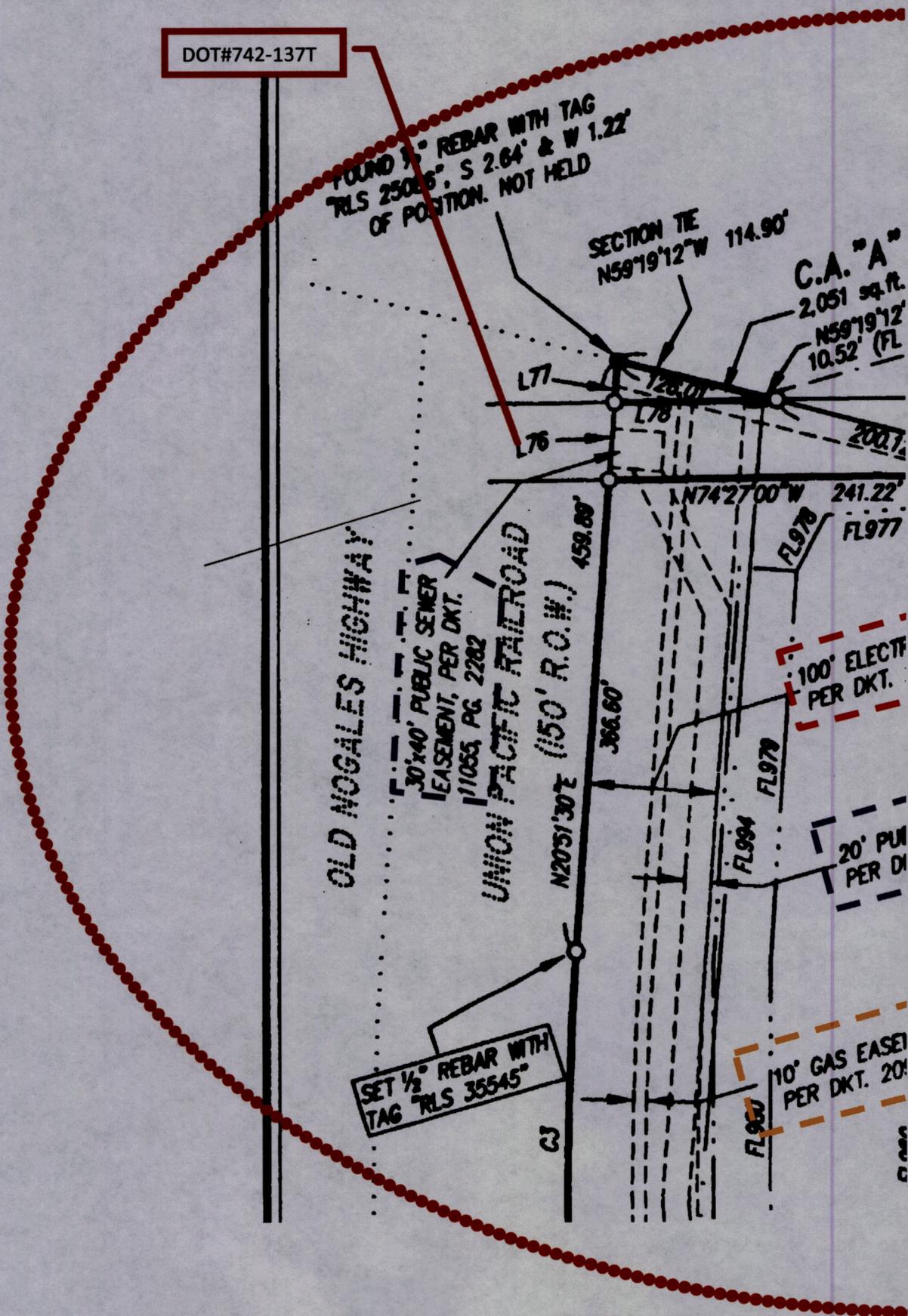
DOT#742-137T



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STANTEC PROJECT No.: 85901726

DOT#742-137T



ATTACHMENT D: U.S. DOT - CROSSING INVENTORY INFORMATION

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 4/17/2012

Crossing No.: **742137T** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **01/01/11**
 Railroad: **UP Union Pacific RR Co. [UP]** End-Date of Record:
 Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division: TUCSON	State: AZ
Subdivision: GILA	County: PIMA
Branch or Line Name: BR-NOGALES	City: Near GREEN VALLEY
Railroad Milepost: 1007.92	Street or Road Name: MARTIN RD
RailRoad I.D. No.: BAN 1007.9	Highway Type & No.: COUNTY
Nearest RR Timetable Stn: CONTINENTAL	HSR Corridor ID:
Parent Railroad:	County Map Ref. No.: 37
Crossing Owner:	Latitude: 31.8851314
ENS Sign Installed:	Longitude: -110.9683650
Passenger Service:	Lat/Long Source: Actual
Avg Passenger Train Count: 0	Quiet Zone: No
Adjacent Crossing with Separate Number:	

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D	
Railroad Use:	
State Use:	
Narrative:	

Emergency Contact: **(800)848-8715** Railroad Contact: State Contact: **(602)712-6193**

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day: No
Total Trains: 3 Total Switching: 0	Day Thru: 2
Typical Speed Range Over Crossing: From 15 to 25 mph	Maximum Time Table Speed: 40
Type and Number of Tracks: Main: 1 Other: 0	Specify:
Does Another RR Operate a Separate Track at Crossing?	No
Does Another RR Operate Over Your Track at Crossing?	No

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **742137T**

Continued

Effective Begin-Date of Record: **01/01/11**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs:	0
		Specify:	0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Most Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	0
Channelization:		Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?	No	Type of Train Detection:	None
		Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	No	If Other:	
Crossing Surface:	UnConsolidated	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	No	AADT Year:	1988
Annual Average Daily Traffic (AADT):	000050	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	40		
Posted Highway Speed:	0		

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 4/17/2012**

Crossing No.: **742137T** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **03/28/88**
 Railroad: **UP Union Pacific RR Co. [UP]** End-Date of Record: **12/31/10**
 Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	TUCSON	State:	AZ
Subdivision:	GILA	County:	PIMA
Branch or Line Name:	BR-NOGALES	City:	Near GREEN VALLEY
Railroad Milepost:	1007.92	Street or Road Name:	MARTIN RD
RailRoad I.D. No.:	BAN 1007.9	Highway Type & No.:	COUNTY
Nearest RR Timetable Stn:	CONTINENTAL	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	37
Crossing Owner:		Latitude:	31.8851314
ENS Sign Installed:		Longitude:	-110.9683650
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Specify Signs:	Public Access:	Specify Signs:
	ST/RR A ST/RR B ST/RR C ST/RR D		
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact: (800)848-8715	Railroad Contact:	State Contact: (602)712-6193	

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 3	Total Switching: 0	Day Thru: 2
Typical Speed Range Over Crossing: From 15 to 25 mph	Maximum Time Table Speed:	40
Type and Number of Tracks: Main: 1 Other 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

U.S. DOT - CROSSING INVENTORY INFORMATION Continued

Crossing **742137T**

Effective Begin-Date of Record: **03/28/88**
End-Date of Record: **12/31/10**

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	No	If Other:	
Crossing Surface:	UnConsolidated	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	No	AADT Year:	1988
Annual Average Daily Traffic (AADT):	000050	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	40		
Posted Highway Speed:	0		

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 4/17/2012**

Crossing No.: **7421377** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **09/01/82**
 Railroad: **SP Southern Pacific Transportation Co. [SP]** End-Date of Record: **03/27/88**
 Initiating Agency State Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	TUCSON	State:	AZ
Subdivision:	GILA	County:	PIMA
Branch or Line Name:	BR-NOGALES	City:	Near GREEN VALLEY
Railroad Milepost:	1007.92	Street or Road Name:	MARTIN RD
RailRoad I.D. No.:	BAN 1007.9	Highway Type & No.:	COUNTY
Nearest RR Timetable Stn:	CONTINENTAL	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	37
Crossing Owner:		Latitude:	
ENS Sign installed:		Longitude:	
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Specify Signs:	Public Access:	Specify Signals:
	ST/RR A ST/RR B ST/RR C ST/RR D		
Railroad Use:			
State Use:			
Narrative:			
Emergency Contact:	Railroad Contact:	State Contact:	

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 2 Total Switching: 0	Day Thru:	1
Typical Speed Range Over Crossing: From 15 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **742137T**

Continued

Effective Begin-Date of Record: **09/01/82**

End-Date of Record: **03/27/88**

Part III: Traffic Control Device Information

Signs:

Crossbucks: 2	Highway Stop Signs: 0
Advanced Warning: No	Hump Crossing Sign:
Pavement Markings: No Markings	Other Signs: 0 Specify:
	0

Train Activated Devices:

Gates: 0	4 Quad or Full Barrier:
Mast Mounted FL: 0	Total Number FL Pairs: 0
Cantilevered FL (Over): 0	Cantilevered FL (Not over): 0
Other Flashing Lights: 0	Specify Other Flashing Lights:
Highway Traffic Signals: 0	Wigwags: 0 Bells: 0
Other Train Activated Warning Devices:	Special Warning Devices Not Train Activated:
Channelization:	Type of Train Detection: None
Track Equipped with Train Signals? No	Traffic Light Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Open Space	Smallest Crossing Angle: 60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad: 2	Are Truck Pullout Lanes Present? No
Is Highway Paved? No	If Other:
Crossing Surface: UnConsolidated	Is it Signalized?
Nearby Intersecting Highway? N/A	Is Crossing Illuminated?
Does Track Run Down a Street? No	
Is Commercial Power Available? Yes	

Part V: Highway Information

Highway System: Non-Federal-aid	Functional Classification of Road at Crossing: Rural Local
Is Crossing on State Highway System: No	
Annual Average Daily Traffic (AADT): 000050	AADT Year:
Estimated Percent Trucks: 40	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 4/17/2012**

Crossing No.: **7421377** Update Reason: **New Crossing** Effective Begin-Date of Record: **01/01/70**
 Railroad: **SP Southern Pacific Transportation Co. [SP]** End-Date of Record: **08/31/82**
 Initiating Agency **Original** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	TUCSON	State:	AZ
Subdivision:	GILA	County:	PIMA
Branch or Line Name:	BR-NOGALES	City:	Near GREEN VALLEY
Railroad Milepost:	1007.92	Street or Road Name:	
RailRoad I.D. No.:	BAN1007.92	Highway Type & No.:	COUNTY
Nearest RR Timetable Stn.:	CONTINENTAL	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	11
Crossing Owner:		Latitude:	
ENS Sign Installed:		Longitude:	
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	
Adjacent Crossing with Separate Number			

Private Crossing Information:

Category:	Specify Signs:	Public Access:	Specify Signals:
	ST/RR A ST/RR B ST/RR C ST/RR D		
Railroad Use:			
State Use:			
Narrative:			

Emergency Contact: Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Total Switching:	0
Typical Speed Range Over Crossing: From	15 to 25 mph	Day Thru:	1
Type and Number of Tracks: Main:	1	Other:	0
		Specify:	25
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

ATTACHMENT D (continued): U.S. DOT - CROSSING INVENTORY INFORMATION

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **742137T**

Continued

Effective Begin-Date of Record: **01/01/70**

End-Date of Record: **08/31/82**

Part III: Traffic Control Device Information

Signs:

Crossbucks: 1	Highway Stop Signs: 0
Advanced Warning: No	Hump Crossing Sign:
Pavement Markings: No Markings	Other Signs: 0 Specify:
	0

Train Activated Devices:

Gates: 0	4 Quad or Full Barrier:
Mast Mounted FL: 0	Total Number FL Pairs: 0
Cantilevered FL (Over): 0	Cantilevered FL (Not over): 0
Other Flashing Lights: 0	Specify Other Flashing Lights:
Highway Traffic Signals: 0	Wigwags: 0 Bells: 0
Other Train Activated Warning Devices:	Special Warning Devices Not Train Activated:
Channelization:	Type of Train Detection: None
Track Equipped with Train Signals? No	Traffic Light Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: Open Space	Smallest Crossing Angle: 60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad: 2	Are Truck Pullout Lanes Present? No
Is Highway Paved? No	If Other:
Crossing Surface: UnConsolidated	Is it Signalized?
Nearby Intersecting Highway? N/A	Is Crossing Illuminated?
Does Track Run Down a Street? No	
Is Commercial Power Available? Yes	

Part V: Highway Information

Highway System: Non-Federal-aid	Functional Classification of Road at Crossing: Rural Local
Is Crossing on State Highway System: No	AADT Year:
Annual Average Daily Traffic (AADT): 000050	Avg. No of School Buses per Day: 0
Estimated Percent Trucks: 40	
Posted Highway Speed: 0	