CITY OF BENSON
CITY COUNCIL
MARCH 25, 2019 – 6:00 P.M.
WORKSESSION

A WORKSESSION OF THE MAYOR AND CITY COUNCIL OF BENSON, ARIZONA
WILL BE HELD ON MARCH 25, 2019 AT 6:00 P.M.
AT BENSON COMMUNITY CENTER,
705 W. UNION STREET, BENSON, ARIZONA

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Vicki L. Vivian, CMC, City Clerk

A G E N D A

The Council may discuss, direct, consider and take possible action as indicated below pertaining to the following:

CALL TO ORDER: The Call to Order will consist of the Mayor calling the Council to order. The Mayor or his designee shall then lead those present in the Pledge of Allegiance.

ROLL CALL: The City Clerk shall call the roll of the members, and the names of those present shall be entered in the minutes.

NEW BUSINESS:

1. Discussion about obtaining Railroad Quiet Zones for the City of Benson; may include feasibility, funding options, and the research of opportunities to achieve Quiet Zones – **Vicki Vivian, CMC, City Manager/City Clerk ***

ADJOURNMENT

POSTED this 22nd day of March, 2019

Material related to the City Council meeting is available for public review the day before and the day of the meeting, during office hours, at the City Clerk's Office located at 120 W. 6th Street, Benson, Arizona, 520-586-2245 x 2011.

All facilities are handicapped accessible. If you have a special accessibility need, please contact Vicki L. Vivian, City Clerk, at (520) 586-2245 or TDD: (520) 586-3624, no later than eight (8) hours before the scheduled meeting time.

Any invocation that may be offered before the start of regular Council business shall be the voluntary offering of a private citizen, for the benefit of the Council and the citizens present. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Council, and the Council does not endorse the religious beliefs or views of this, or any other speaker.

Executive Sessions - Upon a vote of the majority of the City Council, the council may enter into Executive Sessions pursuant to Arizona Revised Statues §38-431.03 (A)(3) to obtain legal advice on matters listed on the Agenda.

* Denotes an Exhibit in addition to the Council Communication

City of Benson
City Council Communication

Worksession **March 25, 2019**

To: Mayor and Council Agenda Item # 1

From: Vicki Vivian, CMC, City Manager/City Clerk

Subject:

Discussion about obtaining Railroad Quiet Zones for the City of Benson; may include action regarding feasibility, funding options, and the research of opportunities to achieve Quiet Zones

Discussion:

This worksession has been requested to update Council on the status of the Quiet Zone and the Task Force's meeting with the various entities that would be consulted in the process of creating a Quiet Zone.

The notes on the meeting were taken by Carol Treuber of SAEDG. The meeting was attended by:

Entity	Name	Title
City of Benson	Vicki Vivian	City Manager
	Brad Hamilton	Public Works Director
SAEDG	George Scott	Task Force Member
	David DiPeso	Task Force Member
	Carol Treuber	Task Force Assistant
Union Pacific	Nick Vineyard	UP Territorial Manager
	Mara(?) Ortega	UP Signal Construction Supervisor
	Mark Forges(?)	UP Industry Public Projects/Project Coordinator
	Steve Reimer(?)	UP Project Coordinator,
	Peggy Egelheim (?)	UP Regional Manager for Industry and Public Projects
Federal Railroad A	Joe Petito	Railroad Safety Specialist FRA Reg 7
	Jacob Peterson	Grade Crossing Inspector FRA Reg 7
Arizona Corporation Commission	Jason Pike	Grade Crossing Inspector
	Chris Watson	Railroad Safety supervisor
Cochise County	Brad Simmons	Civil Engineer

The outcome was that the study done in 2016 was conservative and that there were additional requirements not addressed, such as moving a sidewalk for pedestrians and that a street was not the needed 34' width to accommodate the required median. A traffic study would also need to be completed before moving forward. Options for funding were not discussed, but I would like to note some options would be 1) bonds, 2) a loan, 3) a temporary QZ tax, 4) a special taxing district.

Council can discuss all aspects of the Quiet Zone during the worksession, as noted on the agenda.

Staff Recommendation:

Discussion only

Quiet Zone Meeting October 17, 2018

In meeting room:

Attendees: George Scott – Task Force, David Dipeso – Task Force, Vicki Vivian – City Manager, Mara(?) Ortega – UP Signal Construction Supervisor, Mark Forges(?) UP industry public projects/project coordinator, Steve Reimer(?) UP project coordinator, Peggy Egelheim (check spelling) UP Reginal manager for industry and public projects, Joe Petito – Railroad safety specialist FRA reg 7, Jason Pike – Grade Crossing Inspector Arizona Corporation Commission, Jacob Peterson – Grade Crossing Inspector FRA reg 7, Brad Simmons – Civil Engineer with Cochise county, Chris Watson – Railroad Safety supervisor Arizona Corporation Commission, Brad Hamilton – Public Works director City of Benson, Nick Vineyard – UP Territorial Manager, Carol Treuber – Southeast Arizona Economic Development Group.

George: In 2016 a study was done. What should be done now going forward.

Joe Petitio comments and answers to questions: Was tabled before. Well done. But has been tabled for a while. Verify key information, train movement, traffic studies include in update. One person missing is Amtrak. For true diagnostic all parties need to be involved and have input on. Amtrak has some track rights should be copied on all.

Traffic count comes from the city, sampling, traffic studies, need Hwy data. Submit new set of numbers for the QZ calculator with NOI and NOE. Put in system and NOI – Notice of Intent. CFR – 49 222.39 requirements. NOE – Notice of establishment (once construction is done) Explanation: once all done, we are now going to establish on this date, notify by cert mail, 60-day period and after review will cease horn.

David DiPeso – Is there anyone here or do they know of anyone that can help with construction costs.

Peggy Egelheim – UP would be willing to offer a contribution for a crossing closure that can be used for anything in the city of Benson if that includes safety improvements at crossings or civil for warning devices that is up to the city. San Pedro a candidate. Outside no funds to support a QZ. UP perception is that it takes away from the safety and does not endorse quiet zones but follows the federal law. Under Federal Law is approved the Federal rule is followed.

Jacob Peterson – Read FRA's regional policy on quiet zones. The FRA reg 7, opinion, in general provides a strong endorsement of the practice of crossing closures and consolidations where feasible while maintaining essential alternate and safe access for local communities. The optimal safety improvement for an F grade highway grade crossing is the complete separation of the railroad tracks from the roadway through construction of grade separation, structure or closure. We encourage all local authority, railroads and stakeholders to work together to provide good planning to achieve this goal. Exceptions to the proposed federal rule mandating the whistle sounding at all highway roadway crossings can only be made by showing that the appropriate safety measures have been taken to mitigate the additional risk otherwise presented by train horns not being sounded. FRA region 7 strongly recommends that any public authority desiring to establish a quiet zone take the opportunity to review all aspects of the safety along it's corridor. Particular attention should be given to the measures that prevent trespassing on railroad right of way since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

Joe Petito – key figures to talk about is that the railroad reserves the right to sound the horn by the discretion of the operating engineer and any time it feels it is necessary. Is the community going to accept that the train horns will still be sounded if someone is near the track.

David DiPeso - What is typically done for trespassing prevention?

Joe Petito – Patagonia crossing doesn't have a sidewalk treatment. If you are going to propose a sidewalk and you want to channelize people to that sidewalk and it becomes a challenge to get to that sidewalk then it encourages trespass to get across in an easier method. You want to look at a systematic approach when you are channelizing people or traffic to be able to use that area which means closing off some of the other area that they might go to.

David DiPeso – Are you talking about fencing?

Joe Petito – We are talking about fencing, other hard barriers are good methods to do that and enforcement. Once you establish a quiet zone it's yours forever it's the city's it's the public authority so there's some ongoing costs to that and you'll enter into agreements with the operating railroads to be able to take care of that. We come in as the FRA, we will do periodic adjustments and period reviews of those points. You have ongoing requirements for affirmation of those quiet zones. Depending on the methodology that you utilize to establish under the public authority designation. You may have to one one every three to five years depending on the style. Most likely every three years to verify and affirm by certified letter to all authorities that everything still meets the criteria for the quiet zone.

George Scott – Are you talking about the signage?

Joe Petito – Everything that was required, so anything that was a supplemental safety measure or alternate supplemental safety measure, all of those things that were requirements all of those things that will suggest as a team as a diagnostic meeting that go into place have to remain in place and in good repair throughout the entire time otherwise the entire quiet zone could be negated. Not just an additional cost, there are some ongoing costs that continue throughout the life of the quiet zone.

Vicki Vivian – Have you ever come back to an established quiet zone and come up with other things that needed to be implemented?

Joe Petito – Yes, we have. Two weeks ago, on one that one was very large and in an urban environment, we missed something and we had to make adjustments. Team have to review and discuss adjustments. If something new for example traffic and pedestrian patterns change and may be substantial and adjustments needed because you didn't make the appropriate treatments 5 years before.

Nick(?) - If you put fencing engineering curb prevent trespassing and you create a pedestrian pathway over the tracks and that wasn't initially part of the diagnostic that one pedestrian crossing nullifies, they are just going to blow for that pedestrian crossing they won't have to blow for the other crossings but they will have to blow because that wasn't a part of the initial diagnostic, it was not part of the quiet zone and we have had that problem where cities say well, we need a pedestrian crossing here now we built it, but it wasn't part of the diagnostic. The railroads are like, were blowing. So basically we have another meeting like this and with those types of crossings any recommendation that any of us make, that is what that crossing has to be treated with.

Joe Petito – and that is why we mention in our statement that good, appropriate Community planning is an essential part of the process and that is why we encourage that.

? – to backup a bit we have a little snippet that piggybacks what Union Pacific said. How we feel about quiet zones. Union Pacific believes quiet zones can promise the safety of railroad employees, customers and the general public although the railroad does not endorse quiet zones it does comply with provisions that outline the federal law, federal regulation concerning train horns as officially known as the FRA's final rule on the use of locomotive horns at highway rail grade crossings that became effective June 24, 2005. Federal regulations provide public authorities the opinion to maintain and or establish quiet zones provided certain supplemental or alternative safety measures are in place and the crossing accident rate FRA's standards. Operating a safe and efficient railroad is Union Pacific's top priority, maintaining the safety of our employees, our customers and the general public is at the core of everything we do for everyone's safety. Federal regulation requires locomotive horns be sounded for 15 to 20 seconds before entering all public grade crossings but not more than one quarter of a mile in advance. This federal requirement prevents any state or local laws regarding the use of train horns at public crossings in order to maintain high public safety standards it is critical and beneficial to have a perspective gained from the railroads experience and expertise concerning quiet zones. Union Pacific representatives will participate in diagnostic meetings and provide the necessary railroad information for quiet zone projects on Union Pacific lines as required in the final rule.

Peggy – blurb on end.

? - Even though there is a quiet zone, horns must be sounded when employees are working on or near the track, meeting or passing the head end or the rear end of a train in vicinity of a grade crossing. So it is not just trespassers, it is anytime a railroad employee is out there working any time anyone is out there working in the vicinity of the railroad tracks they are required to blow meaning in each direction.

David Dipeso – you mentioned that Union Pacific would provide assistance for a closing, is there a figure? What can we plan on.

Peggy – Basically, we don't walk in there with a figure. We would have to go out there, review the prior diagnostic meeting minutes, review the crossing itself and look at the public safety data that we have on that crossing. We could offer you, today, $25,000.00. That is not much but is our authority limit today.

David Dipeso – Could there be more?

Peggy – We would have to request additional authority from our AVP. Assistant Vice President of Engineering. It does have some unsafe motorist reports, it is a crossing that is located in proximity of another crossing, it does appear to have very low traffic volume. All of these go into the calculation of what are these crossings worth for elimination. Union Pacific is more than happy to look at a number that would be feasible for you guys for closure as well. You let us know, did you do a traffic study? Is it a closure feasibility because I am more than happy to work with Nick and write it up for something in addition to $25,000.00

George Scott – in the future planning for Benson west of here is the Benson Municipal Airport and eventually they are going to want to do an at grade crossing in order to get to the airport. Can you trade this crossing here for one up there?

Nick – Our standard policy is if you want a new crossing you need to look at closing three at grade crossings. Three public crossings.

? - The Corporation commission regulates all the crossings in the state so it would be the corporation commissions decision in the end as to whether that crossing would go in. You would have to pay to get that crossing in there and go into whatever agreements Union Pacific would stipulate, maintenance and all that.

George Scott – So there is a possibility that it could become a crossing?

?(corp cmm) – Sure. Similar situation as here. We would have to go into a diagnostic meetings and go through UP's process, make an application to the corporation commission and we have a whole process as well.

George – would we go through you first?

? – we would start with the diagnostic, go out and look at what would think, it would have to be a signalized crossing, I'm sure. Substantial cost, but could be look at.

Vicki – you would also have to approve the closing as well?

? – yes.

Peggy – bear in mind that if you guys come up with the three crossings but they are three crossings with the ADT of 100 a day and you are proposing to open a crossing of 10,000 cars a day that also does not meet the criteria so basically what we are trying to do is exceed our safety goal. We want an overall reduction but we want an overall safety reduction as well and there could be some operating constraints that would not allow a specific crossing at that location. Definitely look at planning and grade separation. Overpass.

George – what you are saying is the Up and the corporation committee and everybody has to look at the 2016 report and see if there are any additions.

? - We would like to all go out in the field and essentially have another refresher diagnostic.

Joe Petito – I think most of the people in this room were not at that diagnostic and so you are looking at everybody here trying to make decisions based on other people's decisions is probably not wise so it is good we revisit this. So we will start fresh a little bit, you can use what you have as a good base and foundation but you do have to update that information when you resubmit it to us. So we are just looking at the newest information available to you, the newest recommendations that may come up today and there may be some recommendations, there probably will be some that may come up today that were not incorporated in that previous one.

George – Would that come from Kimberly-Horn? Or can that come from a city engineer?

Joe Petitio - Utimately how you do it is up to you, it has to come from the city. You are the folks doing and establishing the quiet zone. Some cities are small and they pay consultants to do it for them, others have the personnel that are able to do it and some do both that is up to you. As long as it meets all the requirements and the key information required.

David – The study had requirements that were very expensive is there a minimum that you have to do?

Joe – That was about the minimum. When we go out there in a few minutes you are certainly going to hear from us at each quadrant of every crossing. We are going to go to four different spots on every crossing so there will basically be 12 full comments from each section on what we feel are the not just the required portions but what is the best practice for your community. Ultimately you are getting a pretty good deal here on this diagnostic because you pay a lot of money to have the consultant try to come in and do this. We are basically going to do this for you for free today. We are going to tell you what we feel are the best practices based on our expertise from the subject matter experts and it is going to be the responsibility of the city to record all of that and monument that in the minutes.

George – David and I and vicki in the past the problem has been funding. Are there any resources that the city could go after? Something that would finance the improvements.

? (corp commission) - Typically what we have found is that we do these diagnostics with a small community when they find out it is the municipalitys responsibility to fund the expensive upgrades they tend to not move forward with it. Could be 100 of thousands of dollars. Is not feasible sometimes because they don't have the resources and the funding is on the community. Sometimes the railroad will commit some kind of funding depending on if there is an exchange, like a crossing but typically it is all on the community.

Peggy – Circling back, because we do like closures, is that feasible in Benson? Closing for San Pedro?

George – it would be a council decision and they would have to see what they get in return if they close it. If they give up the crossing how would it bring down the funding for the other two crossings. Bottom line is it comes down to money. That study looks like it is about $190,000 per crossing and that is a lot of money in Benson today. If we could get that cut in half we could probably find the money to do it. Brad Simmons, Cochise county one of the options we may offer the council is some type of intergovernmental agreement where they could do the work because they could do it cheaper than if the city does it or contracts it out. Do you agree Brad?

Bradley Simmons – Yes, depending on what needs to be done. Generally, we are cheaper than contracting it out.

Joe – I don't want to go on the total but I think those numbers we are a little concerned with. Rates are a little different depending on what county you are in Arizona. Also, the lion's share of the cost will be upgrades to the equipment.

George - After you get done with the diagnostics, will you give a report back to the city?

Joe – We will comment on the report that you have. If this is all based on the city of Benson applying so we are going to get all this great commentary from this group. It is on you guys to put it together and say this is where we are at, this is where we stand, this is the input we received from each member of the diagnostic team.

George – Any questions as to the process we can go to you (Joe), Nick and Peggy?

Joe – and ACC.

? - Any of us can answer pretty much any of the questions. If it is railroad specific I would go to the railroad but as far as the quiet zone, how do you establish, rules, regulations any of us can answer those questions.

George – Were just trying to coordinate this thing, find out what we have to do and be able to take it to the city council so they can put together the funding to eventually do it. Can you do one crossing at a time or do you have to do them all at once?

? - You need to have a quarter mile in each direction. The distance between Ocotillo and Patagonia might be more than a quarter mile but when you have one and you want to coordinate another one we have to do the whole process over again.

? – Keep in mind too if you do one he is going to be blowing at the one that is a quarter mile away so you are still going to hear it. Defeats the purpose.

Joe – as far as blowing at the crossing that is the quiet zone. I would suggest the way that this is laid one that it would be an appropriate method to do it. I don't think that would achieve your goal as a community.

Vicki – What about if the diagnostic committee, we know in 2016 that might not be correct based on today's traffic counts and things like that but what if the city decided we are just going to do the improvements one at a time and then try to establish the quiet zone once all three are done. Are there a lot of, have you seen new requirements come in? So maybe we have done all this and we spent the $750 over a period of three years and now we are going to be looking at another $300 or $400?

Joe – If you do it in that method it's going to be a little more riskier. If you do that then we will have to again reconvene another committee and that could be another whole set of people. They might just say, you may repave the road the road three times in that interm and all of a sudden a six inch curb is not 5 ½ inches, you can't use it, it doesn't count. You have to enter into all that work all over again and bring that up to standard. That's just one example.

Vicki – Historically, have the standards changed?

Joe – I can say that the federal standards haven't changed since 2005, 2006. They have been the same.

Vicki – and just say If those are the standards that we maintain those standards in addition to one at a time or something.

Peggy – I would say that you're never going to loose by implementing the safety improvements. At the end of the day we want your motorists to make it across the crossing as safely as possible. That is never going to be a loss. There were several recommendations that were made in 2016 that could have easily been implanted, some of the vegetation stuff, signage…

Joe – and some of the striping, some of the temporary medians or delineated medians, all of those things could have been good improvements but those haven't changed since 2016 it doesn't appear.

David DiPeso – we had a question about the cement deals…

George – yeah, can you use the temporary deals?

Joe – Like the k rails? No.

David DiPeso - Even if they are permanent or affixed in some way?

Peggy – It might be a roadway hazard at that point.

Joe – It has to be a three foot wide minimum and I don't think the K rail would meet that requirement.

George – All right I guess we should go.

Joe – Where do you want to start first, city?

George – Brad, your call, where do you want to go?

Brad – at this direction we can go west or we can go east.

Peggy – so, it is a lot easier to hear in here so what I would suggest is a quick safety briefing before we get out there. If all of us are going to be out there by the tracks it is going to be hard for you to get the meeting to capture one conversation so let's have one conversation let's not have side bar conversations. Lets be mindful of that as we are out there. If anything is missed we are all going to review the meeting minutes and make sure that we add those in there. Because it is a large group of people it is going to be extremely difficult, the roadway at the crossings are fairly narrow so it's going to be even more difficult to go to each quadrant because of space, basically going to be a single file line. We want to make sure that you each have appropriate PPE, so that includes footwear, reflectorized vest, hard hats, earplugs. If we are all going to be out there that is fine, it just makes it a little more difficult to have that one conversation. Most importantly, a lot of risks that we have near grade crossings include motor vehicles, so we have to be mindful that we don't get hit by a motor vehicle so it helps that we have the safety vests so we are more visible. We don't want to impede their traversal of the crossing, we don't want to get in their way so now they are stopped on the tracks because we are crossing in front of them or those types of activities, nor do we want to get hit by a motorist that maybe is looking at one group that's over here and theres another group on the other side. We don't want to become the distraction to the motor vehicle driver, we don't want to get hit by the motor vehicle driver and we want to be mindful that we have a double main line. Expect a train any direction at any time. What is maximum time table speed 55, going through here?

? – yes, 55.

Peggy – The trains are going a little bit slower. We have a maintenance program for vegetation within 50 feet of the railroad and 300 feet down the tracks and we noted that we are out of compliance, so we did put a slow order on the train until we can get that cleared up, so our trains are going to be going a little bit slower. We have a responsibility to public safety too and we respect that responsibility. We don't want to slow down our trains but were going to do the right thing, so unfortunately that's also going to impede our group traveling from one crossing to another because we do have quite a few trains going through this area. Stay off your cell phones. If you do need to make a call we understand that, we respect that, we all have a million things going on but just let somebody know, I need to take a phone call and get off of the roadway, get to a safe location away from the railroad tracks and then join the group when you can and let us know, I'm back. The Union Pacific employees are CPR trained and first aid trained so if anything does happen while we are out there we will try to assist you as best as possible. We would designate someone locally to call 911 to get any help out there if need be.

Joe – who is that going to be?

Peggy - And maybe a back up. Are we all going out there?

David DiPeso – I won't be going.

Peggy – so we are one less.

Joe – If you are going to utilize your phone for something other than a phone, let somebody know and be mindful of that using electronic devices such as a camera, those of us using it as a camera will let the group or will certainly let UP know. It is their right of way we respect their rules and regulations. If you see us using it for anything not safe you need to stop us from doing anything you feel is unsafe.

Carol – I will be this for recording, etc.

? – Peggy mentioned the proper PPE, is everyone equipped with the proper PPE?

Discussion about PPE and obtaining proper PPE.

Peggy – lets make sure we that have it. In situations where we have pedestrian treatments it is fine to be pedestrians at the crossing, unfortunately we don't have pedestrian treatments at any of these crossings so we will require that PPE is needed.

Vicki – So closed toes, flat shoes is okay?

Peggy – We prefer boots that go over the ankle, with a defined heel. The railroad right of way is not generally a place where we have a smooth surface and the rail grade crossings are not in very good condition.

Discussion about PPE, obtaining proper PPE and who needs to go.

Carol – I have rainboots, will that count?

Peggy – If they have a defined heel.

Discussion about PPE and obtaining proper PPE.

Vicki – We need a 15 minute recess to get the proper PPE together.

Peggy – I think that will be fine.

? – What crossing are we going to start at?

Discussion about what crossing to start at.

? – I would say Ocotillo and work our way back.

Peggy – so keep in mind that it's a single file line and you will be following a railroad employee and a railroad employee will be at the rear so just keep that in mind if someone is lagging behind, because it happens in such a large group, we are going to be pushing everybody to cross at once. We could be separated by a train at one point in time, please try to hold back on your comments relative to that particular quadrant or what you see as we are walking across until we are rejoined as a group and please don't stop on the tracks as you are walking across, that has happened a lot. So, we are meeting at Ocotillo.

Nick? – I think on the north side just find the parking lot over there and we can just walk. We don't need to park near the right of way. There are a couple of big parking lots maybe 100 yards or so away.

Brad – On the right on the corner of fourth street where the light is.

Discussion on location to meet.

Aprox – 10: 45 a.m. Meeting ended. All are going to obtain PPE and meet at the corner of 4th and Ocotillo.

Resume – 4th and Ocotillo:

Peggy – I will be at the end, the caboose, Nick will be the leader. Nick will come over here and give us like a 60 re-brief.

Nick – As Peggy stated, our main hazards here are live vehicles and live trains. There really isn't much anywhere for PEDS to walk so it is going to be, like Peggy said, well have a UP employee in front a Up employee in the back and we will cross as a group. Any cell phone use, let somebody know and go to a stationary object and stay there, take your call and come back to the meeting. This is a live track that and cars are our main concern. We will huddle in each quadrant, like this and find a good spot. The other ones are a little bit easier, this one is a little tight. Before we head over that way we will have a predesignated spot of where we are going to meet.

Peggy – Let's get together so we can hear each other. With the vehicle traffic and the trains that we had to slow down they are going to be longer on the crossing. When a train with the train horn comes we are not going to be able to hear so we will pause and start up again.

Nick – If anyone needs water, we have about 3 cases in the suburban so if anyone is thirsty let me know.

Joe – Did anyone from the City bring the feasibility study from Kimberly-Horn?

? – I have it.

Joe – so I would suggest that if the city would choose to or somebody from the city… we are at the crossing of the first quadrant of the crossing that we review that you go just over the recommendations that the city is thinking of imposing and we will begin our commentary from there.

Joe – who from the city will read? You are using this as your base line.

Nick – one more safety thing because there are no sidewalks or PED treatments watch your movements, watch your slips, trips and falls, there are lots of those types of hazards, footing and all of that and when we stop there are lots of ant nests watch where you stop.

Joe – why don't you read the proposal for this crossing.

Vicki – I will start with the south side of the tracks it says…the approach south of the railroad tracks already has a raised median with a 6" curb that is more than 100 ft in length. It was noted that the raised median gradually becomes flush with the pavement as it approaches the track. The raised median will need to be reconstructed where the curb is not 6" in height. It is estimated that it will require reconstruction of approx. 24 foot of existing median. The end of the island should be squared and 10ft from the center of the closest track. The driveway alley access behind Barneys auto sales will

need to be closed on the west side of Ocotillo, south of the railroad tracks because the access point is within 60ft of the railroad gate arm. This can be accomplished by installing a 6" curb and gutter across the access point. Garbage containers were observed as being present in the alley way so it appears that the driveway access point may currently be used as part of a garbage truck route. If that is the case the route would have to be modified to no longer include the use of that access point. The approach south of the railroad tracks already has a 6" curb on the west and east edges of the roadway for most of the length of the raised median. It was noted that the 6" curb on the east side of the roadway gradually becomes flush with the pavement as it approaches the track. The curb will need to be reconstructed where the curb is not 6" in height. It is estimated it will require reconstruction of approximately 12ft of existing curb. The curb on both sides needs to be extended to match the length of the reconstructed median curb except that curb cuts should be provided to permit access by UP staff to the railroad maintenance road that parallels the tracks. Pavement markings associated with at grade railroad crossing need to be redone in accordance with the spacing shown in the MUTCD. The northbound approach needs to include an MUTCD w10-1 at grade railroad crossing warning sign with a no train horn w10 -9p plaque. The w10 -2 9 and w10 2 sign with a w10 9p plaque is also needed on both approaches of 4th near ocotillo ave intersection warning drivers that the adjacent at grade railroad crossing is a quiet zone. Other comments and recommendations. They noted that the existing wp 1 sign on the southbound approach was not facing oncoming traffic. Brad put in a request for staff to correct that. They were able to correct the directionality of the sign while the diagnostic team meeting was in progress. Tree, shrub maintenance is needed regularly for 250 to 300 feet from the railroad crossing to improve visibility for both engineers and vehicle drivers. Alex Popavichi recommended that both approaches be regraded by the city as they are fairly steep. Brad noted the approach are steep by UP recently raised the elevation at the tracks at the crossing increasing the steepness of the grade.

Nick? – at each of these crossings I will go over our safety data that we have at first. Our risk management RMCC, we have some internal data where our employees report, not incidents but near misses. At this location, I believe this was ran for the last 5 years if I'm not mistaken. We have had one injured party, trespasser, so that is one PED that was hurt at this crossing. In the narrative it stated that the PED was crossing the crossing and tripped and had their foot amputated. I don't have the exact date of that but it may be referenced in the FRA inventory. There was also one unsafe pedestrian reported, three vehicle on tracks reported and of the vehicles on tracks, one of them was a scooter that was stuck on track. I'm not exactly sure how it got stuck on the track but the other two were, I believe vehicles coming southbound, they turned along the right of way and turned on the track and high centered on the track. There wasn't any injuries in those two incidents that were reported. In addition to those three vehicles on tracks that there was not a collision there were two where there was a collision. Where they pulled off to the side, high centered, got out of the car and the train struck the vehicle.

Brad H. – As it is noted in the Kimberly-Horn report before UP came in a few years ago and did the work on the track those were leveled. One side raised it and the other down. I hear a lot of complaints about it.

Nick – I can see this one, maybe, just because when we come in a surface we walk past it we know there are a bit of drainage issues in this area so I can see us surfacing through this. Maybe 6 inches max raising it but the other two are a different story.

Peggy – So well see if there's any plans?

Nick – yes.

Joe – so we reaffirm all those comments with the median. We are going to do some sample measurements while we are here.

Peggy – relative to the vegetation and the why the trains that have been slowed that's Union Pacific's maintenance responsibility. There's a lot of vegetation that's growing and could impede the flashing signal lights on the right hand side of the road. I would ask that we don't just look at what Union Pacific maintains as a general course but have the city maintain the rest of that vegetation so that it can be visible to the motorists.

Joe - We encourage you to look at this from the pedestrian and vehicle perspective as we walk through there. Think of yourself as a car, how would you react without any train horn and reduced warning as we get up to it. Put yourself in that mindset as we walk through each quadrant.

? Nick – I think the first thing we see here is the vegetation mentioned by Peggy. The vegetation in kind of impeding into the roadway blocking the visibility in this lane laying closely to the curb so the sooner the city can trim that tree the better.

Brad – We will take care of that. The same thing happens every year. They just haven't made it over here yet.

Peggy – We would also suggest that the advance warning signs and markings are placed in line and if they are removed they are fully removed and then refreshed.

Nick – You can find that in the MUTCD chapter 8 on where they need to be.

Nick – let's go to the next quadrant.

Peggy – For the city, we didn't observe any pedestrians but we do have a report of an unsafe pedestrian, right?

Nick – An unsafe pedestrian and a pedestrian incident.

Joe – obviously that pathway we just all walked on has been well traversed by pedestrians, that's why it's kind of there, it's sort of a footpath that obviously gets used otherwise you would have a little more vegetation on it. The city should maybe consider at least determining if this is a little more of a pedestrian route than you actually think and if so appropriately treat it.

Nick – You can do that by analyzing a traffic count, right?

Joe - I don't know if they have established a method to do that yet, that's why we're telling the city that when you doing your traffic studies that including head counts.

Vicki – (reading from proposal) For the north side, a 100ft raised median island with 6 inch curb will need to be constructed on the approach north of the railroad tracks. The end of the island should be Squared and 10ft from the center of the closest track. The existing median curbing near the gate arm structure needs to be removed by the aforementioned raised median island. The existing driveways north of the railroad tracks are more than 200ft away from the tracks so no driveway closures are necessary north of the railroad tracks. 6 inch curbs should be installed north of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be

provided to permit access by UP staff to the railroad maintenance road that parallels the tracks. Pavement markings associated with at grade railroad crossing needs to be redone in accordance with the spacing shown in the manual on uniform traffic control devices. The southbound approach needs to include MUTCD W10 1 at grade railroad crossing warning sign with a no train horn W10 9p plaque.

Brad H. – Nick, I have a question. Is the mountable curb, is that your new standard as opposed to the curb cuts?

Nick - We would probably rather have a mounted curb than a curb cut.

Peggy – We are at the Railroad maintenance access.

Nick? - I think another thing we would like to see at this crossing because of the vehicles that are mistakenly turning down the right of way would be refreshed striping edges lines through the crossing up to the crossing panels, not across the panels but along the asphalt. So edge lines, center lines just to help to tier everybody straight across the crossing. In our inspections last night we noticed that these crossings are very very dark so improved illumination would be recommended as well. There are some lights here but from a distance it does light up that little section over there and that little section over there but does not illuminate the actual crossing so that is extremely hard to see when you are driving up.

Peggy – So a good interim safety measure is reflectorized pavement markers that you can add to your median lines.

Joe – Regardless of whether this quiet zone becomes a quiet zone or not there are a lot of safety measures that could certainly be implemented at this crossing that is going to help safety, so we are talking about that in the broad sense as well, not just for the quiet zone.

Peggy – For the actual quiet zone we don't typically recommend bells in the median devices but if it is a quiet zone that is being requested we would recommend bells in the median devices. So we have bells on the devices that are on the right hand side of the roadway. We would want some additional audible warning in the medians.

Nick? – There is a pot of money, several pots of money though the feds, FU SUB UA, one of them is rail safety projects, since I live with that I will also tell you that it excludes quiet zone improvements, specifically, but on another side they have kind of road safety improvements, It has another name but I can't remember but you might be able to pursue through ADOT. ADOT is usually the steward of that money for roadway safety. Things like the lighting and the curb, stuff like that, that's a possibility even though that's a competition, you're still pretty early in the year, in the fiscal year right now and like I say the section 130 rail money would be excluded for the medians but the road safety money may be there for some of these other things.

Joe – that's it, let's move on to the next.

Joe – So there are some little things that I encourage cities to do and look at outside of the quiet zone project that can overall help with safety, for example looking at this right here we see that just before this crossing, to the right lane "must turn right". Put yourself in the perspective of the vehicle, maybe somebody that doesn't know the area real well and they potentially could make that right turn onto the tracks. Things like that, we could remove that sign or if that sign is required it should be posted beyond the tracks not necessarily in front of the tracks.

Joe – and all other comments that we had talked about earlier are certainly applicable here so we don't need to reiterate that. We will just continue as a general comment that if you do establish a quiet zone all of this vegetation goes away, it has to be gone and everything remain visible at all times and that is both the railroads responsibility and the cities responsibility to maintain at all times.

Nick – and like Joe said without the quiet zone limitation when you come here to adjust that vegetation I would also always look at your advance signs and make sure they are not covered up as well. This quadrant is also applicable on the placement of the striping and the sign. I would again look at the MUTCD and what the requirement is versus the roadway speed and make sure that is accurate and placed in the right spot.

Nick – Joe, what do you think about advanced warning signs on the main road this way for the turning lane and then also across the road coming this way?

Peggy – Do you have more than 100 feet?

Nick?– If a quiet zone does get established definitely you would do that at this crossing as well as the other ones the w10-2 3 or 4 would be a great sign to put for your west/east traveling people on that road just to warn them the crossing is just around the corner.

Peggy – We would also be curious about any queuing that the city has seen or studied relative to this crossing as it is not interconnected with the railroad warning devices. Your downstream signals act independently of a train event occurring or not. So if you have done any que studies or anything of that nature, I know that we have been out here for a little while and we have not seen any queuing, we haven't seen a whole lot of traffic but we would want to see something from the city in that regard as well.

Joe – So there's access to the 10 going this direction, how about access off of the 10 coming in town? There is? So you have a potential truck route issue here so that's where that concern comes in is the potential truck route and the queuing of trucking and then not being able to do anything with it. So I think a study is appropriate here.

Vicki – What is that study?

Nick – a que study.

Joe - Based on that study we would make the determinations and recommendation if it needed to be interconnected. Typically the requirement on the FED side is about 200 feet, however being that there is a quiet zone and you have some potentials that are close to the 200 feet this is one of the things that you study and find out is it a risk.

Nick – For you non railroaders interconnection is essentially the railroad warning devices are talking to the traffic signal so when the gates activate it, the traffic signal allows for different days as to clear the crossing to make sure that theres no, one would be queing.

Joe - A way to get off and not get stuck, plus accidents, vehicles getting stuck on the track.

Peggy – so if there is any queuing you know that I would then recommend an immediate placement of a RA -8, which is a do not stop on track sign and would place that in the best available position for the motoring public that could either be up-steam or downstream depending on your engineering judgement where that placement should be so that at the moment of that motorist judgement they see that sign and they do not que up on the tracks.

Nick – Just a general note for quiet zones when the gates are down, there has to be a one-foot tip to tip gate length. One foot to the actual median and looking at this crossing we noticed one of them was a little bit short. Potential for the City to pay for gate arms. There is a different requirement for a quiet zone. The normal standard is that it needs to cover ninety percent of the travel lane.

inaudible separate short discussions between different groups on walk to next area Discussions reiterating what was already said.

*Final quadrant Ocotillo

Peggy – We do know that this driveway was recommended to be closed (driveway out of old Barney's bldg. on Ocotillo side) I would definitely use that as an immediate action item that can be immediately implemented. You guys have a ton of cable(?) why not use it for that. It does appear that you have motorists that could easily circumvent the gates today.

Joe – I think that may actually be happening. Based on the ruts that we see in the roadway right now people are definitely doing that right now.

Nick – circumventing the gates means coming out of here and making a left. Joe – an illegal left. Nick (continuing) If the gates were down, regardless, it wouldn't block them.

Joe – I think with that we could use some law enforcement measures before you are even able to implement some engineering measures. Implement your engineering measures after that.

Peggy – What would help with enforcement is you have a no left turn sign installed at that driveway.

Joe – Something the city would have to look into is the access there, regardless of what action that is there this isn't a good solution.

George – is this UP right away right here or is it the city? (no audible answer)

Joe - I think this is this easement here, whatever this is.

Nick – from here we can tell it is not six inches tall so if you are doing a quiet zone here that whole thing would need to be reconstructed.

Joe – and the curb should be square. There should be a non-traversible curb. If it ended up tapering down like that we're not going to count that in the total length so it needs to be squared off ten feet from the track. Where it's appropriate is going to be it's measured point. We came across a couple of spots yesterday and because they are taped down we would not count that as part of an appropriate median. We will only account that which is appropriate and built appropriately.

Peggy – is this a school bus route?

Brad H. – yes.

Peggy – I would also say that you want to be mindful prior to your establishment as having ongoing education relative to crossing safety especially if you get established with a quiet zone to let the bus drivers know that they will not have that train horn as an additional warning and to be more mindful. I also would have additional supplemental no train horn signs in the median for the inside lanes.

Going to Patagonia crossing…

Peggy – it's 12:15

Nick – (Instructions about safety as previously mentioned at Ocotillo crossing). I will start this one off by reading the data that Union Pacific has. There was one crossing accident injury, that was noted as a possible suicide or could have been potentially been a vehicle that was stuck on the track. The vehicle was struck on Patagonia, I don't know what the exact date was on that one but there was a fatality as well and that one was noted as a trespasser. Whether that was right at the crossing or right off the crossing. We also have four reports of unsafe motorists I don't have a narrative, but I can assume they would be gate go arounds but there's not data to back that up and also one unsafe pedestrian reported as well.

Vicky – There was another pedestrian one.

Nick – I would also like to make a note on Ocotillo, if the city can look into and maybe provide the diagnostic team with any collisions that were around the crossings because we don't essentially get data like that. Potentially at the intersections, if any vehicle accidents that are in the proximity of the railroad crossings and that would go in line with all three of these crossings.

Vicky – (reading from report) South of the railroad tracks a raised median island with six-inch curb will need to be constructed on the approach south of the railroad tracks. Field measurements indicated Patagonia street is approximately thirty-four feet wide which is sufficiently wide for a raised median plus a through lane in each direction. The end of the raised median island should be squared and ten foot from the center of the closest track. They discussed installing a hundred-foot raised median island and closing off access from Patagonia to the Benson ice cream shop on the northwest corner of Patagonia and fourth Street. At the end of the review meeting Brad indicated that the city's preference would be to continue to provide access to the Benson ice cream shop from Patagonia so as to not impact site circulation associated with the drive through window. Field measurements made by Kimberly-Horn indicate there is adequate space to provide a driveway for the ice cream shop beyond the end of a new raised median island if the median island is sixty-feet in length, the minimum allowed in a quiet zone when there are nearby driveways. On the east side of Patagonia street south of the railroad tracks, the existing driveway access point to the Amtrak station needs to be closed because it is closer than sixty feet to the railroad gate arm. The Amtrak station will have an access point on fourth street. The closure of the Amtrak driveway on Patagonia street can be accomplished by installing six-inch curbing and gutter across the access point. Six-inch curb should be installed south of the tracks on the west and east edges of the roadway for the length of median curb except that curb cuts should be provided to permit access by UP staff to the railroad maintenance to the end of the tracks that parallel. Pavement markings associated with at grade railroad crossing needs to be installed with the accordance of the spacing shown in MUTCD. The northbound approach needs to include a MUTCD W10 1 at grade railroad crossing warning sign with a no train horn WT 9P plaque a W10 2 sign with a W10 9 P plaque is also needed on both approaches of fourth street near Patagonia street intersection warning drivers that the adjacent at grade railroad crossing is a quiet zone. Other recommendations were that both approaches are missing pavement markings and a W10 1 at grade railroad crossing warning sign. They need to be installed by the city as soon as possible. Alex Popavichi recommended that a sign be installed at the east end of the Amtrack station prohibiting public use of the Union Pacific maintenance road between Patagonia street and San Pedro street crossings. He also recommended both approaches by regraded by the city of Benson as they are fairly steep. Brad noted that the approaches used to be much less steep but that UP recently raised the elevation of the tracks increasing the steepness. The question was asked that if Amtrack passenger platform can be relocated as Amtrak trains currently block the Patagonia street and or San Pedro street crossings when loading and unloading passengers at the Amtrack station. Brad indicated that the city would like to relocate the platform closer to the Benson visitors center and that the Benson visitors center was designed to accommodate a platform if it can be moved there. Leanne Dixon recommended that Amtrack officials be informed of the needed closure of the Amtrack station access point on Patagonia street if a railroad quiet zone is to be implemented and also the city's desire for the passenger platform to be moved adjacent to the visitors center. Brad mentioned that Patagonia street was high pedestrian volumes because there is a school located south of fourth street. Yes, if sidewalks are required as part of the quiet zone. Leanne Dixon indicated that there is no quiet zone requirements associated with sidewalks and pedestrians but that she thought a sidewalk would help to better to accommodate pedestrian movements across the railroad crossing. Leanne Dixon also recommended that an education campaign be conducted at the school and with neighboring businesses and residents in advance of the establishment of the quiet zone to provide information on railroad safety in a quiet zone.

? - Is the city still up for moving this depot closer to the visitors center?

Brad H – We would love to if we had the funding.

? – Have you talked to Amtrack at all about that?

Brad H. – yes, they'd love us to move it.

Joe – and that is why Amtrak needs to be a part of this so I would go out of my way for that particular part that you read to inform Amtrak of that and get some input from them in writing and get that as part of this project and part of your diagnostic meeting minutes. So get their official statement on that, that's one of the reasons they needed to be here.

Nick – and it's something that could be done without the quiet zone itself. If it's better for the city to have this platform closer to the visitors center by all means talk to Amtrak about it. See if there is a means to get it moved. You don't need the quiet zone to make that happen.

Joe – I think Amtrak, there's so many things that Amtrak would be on board with, theres ada issue and all that.

? – How often does Amtrak stop here for passengers?

George Scott – almost every morning.

Brad H. – I think it's twice a day.

Joe – Southwest chief out of Texas so doesn't this run from Texas?

Brad H. – Sunset limited and American eagle or American flyer

George Scott – there's one that stops here about eleven in the morning and one in the evening around five or six.

Brad H. – yeah, I don't know how they even get people off the train.

Walking to San Pedro crossing…

Peggy – This is an interconnected crossing so I would incorporate in the meeting minutes the CTC report of 2014 and if you guys need another copy of that we can provide that. They studied the crossing in September of 2014 and made various recommendations that were implemented by city, thank you. There are some additional recommendations that have not yet been implemented but we would like to have that conversation continue with the city relative to those various recommendations including an additional recommendation I would add as to implementing an emergency response plan if you lose power to your signals that there's a notification made to the railroad and that you guys flag the railroad

crossing appropriately given that the interconnect might have been lost due to power issues or some other types of issues and make sure it gets tested following any type of emergency event and annually with the Union Pacific signal maintenance forces. Do you guys do the annual inspection?

Brad H. – No. Just for the record that's ADOT. The city has a little portion between here and on the other side of the tracks.

Peggy – So, we would like to get some resolution. ADOT should have been here as well since they are the controlling …

George S – they were invited.

Carol T – They did say they were going to be here. They said they were going to send someone.

Peggy (continuing) – …that's unfortunate because we need to have that conversation about this report. There's some safety improvements that will be needed prior to any establishment of the quiet zone. I would recommend.

Joe – so, just like the comment with Amtrak, we need to reach out to them again as soon as possible to get them involved.

Peggy – I think general theme items, we would like to see if there is a quiet zone implementation that the W10-234's even though you're outside of the one hundred feet we just want to provide some more additional notification to your drivers of the advanced warning that there is not a train horn so those are the parallel advance warning signs.

Nick – fourth and third, right?

Peggy – On fourth and third, yes.

Peggy – We observed the interconnect working as intended, it did have a good healthy track clearance green which is excellent, so thank you, that's a pretty…well, it was ADOT, right?

Brad H – yeah.

Peggy – so thank you ADOT wherever you are.

Peggy – you guys are probably going to get the first notice of something going on. I would notify our response management communication center of any incidents as well as notifying ADOT just so that there's appropriate notifications to both the agency that's controlling the signals as well as the railroad.

Nick – the number can be found there on the signal house. It can be found on the blue sign and I also have some stickers if you want to put it on your hard hat or something, that I can pass out.

Peggy – Right by the RMCC sticker you're going to want that DOT number because that's our location identification for these crossings. If you give us that DOT number, which is seven digits long, six numbers, one alpha we'll be able to know immediately where that crossing is and act appropriately.

Nick – same as the previous one would be maintenance of the approaches, definitely maintenance of the asphalt approaches as well as trying to look into making a better transition across the railroad track, meaning hump wise as well as refreshed pavement markings and same comment as before with the W10-1 and the pavement markings.

Nick – another general comment, we've been here since last night and lot this morning and we've noticed a lot of PEDS here at Patagonia and it kind of varies on what side the PEDS are at so we would definitely recommend some pedestrian treatments at this location.

Brad H. – that's wide the sidewalks are (inaudible). If you are here before school or after school you will see lots of pedestrians. Not as many down there as here.

Nick – in our inspection we noticed some scrape marks so we would recommend insulation of the, what's that?

? - 10W5, 10W5P

Nick – 10W5, 10W5P which is a low ground clearance, I think as you stated before and the data shows there was a semi truck that got hung up on the adjacent crossing.

Peggy – as well as the physical characteristics you will see scape marks as you get closer to the crossing.

Peggy – I would say we would definitely want the city immediately to look seriously at pedestrian treatments given the fact that we know there is a lot of PEDS that traverse this crossing. Right now they are traversing in the roadway which is dangerous for them as they are encountering motor vehicles. Union Pacific would be willing to talk to the city about a fifty-fifty split on additional track pads that would be needed to bring pedestrians around the gate arm. Right now there actually going to get possibly a down gate arm in the event of a train activation which would cause them to then turn around back into the track area so we would want to have those discussions with the city notwithstanding anything relative to the quiet zone. Definitely provide them with additional signage for pedestrians but at least at this point giving them the right paths to use at the railroad crossing. That's another UP contribution we would be willing to talk to the city about and depending on your current easement there might need to be additional easement acquired for the width of the pedestrian walkway but that something that we can talk about.

Other side..

Nick – I think I mentioned the refreshing of the pavement markings and the installation of the edge lines as well.

Peggy – Is there any treatment need for the platform in the current configuration if that's not moved?

Joe – that's a really great question, I almost don't want to approach it at the moment.

Peggy – okay.

Joe – I'd like to have a discussion with Amtrak on that.

Nick – and at this crossing as far as the illumination and the raised reflective median markers and edge line markers. Definitely more visibility at night is needed.

Peggy – So that's an immediate action item that can be implemented to delineate your median with those rpms.

Nick – and any work that the city needs to do now and in the future they would just reach out to me and I can help you through the process, I'm essentially your main point of contact for Union Pacific.

Peggy – so did I hear that correctly that this driveway would go away?

Brad H. – That's what was discussed before but Amtrak was not here.

Peggy – oh, so we still don't know if that is feasible. So that's maybe a takeaway for you guys to get back to the group on.

Peggy - Depending on the platform or the type of characteristic of that particular location is it might be considered. It crosses over at least one line, it could appear to be a pedestrian crossing location so we would have to have another diagnostic if that is true. So depending on what the FRA finds out we'll revisit that at that…

Joe – this is a key reason why Amtrak really should have been here. So we can do that in other methods, we could discuss that in email, email chains going maybe some conference calls but that needs to happen and not just for the quiet zone. Present configuration with or without a quiet zone.

Peggy – so, it's just in general notes, everything we talked about over there, it's just going to be the general notes we talk about, we want to see your incident data, we want to see the pavement marking striping signs to be in conformance with the MUTCD. The W10 advance warning signs should be in line with one another. Stop bars should be eight feet from the gate arm and the addition of edge line and RPM'S would be prevalent at all three crossings.

Nick – off to the next quadrant.

Vicki – Now I'll read from the study. North of the railroad tracks a ninety-five foot raised median island with six inch curb will need to be constructed on the approach north of the railroad tracks. Field measurements indicated Patagonia street is approximately thirty-four foot wide which is sufficiently

wide for the raised median plus a through lane in each direction. The end of the raised median island should be squared and ten foot from the center of the closest track. The ninety-five foot length is recommended instead of the standard one hundred based on real measurements by Kimberly-Horn to avoid blocking pedestrian crossings at the adjacent third street Patagonia street intersection. There are no existing driveways north of the railroad tracks except for UP's maintenance road access point between the tracks and third street which is approximately one hundred feet away from the tracks so no driveway closures are necessary north of the tracks. Six-inch curb cut should be installed north of the tracks on the west and east edges of the roadway for the length median curb except that curb cuts should be provided to permit access. Pavement markings associated with at grade railroad crossing need to be installed in accordance with the spacing shown in MUTCD. The southbound approach needs to include MUTCD W10 1 at grade railroad crossing warning sign with a no train horn W10 9P5.

Nick – like at the Ocotillo crossing we would like to see the mountable curb instead of the curb cut for our right-of-way entrance locations.

? – I know the pavement markings were mentioned but there is(are) no median lines here so we can add that as well. double yellows on the side.

Peggy – so that is general comments. We know that we would like to see general illumination at these crossings and something quick and a little bit easier is the pavement marking and the RPM's but adding that pavement marking on both sides, the south and the north would be ideal so that they don't get across the crossing and now don't have clear delineation of where their travelling.

Vicky – But you said immediately what could be done instead?

Peggy – pavement markings and RPM's so those raised reflectorized pavement markers.

? – so that would be short term but in the long term would be mediation.

Peggy - a median.

Peggy – we have seen pedestrians on both sides but obviously this would be a sidewalk consideration that goes down to the third street and connects at least to the sidewalk on third street.

Peggy – did you guys have your easement location for these crossings? That would help speed any project up for that.

Peggy – the width seems a little more narrow on the north side than the south side so it looks like Joe is measuring.

Joe – just so you realize, the bump in the pads are about a 34 or a 35, this is actually a 31, so your actual roadway that's mentioned in the recommendations. It's not, so the roadway improvements, I'm not going to concur with that so there may be some additional roadway work here to get that to the 34 if they needed to widen to accommodate the median. As I just measured, it's 31.

Nick – maybe as a general note as you are doing your studies on the width and stuff Union Pacific's standard is for our railroad crossing concrete pads to extend three feet outside the travelled way so that would essentially be the edge line, three feet past that would be the edge of the concrete.

Joe – plus this one is being recommended for PED, so it would be three feet beyond the PED, right, so you would be widening the street, adding the PED and then the three feet.

Nick - Three feet past any travel way, essentially.

Peggy – if you are on the side of the roadway and you have an event and, it's a double track, right?

? – yeah

Peggy – so your pedestrians as they move across could encounter a down gate arm if you put that sidewalk in front of the gate arm so what we recommend is that pedestrian sidewalk actually go around the back of the gate arm. So that they have a clear path around it.

Brad H. – so then you guys would come in and put in the track pads?

Peggy – right, so that's the fifty-fifty we were talking about that is actually, the entire railroad infrastructure needs to be renewed in order to widen it. We are talking about rail ties balanced and additional concrete pads, it's not in our standard that we can just add pads to lengthen it because we can't cover the welds that we have on either side of the tracks. That's why we offer the fifty-fifty because it is a railroad improvement as well.

Joe – so, at ninety-five feet, 95 foot recommended median and if you are considering pedestrian treatments on the north side. That power pole just has to be considered for a turn radius so you at that point have limited turn radius for that right turn coming off of that street. So you need to make sure that it meets all the requirements that you need to for the MUTCD as well. So we put the edge of that median right. You're really limiting that turn radius especially if you add the sidewalk and that power pole right there might become subject to an issue. So keep that one in mind. Not a great spot.

Peggy – alright, so we know we have pads on both sides so we would have the same recommendations on this side for pedestrian treatments. Build a place for your pedestrians to connect to the sidewalks, this is a school route, funding possibilities for the school maybe.

Joe – right, this is a great spot to talk to ACC and ADOT about. When you have that PED crossing on that far side of the street you gotta look at continuity. You're dumping people off into the street there and they want to go somewhere and so that movement would be naturally here so we start to have some issues there. So, when you look at that design, consider that. The more I look at that, the more I look at these power poles I think that there might be a little bit of a problem.

Peggy – I think we have the same general comments, I don't know if there's anything more to talk about in this quadrant. We can continue to move forward.

Peggy – so now we're in the southwest quadrant. I would say that there's a fairly large tree that could obstruct the motorists as they go across the crossing so I would look at trimming that if you can. On this side, how long is the median?

Vicky – I think it said sixty. Sixty reduced from a hundred sixty.

Peggy – sixty, because of the ice cream shop?

Brad H. – yes.

Peggy - so this will be interesting, how the city can bring PEDS across the crossing here with this pole.

Peggy - I would have the city look at that, similar to the comments to ocotillo, install the R8-8 which is the do not stop on track signs. I haven't seen it but if there are those instances that we definitely recommend that as an immediate action item.

Nick – we measured the distance, so sixty feet does put it in within the entry to the ice cream shop so some sort of, I would concur with the recommendations of the feasibility where the need to basically create a designated entrance to the ice cream shop. If it involves curbing all the way to an entrance that's beyond the sixty foot mark so people can't circumvent the median, the sixty foot median they want to put on this side. Also, the queuing, we observed the queuing here, they have a flashing yellow going east west so we'd like to see some sort of, like a blank out no right turn so we aren't getting a flood of people queuing up to try to wait for the train to pass to get through. Basically they are holding there right on the street, so no right turn as the train is approaching on the interconnections activated. Also, I would like to see the report, there is some type of basic queuing, they've got thirty seconds green but then it's solid red so I'd like to see something, see what the report says on that.

Peggy – and again, we can implement emergency action plans with you guys and I can provide some information relative to that but you guys will be the first point of contact but we understand and appreciate this is not your signal and it's controlled by ADOT.

Peggy – When we provide that CTC report, can you forward that to ADOT and let them know about, obviously they were invited, unfortunately they were not able to make it but these are the discussion items that we had in our take-aways and things that we need to look at as immediate action items as opposed to some time in the future. I'd appreciate that.

Vicky – so a queuing study, if this is an ADOT traffic light, would it be their responsibility?

Peggy – for a queuing study, that would be in my mind, because it's your road, their signal a coordinated venture between the two of you.

Peggy – is Ocotillo their traffic light as well?

Brad H. – yes.

Peggy – so, again that would be the same interaction. I don't know how you guys interact with one another relative to those types of studies. It could just be a request from you to ADOT for that.

At San Pedro crossing….

Nick – I think we would like to start with the recommendation of the closure, I believe the city said they would look into closing the crossing, right? With a potential UP contribution and that's whether you are looking into a quiet zone or not we would be willing to contribute to that.

? – FRA seconds that. The safest crossing is a closed crossing. We concur if it's feasible to have this crossing closed we are on board with that too.

Peggy – I have a question for the ACC and maybe this is more of a question for ADOT but I know there is federal funding available to help with closure. Basically culdisacking the roads, putting up baracades and that type of thing. Do you know if that's a possibility in Arizona?

? - I don't know.

? - Section 130 would help to pay for closure but it's very specific and very small.

Peggy – I know that they contribute up to seventy-five hundred dollars a match up to generally speaking with the federal funds but they also could possibly, we could look into federal funds for the closure like I said for the culdisacking, the gutters and redoing all that so it's a closure that looks like there was never a crossing there in the first place. Something to look into.

Nick – would the city consider doing a feasibility study for closure?

Brad H. – I don't know.

Vicky – I honestly don't know. I know when you look at the council they say what do the people want. That's the first question that they ask. We haven't done any studies or surveys if everyone is going to go up in arms or if public safety is going to say they need this as an access point so it would be a discussing to have to have with them to find out what way they would even lean.

Peggy – so if we could have that discussion, because I know we talked about it a couple of years ago, but if that could be one of the take-aways in that could help us develop some additional funding sources including a UP contribution for that.

Vicky – did you have any data you wanted to go over first before I read this?

Nick – So we have one crossing accident, a fatality that was a pedestrian, they were called a trespasser so I'm not exactly sure where they at in the crossing when it happened. We also had four unsafe

motorist events which were gate go arounds. One unsafe pedestrian reported. One vehicle on track which was a semi with an oversized load got hung up on the track.

Vicky – (from the report) – for the south side a sixty-foot raised median island with a six-inch curb will need to be constructed approaching the south side. Field measurements indicated San Pedro street is approximately 34 feet wide which is sufficiently wide for the raised median plus the lane in each direction. The end of the raised median should be squared and ten foot from the center of the closest track. The length of raised median island is recommended to be sixty feet, the minimum allowed in a quiet zone when there are nearby driveways because there are existing driveways just beyond that sixty-foot dimension. The existing driveway on the west side provides access to the Benson visitors center. The existing driveway on the east side provides access to the Greyhound bus station. Six-inch curbs should be installed on the south side of the tracks on the west and east edges of the roadway for the length of the median except that curb cuts should be provided to permit access and as we know we would prefer mountable curbs. Pavement markings associated with at grade railroad crossing need to be installed in accordance with spacing shown in MUTCD. The northbound approach needs to include MUTCD W10 1 at grade railroad warning sign with no train horn plaque a w10 2 sign with W10 9p plaque is also needed at both approaches at fourth street near san pedro warning drivers that the adjacent at grade railroad crossing is a quiet zone. Other recommendations included both approaches are missing pavement markings and a W10 1 at grade railroad crossing warning sign need to be installed by the city as soon as possible. Alex Popavici recommended that both approaches be regraded by the city as they are fairly steep and there is a history of vehicles getting stuck on the tracks. We talked about that and UP raising them. Alex Popavici indicated UP would like to see San Pedro crossing closed. He indicated that if the city was amenable to closing the crossing UP may be able to help fund some of the improvement recommended at the other two crossings in Benson such as installation of raised medians, curb, sidewalk and regraded approaches within the UP right of way. Jason Pike indicated he would update the crossing inventory forms for the three at grade crossings in Benson and send the updated forms out to meeting attendees.

Vicky – as far as helping fund some of the other improvements I know you said you were limited to the $25,000. If it was something like kind of the actual construction would that possibly be more? Have they ever done anything like that where they actually do the construction of any kind?

Peggy – so, I'm limited today, but if the city was actually interested in a closure I could ask for additional money to contribute to the crossing closure that would be a lump sum that would be payable to the city. The Union Pacific doesn't do any civil work, we're good at railroad work but we're not good at road work. You could use that money in any way the city would like, either, a new city hall or additional safety enhancements, sidewalk treatments, just for the safety of your travelling public and pedestrians.

George – would the city need to write up a proposal to Union Pacific, is that what you're looking at?

Peggy – yeah. I would like to see something that says the city is interested in a closure and would like to have some conversations with Union Pacific about a contribution.

Peggy – again, Union Pacific looks at contributions, as a good elimination at grade crossing but it's also a low use crossing so you don't have a lot of vehicles which is why it's a good candidate so we want to work with the city on elimination if that's feasible at all. We also want to make sure whatever we do here, if we close it, we appreciate we are taking all of your pedestrians and all vehicles now to Patagonia and we want to make sure that Patagonia can take that additional traffic including looking at the CTC report and implementing those recommendations as well.

Nick – also know that a crossing closure is an SSM, so it's considered an SSM, so considering putting in medians a crossing closure is considered a safety measure for that crossing. So when you do your calculator it has a spot for crossing closure and that is actually a very high value because you are reducing the risk to zero. That reduces your risk in that area which when you push those funds in different directions for the other crossings.

Vicky – so, it would be a credit here but increase on Patagonia.

Nick - Basically you would lose what you had here to the other crossings because they are going to flow to what the other two crossings are. Those values need to be adjusted to the other two crossings which would increase the risk there a little bit but the idea is if you would install SSM at every crossing you've already met the requirements of the quiet zone. Doe's that make sense?

Vicky – yeah, but all of those safety measures and everything we talked about, it's not gonna eliminate anything that we've talked about. What does that index really weigh if we have to do all these safety measures that are important anyway. I'm not saying that they should'nt be in place, but.

Nick – so, how the regulation works is that if you install supplemental safety measures at every crossing in your quiet zone you've met the requirements of the quiet zone. As long as they've been met per the requirements in the CFR the R regulations, you've met the requirements for the quiet zone. You're risk index is mute point almost because you've done every possible measure to protect yourself. You still need to run the calculator, you still need to all that stuff but because you installed supplemental safety measures at every crossing you guys have met the requirements for the quiet zone.

Vicky – but those supplemental safety measures have to be what's outlined today.

Nick – Yes, as far as what..

Vicky – except for the extra they said

Nick – the requirements are basically talked about as far as the medians so your signage, your pavement markings, no, that's all part of it. The signage, the pavement markings, the medians those are all the requirements. The signage on fourth street would cover the distance from the crossing to the street, that has to be added too. Everything else is icing on the cake but we want the community to be safe. You want to be as safe as possible because we're increasing the risk to the public because there is no train horn.

Vicky – does the signage, the pavement markings, the medians, so what have we talked about today that's just icing on the cake?

Nick – pedestrian treatments.

Vicky – what about lighting?

Nick – that's icing on the cake but you want to look at what's in the best interest of the citizens here too and that's what were here to do.

Vicky – sure.

Vicky - There are necessary things that are required even though we close this and get a better index here they have to transfer the traffic counts to those two so it would be a little higher there but probably offset by the savings here but that doesn't eliminate anything we have to do. These are the necessary things we have to do, these are the icing on the cake.

Discussion amongst individuals in separate groups and UP reporting a missing sign (not to do with the quiet zone discussion). They were calling in. A few minutes before discussion started again.

Nick – anybody have any comments for this quadrant? I think the same thing with all the other crossings, pedestrian treatments for sure, access around the gates, vegetation keeping it under control. Increasing site distance for pedestrians and motorists. Median edge lines, raised reflectives, w-10 3 2 and 4s on the 3rd and 4th st entrance, rolled curbs for access. Any comments for this quadrant, Peggy?

Peggy – We should confirm all the numbers and if there are driveways they should be closed. There also should be signs for the movement of those driveways. I know we were, it's a little bit off this quadrant but the visitors center driveway should be signed for a do not enter and right turn only.

Nick – next quadrant.

Vicky – the study says that – a ninety-five raised median island with six-inch curb will need to be constructed on the approach north of the railroad tracks. Field measurements concluded that san pedro street is approximately 34 feet wide which is sufficient for the raised median plus a lane in each direction. The end of the raised median should be squared 10 ft from the center of the closest track. The ninety-five foot length is recommended the standard 100 by Kimberly-horn to avoid blocking pedestrian crossings at the adjacent 3rd st san pedro st intersection. There are no existing driveways north of the railroad tracks except for Up's maintenance road access point between the tracks and 3rd st which is approximately 100 ft away from the tracks so no driveway closures are necessary north of the tracks. 6 inch curb should be installed north of the tracks on the west and east edges of the roadways for the length of the median curb except that curb cuts should be provided but we know it would prefer traversable curb. Pavement markings associated with at grade railroad crossings needs to be installed in accordance with the requirements shown in MUTCD. The approach needs to include a MUTCD W10 1 at grade railroad and an at grade railroad crossing warning sign no train horn W10 P9 plaque.

Discussion with Nick, Joe and Peggy regarding the requirements, not audible.

Peggy – If you have pedestrians you have to consider pedestrian treatments. Treat the crossing to the crossing use that goes for all of the recommendations, low ground clearance sign, repaving approaches, curb lines, RPm's, everything we talked about at the prior crossing would be similar to this crossing. We would also like to know if there's any que issue, we have a downstream stop sign that yields to the parallel route so if you have an influx of people using this crossing they might have the characteristic of cars queuing. I would look for a que study, is that occurring? If so, immediate install an RA-8. It's a free flow here so you don't have the issue on the north side as you do on the south side.

Vicky – regardless of establishing a quiet zone that might be something we work toward when we are looking for grants to do safety measures and the quiet zone might be 10 years away or something, I don't know. The goal would be for safety right now so it's going to have to go to them and have a work session and just go from there. I would definitely contact you and keep you in touch with how that goes, what direction were leaning and things like that. I would be in touch with everybody including georges group and that task force. Do you have anything different to add?

? - I think the city really needs to upgrade their pavement markings on all three of these crossings. I think that it should be one of the foremost things that gets done.

Carol – any additional comments before we close?

? (brad H) I just wanted to help contextualize, I don't disagree with any of the recommendations that have been made. If you put those in the category of recommendations, this is a state inspector saying this. My understanding in all that is required for the quiet zones you have things you have to do to get the calculator numbers to where they need to be. Then you have other things you want to consider for yourself without the train horn you have the liability, so everything needs to be considered.

Vicky – and that's one of the questions I had when this whole thing first started. I contacted our insurance guy and they said what liability does the city assume, does that change when implementing a quiet zone and he said that is an interesting question.

Joe – so that question has been asked and answered so ask your attorney to look into that there is a large except that has been made for liability in the preamble of the 222.

Vicky – and it says that the absence of a train horn does not constitute a liability.

Joe – yeah, it's a little convoluted.

Carol – Meeting closed. 1:50.

City of Benson Railroad Quiet Zone Feasibility Study

September 19, 2016

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City of Benson Railroad Quiet Zone Feasibility Study

Final Report

September 2016

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CERTIFICATE NO
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ARIZONA U.S.A.
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TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 Background and Study Objective 1
2 STUDY AREA AND EXISTING CONDITIONS 2
3 QUIET ZONE EVALUATION 6
3.1 Diagnostic Team Review Meeting 6
3.2 Summary of Recommended SSMs and Other Improvements 6
4 QUIET ZONE IMPLEMENTATION – NEXT STEPS 9

LIST OF APPENDICES

APPENDIX A – U.S. DOT INVENTORY CROSSING FORMS
APPENDIX B – DIAGNOSTIC TEAM REVIEW SUMMARY
APPENDIX C – CONCEPTUAL LAYOUTS
APPENDIX D – PRELIMINARY OPINION OF PROBABLE COSTS
APPENDIX E – QUIET ZONE CALCULATOR OUTPUT
APPENDIX F – FRA FINAL RULE SECTION III, CHART 2

LIST OF FIGURES

Figure 1: Study At-Grade Railroad Crossing Locations 5

LIST OF TABLES

Table 1: Ocotillo Road Railroad Crossing Details 2
Table 2: Patagonia Street Railroad Crossing Details 3
Table 3: San Pedro Street Railroad Crossing Details 4

1 INTRODUCTION

This report documents the findings of the Benson Railroad Quiet Zone Feasibility Study performed for the City of Benson. The study locations include three at-grade Union Pacific Railroad (UPRR) crossings within the City of Benson. These railroad crossings are at:

- Ocotillo Road (DOT Crossing #741382T)
- Patagonia Street (DOT Crossing #741383A)
- San Pedro Street (DOT Crossing #741386V)

The quiet zone feasibility study involved the collaboration of the City of Benson (City), Federal Railroad Administration (FRA), UPRR, Amtrak, Arizona Corporation Commission (ACC), and Arizona Department of Transportation (ADOT).

The key tasks associated with this study are:

- Existing Condition Evaluation
  - Diagnostic team review meeting
  - Update U.S. DOT Crossing Inventory Form
- Quiet Zone Evaluation
  - Using the FRA's Quiet Zone Calculator, calculate the various risk indices/thresholds (Quiet Zone Risk Index (QZRI), Nationwide Significant Risk Threshold (NSRT), and Risk Index with Horns (RIWH))
  - As needed, identify Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs) to allow for the establishment of a quiet zone
  - Identify next steps for establishment of a quiet zone

1.1 Background and Study Objective

The City has expressed interest in determining if a railroad quiet zone can be established at the three aforementioned at-grade highway/railroad crossings to improve livability in the vicinity of the at-grade railroad crossings.

FRA regulations state that trains are currently required to sound horns in advance of at-grade crossings unless a "quiet zone" has been established that prohibits the sounding of train horns except in emergencies. The purpose of this study is to determine the feasibility of establishing a quiet zone and to identify what improvements and other next steps are needed to establish a quiet zone. The quiet zone establishment process is outlined in the FRA "Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings", amended August 17, 2006 (FRA Final Rule).

Under the Final Rule, an at-grade railroad crossing must meet one of the following conditions to establish a quiet zone:

1. The QZRI is less than or equal to the NSRT with or without additional safety measures.
2. The QZRI is less than or equal to the RIWH with additional safety measures.
3. Install SSMs at every public highway-rail crossing.

2 STUDY AREA AND EXISTING CONDITIONS

The three UPRR crossings included in this study are located in the City of Benson. The City of Benson is located in southeastern Arizona within Cochise County. These railroad crossings are located on Ocotillo Road, Patagonia Street, and San Pedro Street just north of 4th Street / Business Loop 10, a facility owned and maintained by ADOT. The double-track railroad runs parallel to 4th Street / Business Loop 10 through Benson and is part of UPRR's Sunset Route that carries freight between Los Angeles, California and El Paso, Texas. Amtrak has a Sunset Limited intercity passenger train route that utilizes the UPRR Sunset Route, with an Amtrak stop located near the Patagonia Street crossing in Benson.

The U.S. DOT Crossing Inventory Forms for each crossing are provided in **Appendix A**. These forms provide detailed information on the characteristics of each crossing. According to the current inventory forms, approximately 40 trains pass through the Benson area daily and the speeds of the trains typically range from 22 miles per hour (mph) to 45 mph. A map of the three study at-grade crossings is provided in **Figure 1**. More information from each crossing's inventory is provided below.

Ocotillo Road (DOT Crossing #741382T)

Ocotillo Road is classified as a Rural Major Collector north of 4th Street / Business Loop 10. Ocotillo Road provides direct access to I-10 to the north of the railroad crossing. Ocotillo Road consists of a 4-lane cross-section with a raised median south of the UPRR tracks. North of the railroad tracks, Ocotillo Road immediately tapers to a 2-lane roadway. The roadway speed limit is posted at 35 mph and average daily traffic (ADT) volumes were observed to be 2,926 vehicles per day in 2015. Based on a review of recent crash data (2011 - 2015), zero crashes occurred at the at-grade crossing that involved the railroad.

Ocotillo Road has advance warning railroad crossing striping and signage at both the north and south approaches. Two gate arms are used at each approach. One driveway (not counting UPRR access points) exists within the vicinity of the railroad track (100' or less) on the west side of the road south of the railroad. A summary of the existing conditions for Ocotillo Road is provided in **Table 1**.

Table 1: Ocotillo Road Railroad Crossing Details

Element	Description
ADT	2,926
Posted Speed Limit (mph)	35
Cross-section	Partial Raised Median (south approach)
Number of Lanes	4 (at railroad approaches)
Distance to the Closest Intersection	263'

Railroad Related Incidents (2011 – 2015)	0
# of Tracks	2
Maximum Speed (train)	55
Railroad Crossing Control	2 Gates per approach, flashing lights

Patagonia Street (DOT Crossing #741383A)

Patagonia Street is classified as a Rural Local street north of 4th Street / Business Loop 10. Patagonia Street provides a connection to neighborhoods north and south of the railroad tracks. The roadway consists of a 2-lane cross-section on both sides of the UPRR tracks. The roadway speed limit is posted at 25 mph and the ADT volumes were observed to be 1,251 vehicles per day in 2015. Based on a review of recent crash data (2011 - 2015), one crash occurred at the at-grade crossing that involved the railroad.

There are no railroad crossing advance warning striping or signage provided at the north and south approaches of the railroad crossing. Single gate arms are used at each approach. A business access driveway exists on the west side of Patagonia Street south of the railroad tracks. An Amtrak station driveway is located on the east side of Patagonia Street south of the railroad. A summary of the existing conditions for Patagonia Street is provided in **Table 2**.

Table 2: Patagonia Street Railroad Crossing Details

Element	Description
ADT	1,251
Posted Speed Limit (mph)	25
Cross-section	Undivided
Number of Lanes	2
Distance to the Closest Intersection	130’
Railroad Related Incidents (2011 – 2015)	1
# of Tracks	2
Maximum Speed (train)	55
Railroad Crossing Control	1 Gate per approach, flashing lights

San Pedro Street (DOT Crossing #741386V)

San Pedro Street is classified as a Rural Local street both north and south of 4th Street / Business Loop 10. The roadway consists of a 2-lane cross-section on both sides of the UPRR tracks. The roadway speed limit is posted at 25 mph and the ADT volumes were observed to be 984 vehicles per day in 2015. Based on a review of recent crash data (2011 – 2015), zero crashes occurred at the at-grade crossing that involved the railroad.

Similar to Patagonia Street, there are no railroad crossing advance warning striping or signage provided at both the north and south approaches of the railroad crossing. Single gate arms are used at each approach. Aside from the UPRR designated access drives, no driveways are within the vicinity of the railroad tracks. A summary of the existing conditions for San Pedro Street is provided in **Table 3**.

Table 3: San Pedro Street Railroad Crossing Details

Element	Description
ADT	984
Posted Speed Limit (mph)	25
Cross-section	Undivided
Number of Lanes	2
Distance to the Closest Intersection	130’
Railroad Related Incidents (2011 – 2015)	0
# of Tracks	2
Maximum Speed (train)	55
Railroad Crossing Control	1 Gate per approach, flashing lights

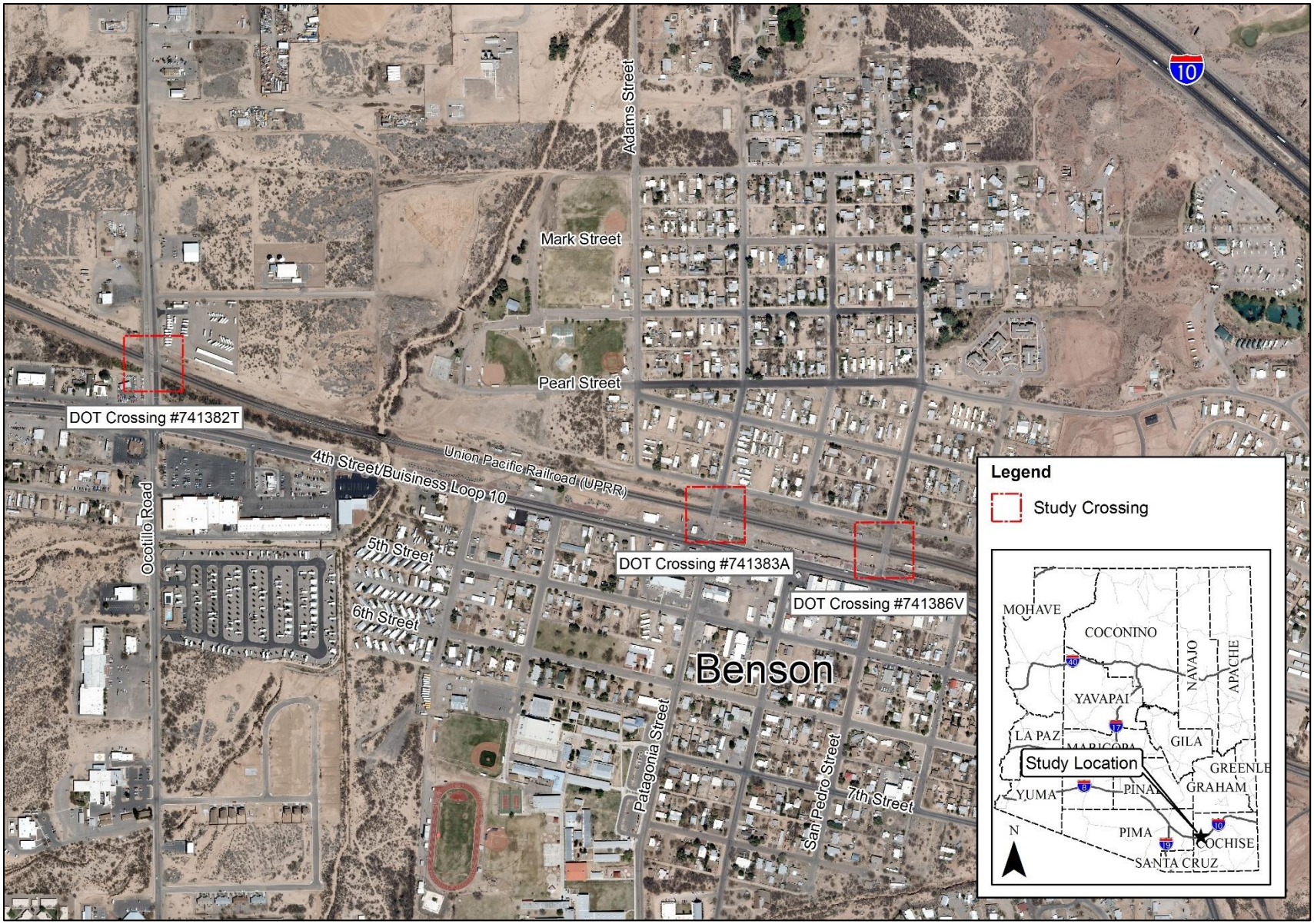


Figure 1: Study At-Grade Railroad Crossing Locations

3 QUIET ZONE EVALUATION

3.1 Diagnostic Team Review Meeting

A diagnostic team review meeting regarding existing conditions at the three study crossings was conducted on Tuesday, June 14, 2016. The meeting included an extensive review of each location. The meeting included the key stakeholders from the City, FRA, UPRR, ACC, and ADOT. The meeting provided an opportunity for the team to review existing conditions to update the U.S. DOT Crossing Inventory Forms and also to discuss the potential SSM improvements that would be required to establish a quiet zone.

The meeting minutes are provided in **Appendix B**.

3.2 Summary of Recommended SSMs and Other Improvements

It was determined by the diagnostic team that providing raised medians and closing driveways near the railroad along Ocotillo Road, Patagonia Street, and San Pedro Street in the vicinity of the railroad crossings will provide SSMs at each crossing that make the three at-grade railroad crossings eligible for the establishment of a quiet zone per the FRA Final Rule. The recommended improvements generated by the diagnostic team review meeting are summarized for each crossing below. These recommendations were further developed into conceptual drawings and a preliminary opinion of probable cost (OPC) was developed for each crossing. A conceptual drawing of each crossing location that provides more details on the SSMs and other recommended improvements are provided in **Appendix C**. The break-down of the preliminary OPC for each crossing are provided in **Appendix D**.

Ocotillo Road (DOT Crossing #741382T)

- Construct 100' median island north of the railroad tracks
- Construct 6" curb along both sides of the crossing with curb cuts for UPRR access drives as illustrated in the conceptual drawing
- Install two (2) "No Train Horn" plaques (W10-9P) under existing W10-1 signs
- Install two (2) W10-2 signs with two (2) "No Train Horn" plaques (W10-9P) on 4th Street / Business Loop 10
- Relocate existing railroad crossing striping and install new 24" stop bar striping
- Close existing driveway on the southwest side of the railroad crossing
- Other required improvements as illustrated in the conceptual drawings

While not considered a railroad crossing SSM or a Quiet Zone requirement, the City of Benson desires to also implement the following improvement to provide a smoother ride for vehicles approaching and departing from the railroad crossing:

- Pavement removal, reprofile, and resurface (3" Overlay) on both sides of existing/proposed median islands

Preliminary Opinion of Probable Cost for all improvements listed above: ***$ 178,455***

Patagonia Street (DOT Crossing #741383A)

- Construct a 95' median island north of the railroad tracks and a 60' median south of the railroad tracks
- Construct 6" curb along both sides of the crossing with curb cuts for UPRR access drives, specific locations are illustrated in the conceptual drawing
- Install two (2) W10-1 signs with "No Train Horn" plaques (W10-9P)
- Install two (2) W10-2 signs with two (2) "No Train Horn" plaques (W10-9P) on 4th Street / Business Loop 10
- Install railroad crossing and 24" stop bar striping
- Other required improvements as illustrated in the conceptual drawings.

While not considered a railroad crossing SSM or a Quiet Zone requirement, the City of Benson desires to also implement the following improvements to provide a smoother ride for vehicles approaching and departing from the railroad crossing and to provide pedestrian facilities:

- 5' sidewalk on both sides of Patagonia Street from 4th Street /Business Loop 10 to 3rd Street to accommodate high pedestrian traffic volumes.
- Pavement removal, reprofile, and resurface (2" Overlay) on both sides of proposed median islands

Preliminary Opinion of Probable Cost for all improvements listed above: ***$ 160,635***

San Pedro Street (DOT Crossing #741386V)

- Construct a 95' raised median north of the railroad tracks and a 60' median south of the railroad tracks
- Construct 6" curb along both sides of the crossing with curb cuts for UPRR access drives, specific locations are illustrated in the conceptual drawing
- Install two (2) W10-1 signs with "No Train Horn" plaques (W10-9P)
- Install two (2) W10-2 signs with two (2) "No Train Horn" plaques (W10-9P) on 4th Street / Business Loop 10
- Install railroad crossing and 24" stop bar striping
- Other required improvements as illustrated in the conceptual drawings

While not considered a railroad crossing SSM or a Quiet Zone requirement, the City of Benson desires to also implement the following improvement to provide a smoother ride for vehicles approaching and departing from the railroad crossing:

- Pavement removal, reprofile, and resurface (2" Overlay) on both sides of proposed median islands

Preliminary Opinion of Probable Cost for all improvements listed above: ***$ 141,641***

It is important to note the general design criteria for the Gate with Raised Median SSM require the squared edge be 10' from the nearest rail. Also, the median must extend 100' from the nearest gate arm unless there is a driveway or intersection, in which case the median must extend a minimum of 60'. The median must be a minimum of 3' wide with a curb of 6" in height.

According to the results of the FRA's Quiet Zone Calculator **(Appendix E)**, the average QZRI for the three crossings is **13,452.97** with the recommended SSMs. The web-based tool can be found at http://safetydata.fra.dot.gov/quiet/. The QZRI is below the NSRT of **14,347.00** which indicates that the three (3) crossings qualify as a quiet zone designation after the SSMs recommended above are installed and appropriate parties are notified as referred in *Section 222.43* of the FRA's ***Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule*.** Note that the crossings' QZRI are below the NSRT without the SSMs; however, implementing the SSMs would provide permanent quiet zone designation.

4 QUIET ZONE IMPLEMENTATION – NEXT STEPS

The preliminary analysis, diagnostic team review (6-14-2016), update of the U.S. DOT Crossing Inventory Forms (6-15-2016) and initial railroad coordination tasks have been accomplished within this study. Once the recommended SSMs and associated improvements are installed, a quiet zone can be established for the three study railroad crossings.

The Quiet Zone Establishment process will require that a Notice of Intent (NOI) and Notice of Establishment (NOE) be issued to all parties. The NOI provides notice to the railroads and state agencies that the public authority is planning on creating a new Quiet Zone. From the time the NOI is received, the state agencies and railroads will be given 60 days to provide information and comments to the public agency (City of Benson). The NOE provides a means for the public authority (City of Benson) to formally advise affected parties that a quiet zone is being established.

The Quiet Zone Establishment Process includes the following steps:

1. Design and Implement SSM Improvements (**3 – 6 months**)
2. Issue the Notice of Intent (NOI) to establish a quiet zone (**approximately 90 days**)
    - Prepare the official quiet zone application packet to include the following:
        - Sufficient detail concerning the present safety measures at all crossings within the proposed quiet zone.
        - Detailed information on the safety improvements that are proposed to be implemented.
        - Membership and recommendations of the diagnostic team that reviewed the proposed quiet zone.
        - Statement of efforts taken to address comments submitted by affected railroads, the State agency responsible for the grade crossing safety and highway and road safety.
        - A commitment to implement the proposed safety measures. Or demonstrate that the SSMs have been installed (depends on the time frame of the SSM design and implementation)
        - Demonstrate through data and analysis that the proposed measures will reduce the QZRI to levels equal to, or less than, either the NSRT or RIWH
        - A copy of the application must be provided to: All railroads operating over the public highway-rail grade crossing (UPRR, and Amtrak); the railroad authority having jurisdiction (FRA); the highway or traffic control or law enforcement authority having jurisdiction (City of Benson Police Department), and the state agency (ADOT and ACC) overseeing at-grade railroad crossings.
3. Issue the Notice of Establishment (NOE) for the quiet zone to the entities mentioned above;
4. Send affirmation and updated inventory form to FRA every 4.5 – 5 years

The flow-chart for *Creating a New Quiet Zone using SSMs (Chart 2)* in Section III of the FRA's Final Rule is provided in **Appendix F**. The chart contains mark-ups/comments on what steps have been completed and what is pending.

APPENDIX A – U.S. DOT INVENTORY CROSSING FORMS

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)* 07 / 18 / 2016

B. Reporting Agency ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)* ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number 741382T

Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]

2. State ARIZONA

3. County COCHISE

4. City / Municipality ☒ In ☐ Near BENSON

5. Street/Road Name & Block Number OCOTILLO ROAD *(Street/Road Name)* | * *(Block Number)*

6. Highway Type & No. CITY

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No
If Yes, Specify RR ATK

9. Railroad Division or Region ☐ None SUNSET

10. Railroad Subdivision or District ☐ None Lordsburg

11. Branch or Line Name ☒ None

12. RR Milepost *(prefix)* | 1031.910 *(nnnn.nnn)* | *(suffix)*

13. Line Segment *

14. Nearest RR Timetable Station *

15. Parent RR *(if applicable)* ☒ N/A

16. Crossing Owner *(if applicable)* ☒ N/A

17. Crossing Type ☒ Public ☐ Private

18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)* ☐ Yes ☐ No

21. Type of Train ☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other

22. Average Passenger Train Count Per Day ☒ Less Than One Per Day ☐ Number Per Day

23. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)* ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)* 31.9713452

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)* -110.3071125

29. Lat/Long Source ☒ Actual ☐ Estimated

30.A. Railroad Use *

31.A. State Use *

30.B. Railroad Use *

31.B. State Use *

30.C. Railroad Use *

31.C. State Use *

30.D. Railroad Use *

31.D. State Use *

32.A. Narrative *(Railroad Use)* * MED N <20FT AND S >100FT 6 IN CRB

32.B. Narrative *(State Use)* * MED N <20FT AND S >100FT 6 IN CRB

33. Emergency Notification Telephone No. *(posted)* 800-848-8715

34. Railroad Contact *(Telephone No.)* 402-544-3721

35. State Contact *(Telephone No.)* 602-712-6193

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)* 20

1.B. Total Night Thru Trains *(6 PM to 6 AM)* 20

1.C. Total Switching Trains 0

1.D. Total Transit Trains 0

1.E. Check if Less Than One Movement Per Day ☐
How many trains per week?

2. Year of Train Count Data *(YYYY)* 2016

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)* 55
3.B. Typical Speed Range Over Crossing *(mph)* From 22 to 45

4. Type and Count of Tracks
Main 2 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled? ☒ Yes ☐ No

7.A. Event Recorder ☐ Yes ☒ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 07/18/2016	PAGE 2	D. Crossing Inventory Number *(7 char.)* 741382T

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)* 0

2.B. STOP Signs *(R1-1) (count)* 0

2.C. YIELD Signs *(R1-2) (count)* 0

2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
☒ W10-1 1 ☐ W10-3 _____ ☐ W10-11 _____
☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*
☐ Yes *(count_____)*
☒ No

2.F. Pavement Markings
☐ Stop Lines ☐ Dynamic Envelope
☒ RR Xing Symbols ☐ None

2.G. Channelization Devices/Medians
☒ All Approaches ☒ Median
☐ One Approach ☐ None

2.H. EXEMPT Sign *(R15-3)*
☐ Yes
☒ No

2.I. ENS Sign *(I-13)* Displayed
☒ Yes
☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No
Specify Type R15-2P Count 2
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)*
☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*
Roadway 4
Pedestrian 0

3.B. Gate Configuration
☒ 2 Quad ☐ Full *(Barrier)* Resistance
☐ 3 Quad
☐ 4 Quad ☒ Median Gates

3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*
Over Traffic Lane 0 ☐ Incandescent
Not Over Traffic Lane 0 ☐ LED

3.D. Mast Mounted Flashing Lights *(count of masts)* 4
☐ Incandescent ☒ LED
☒ Back Lights Included ☐ Side Lights Included

3.E. Total Count of Flashing Light Pairs 8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*
_____/_____ ☒ Not Required

3.G. Wayside Horn
☐ Yes Installed on *(MM/YYYY)* _____/_____
☒ No

3.H. Highway Traffic Signals Controlling Crossing
☐ Yes ☒ No

3.I. Bells *(count)* 2

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?
☒ Yes ☐ No

4.B. Hwy Traffic Signal Interconnection
☐ Not Interconnected
☒ For Traffic Signals
☐ For Warning Signs

4.C. Hwy Traffic Signal Preemption
☒ Simultaneous
☐ Advance

5. Highway Traffic Pre-Signals
☐ Yes ☒ No
Storage Distance * _____
Stop Line Distance * _____

6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes - Photo/Video Recording
☐ Yes – Vehicle Presence Detection
☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad ☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic
Number of Lanes 4

2. Is Roadway/Pathway Paved? ☒ Yes ☐ No

3. Does Track Run Down a Street? ☐ Yes ☒ No

4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)* ☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* 06 / 2009 Width * 27 Length * 208
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200

7. Smallest Crossing Angle
☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°

8. Is Commercial Power Available? *
☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System
☐ (01) Interstate Highway System
☐ (02) Other Nat Hwy System (NHS)
☒ (03) Federal AID, Not NHS
☐ (08) Non-Federal Aid

2. Functional Classification of Road at Crossing
☒ (0) Rural ☐ (1) Urban
☐ (1) Interstate ☒ (5) Major Collector
☐ (2) Other Freeways and Expressways
☐ (3) Other Principal Arterial ☐ (6) Minor Collector
☐ (4) Minor Arterial ☐ (7) Local

3. Is Crossing on State Highway System?
☐ Yes ☒ No

4. Highway Speed Limit 35 MPH
☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*
Year 2015 AADT 2926

8. Estimated Percent Trucks 10 %

9. Regularly Used by School Buses?
☒ Yes ☐ No Average Number per Day 4

10. Emergency Services Route
☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)* 07 / 18 / 2016

B. Reporting Agency ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)* ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number 741383A

Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]

2. State ARIZONA

3. County COCHISE

4. City / Municipality ☒ In ☐ Near BENSON

5. Street/Road Name & Block Number PATAGONIA STREET *(Street/Road Name)* | * *(Block Number)*

6. Highway Type & No. CITY

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No
If Yes, Specify RR ATK

9. Railroad Division or Region ☐ None SUNSET

10. Railroad Subdivision or District ☐ None Lordsburg

11. Branch or Line Name ☒ None

12. RR Milepost *(prefix)* | 1032.510 *(nnnn.nnn)* | *(suffix)*

13. Line Segment *

14. Nearest RR Timetable Station *

15. Parent RR *(if applicable)* ☒ N/A

16. Crossing Owner *(if applicable)* ☒ N/A

17. Crossing Type ☒ Public ☐ Private

18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)* ☐ Yes ☐ No

21. Type of Train ☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other

22. Average Passenger Train Count Per Day ☒ Less Than One Per Day ☐ Number Per Day_____

23. Type of Land Use ☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)* ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)* 31.9689882

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)* -110.2972953

29. Lat/Long Source ☒ Actual ☐ Estimated

30.A. Railroad Use *

31.A. State Use *

30.B. Railroad Use *

31.B. State Use *

30.C. Railroad Use *

31.C. State Use *

30.D. Railroad Use *

31.D. State Use *

32.A. Narrative *(Railroad Use)* * 16FT CROSSING FOR AMTRACK

32.B. Narrative *(State Use)* * 16FT CROSSING FOR AMTRACK

33. Emergency Notification Telephone No. *(posted)* 800-848-8715

34. Railroad Contact *(Telephone No.)* 402-544-3721

35. State Contact *(Telephone No.)* 602-712-6193

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)* 20

1.B. Total Night Thru Trains *(6 PM to 6 AM)* 20

1.C. Total Switching Trains 0

1.D. Total Transit Trains 0

1.E. Check if Less Than One Movement Per Day ☐
How many trains per week? _____

2. Year of Train Count Data *(YYYY)* 2016

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)* 55
3.B. Typical Speed Range Over Crossing *(mph)* From 22 to 45

4. Type and Count of Tracks
Main 2 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled? ☒ Yes ☐ No

7.A. Event Recorder ☐ Yes ☒ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 07/18/2016	PAGE 2	D. Crossing Inventory Number *(7 char.)* 741383A

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)* 0

2.B. STOP Signs *(R1-1) (count)* 2

2.C. YIELD Signs *(R1-2) (count)* 0

2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____
☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*
☐ Yes *(count_____)*
☒ No

2.F. Pavement Markings
☐ Stop Lines ☐ Dynamic Envelope
☐ RR Xing Symbols ☒ None

2.G. Channelization Devices/Medians
☐ All Approaches ☐ Median
☐ One Approach ☒ None

2.H. EXEMPT Sign *(R15-3)*
☐ Yes
☒ No

2.I. ENS Sign *(I-13)* Displayed
☒ Yes
☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No
Specify Type R15-2P Count 2
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)*
☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*
Roadway 2
Pedestrian 0

3.B. Gate Configuration
☒ 2 Quad ☐ Full *(Barrier)* Resistance
☐ 3 Quad
☐ 4 Quad ☐ Median Gates

3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*
Over Traffic Lane 0 ☐ Incandescent
Not Over Traffic Lane 0 ☐ LED

3.D. Mast Mounted Flashing Lights *(count of masts)* 2
☐ Incandescent ☒ LED
☒ Back Lights Included ☐ Side Lights Included

3.E. Total Count of Flashing Light Pairs
4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*
_____/_____ ☒ Not Required

3.G. Wayside Horn
☐ Yes Installed on *(MM/YYYY)* _____/_____
☒ No

3.H. Highway Traffic Signals Controlling Crossing
☐ Yes ☒ No

3.I. Bells *(count)*
2

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?
☒ Yes ☐ No

4.B. Hwy Traffic Signal Interconnection
☐ Not Interconnected
☒ For Traffic Signals
☐ For Warning Signs

4.C. Hwy Traffic Signal Preemption
☒ Simultaneous
☐ Advance

5. Highway Traffic Pre-Signals
☐ Yes ☒ No
Storage Distance * _____
Stop Line Distance * _____

6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes - Photo/Video Recording
☐ Yes – Vehicle Presence Detection
☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad
☐ One-way Traffic
☒ Two-way Traffic
☐ Divided Traffic
Number of Lanes 2

2. Is Roadway/Pathway Paved?
☒ Yes ☐ No

3. Does Track Run Down a Street?
☐ Yes ☒ No

4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)* ☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* 06 / 2009 Width * 27 Length * 80
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200

7. Smallest Crossing Angle
☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°

8. Is Commercial Power Available? *
☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System
☐ (01) Interstate Highway System
☐ (02) Other Nat Hwy System (NHS)
☐ (03) Federal AID, Not NHS
☒ (08) Non-Federal Aid

2. Functional Classification of Road at Crossing
☒ (0) Rural ☐ (1) Urban
☐ (1) Interstate ☐ (5) Major Collector
☐ (2) Other Freeways and Expressways
☐ (3) Other Principal Arterial ☐ (6) Minor Collector
☐ (4) Minor Arterial ☒ (7) Local

3. Is Crossing on State Highway System?
☐ Yes ☒ No

4. Highway Speed Limit
25 MPH
☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*
Year 2015 AADT 1251

8. Estimated Percent Trucks
05 %

9. Regularly Used by School Buses?
☒ Yes ☐ No Average Number per Day 8

10. Emergency Services Route
☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)* 07 / 18 / 2016

B. Reporting Agency ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)* ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number 741386V

Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]

2. State ARIZONA

3. County COCHISE

4. City / Municipality ☒ In ☐ Near BENSON

5. Street/Road Name & Block Number SAN PEDRO STREET *(Street/Road Name)* | * *(Block Number)*

6. Highway Type & No. CITY

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No
If Yes, Specify RR ATK

9. Railroad Division or Region ☐ None SUNSET

10. Railroad Subdivision or District ☐ None Lordsburg

11. Branch or Line Name ☒ None

12. RR Milepost *(prefix)* | 1032.690 *(nnnn.nnn)* | *(suffix)*

13. Line Segment *

14. Nearest RR Timetable Station *

15. Parent RR *(if applicable)* ☒ N/A

16. Crossing Owner *(if applicable)* ☒ N/A

17. Crossing Type ☒ Public ☐ Private

18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)* ☐ Yes ☐ No

21. Type of Train ☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other

22. Average Passenger Train Count Per Day ☒ Less Than One Per Day ☐ Number Per Day_____

23. Type of Land Use ☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)* ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)* 31.9683857

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)* -110.2943246

29. Lat/Long Source ☒ Actual ☐ Estimated

30.A. Railroad Use *

31.A. State Use *

30.B. Railroad Use *

31.B. State Use *

30.C. Railroad Use *

31.C. State Use *

30.D. Railroad Use *

31.D. State Use *

32.A. Narrative *(Railroad Use)* *

32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)* 800-848-8715

34. Railroad Contact *(Telephone No.)* 402-544-3721

35. State Contact *(Telephone No.)* 602-712-6193

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)* 20

1.B. Total Night Thru Trains *(6 PM to 6 AM)* 20

1.C. Total Switching Trains 0

1.D. Total Transit Trains 0

1.E. Check if Less Than One Movement Per Day ☐
How many trains per week? _____

2. Year of Train Count Data *(YYYY)* 2016

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)* 55
3.B. Typical Speed Range Over Crossing *(mph)* From 22 to 45

4. Type and Count of Tracks
Main 2 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled? ☒ Yes ☐ No

7.A. Event Recorder ☐ Yes ☒ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 07/18/2016	PAGE 2	D. Crossing Inventory Number *(7 char.)* 741386V

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)* 0

2.B. STOP Signs *(R1-1) (count)* 2

2.C. YIELD Signs *(R1-2) (count)* 0

2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____
☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*
☐ Yes *(count_____)*
☒ No

2.F. Pavement Markings
☐ Stop Lines ☐ Dynamic Envelope
☐ RR Xing Symbols ☒ None

2.G. Channelization Devices/Medians
☐ All Approaches ☐ Median
☐ One Approach ☒ None

2.H. EXEMPT Sign *(R15-3)*
☐ Yes
☒ No

2.I. ENS Sign *(I-13)* Displayed
☒ Yes
☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No
Specify Type R15-2P Count 2
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)*
☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*
Roadway 2
Pedestrian 0

3.B. Gate Configuration
☒ 2 Quad ☐ Full *(Barrier)* Resistance
☐ 3 Quad
☐ 4 Quad ☐ Median Gates

3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*
Over Traffic Lane 0 ☐ Incandescent
Not Over Traffic Lane 0 ☐ LED

3.D. Mast Mounted Flashing Lights *(count of masts)* 2
☐ Incandescent ☒ LED
☒ Back Lights Included ☐ Side Lights Included

3.E. Total Count of Flashing Light Pairs
4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*
_____/_____ ☒ Not Required

3.G. Wayside Horn
☐ Yes Installed on *(MM/YYYY)* _____/_____
☒ No

3.H. Highway Traffic Signals Controlling Crossing
☐ Yes ☒ No

3.I. Bells *(count)*
2

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?
☐ Yes ☒ No

4.B. Hwy Traffic Signal Interconnection
☒ Not Interconnected
☐ For Traffic Signals
☐ For Warning Signs

4.C. Hwy Traffic Signal Preemption
☐ Simultaneous
☐ Advance

5. Highway Traffic Pre-Signals
☐ Yes ☒ No
Storage Distance * _____
Stop Line Distance * _____

6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes - Photo/Video Recording
☐ Yes – Vehicle Presence Detection
☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad ☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic
Number of Lanes 2

2. Is Roadway/Pathway Paved? ☒ Yes ☐ No

3. Does Track Run Down a Street? ☐ Yes ☒ No

4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)* ☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* 07 / 2009 Width * 27 Length * 80
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200

7. Smallest Crossing Angle
☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°

8. Is Commercial Power Available? *
☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System
☐ (01) Interstate Highway System
☐ (02) Other Nat Hwy System (NHS)
☐ (03) Federal AID, Not NHS
☒ (08) Non-Federal Aid

2. Functional Classification of Road at Crossing
☒ (0) Rural ☐ (1) Urban
☐ (1) Interstate ☐ (5) Major Collector
☐ (2) Other Freeways and Expressways
☐ (3) Other Principal Arterial ☐ (6) Minor Collector
☐ (4) Minor Arterial ☒ (7) Local

3. Is Crossing on State Highway System?
☐ Yes ☒ No

4. Highway Speed Limit
25 MPH
☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*
Year 2013 AADT 984

8. Estimated Percent Trucks
01 %

9. Regularly Used by School Buses?
☐ Yes ☒ No Average Number per Day _____

10. Emergency Services Route
☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

APPENDIX B – DIAGNOSTIC TEAM REVIEW SUMMARY

Benson Railroad Quiet Zone Feasibility Study

Diagnostic Team Review Meeting Summary

Tuesday, June 14, 2016

1:30 PM – 3:00 PM

Attendees:

Brad Hamilton, City of Benson

LeeAnn Dickson, Federal Railroad Administration

Alex Popovici, Union Pacific Railroad

Chris Watson, Arizona Corporation Commission

Jason Pike, Arizona Department of Transportation

Michael Grandy, Kimley-Horn

Jason Freitas, Kimley-Horn

Meeting Summary

The diagnostic team began the meeting at the Ocotillo Road at-grade railroad crossing. Field review safety precautions were discussed by Alex Popovici at each site.

Site Visit to Ocotillo Avenue/Road north of 4th Street (DOT Crossing #741382T)

Improvements required to implement a Quiet Zone

North of Railroad Tracks

- A 100' raised median island with 6" curb will need to be constructed on the approach north of the railroad tracks. The end of the island should be squared and 10' from the center of the closest track. The existing median curbing near the gate arm structure needs to be removed and replaced by the aforementioned raised median island.
- The existing driveways north of the railroad tracks are more than 200' away from the tracks so no driveway closures are necessary north of the railroad tracks.
- 6" curb should be installed north of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be redone in accordance with the spacing shown in the Manual on Uniform Traffic Control Devices (MUTCD).
- The southbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque.

South of Railroad Tracks

- The approach south of the railroad tracks already has a raised median with 6" curb that is more than 100' in length. It was noted, however, that the raised median gradually becomes flush with the pavement as it approaches the track. The raised median will need to be reconstructed where the curb is not 6" in height. It is estimated that this will require reconstruction of approximately 24' of existing median. The end of the island should be squared and 10' from the center of the closest track.
- The driveway/alley access behind Barney's Auto Sales will need to be closed on the west side of Ocotillo Avenue south of the railroad tracks because the access point is within 60' of the railroad gate arm. This can be accomplished by installing 6" curb and gutter across the access point. Garbage containers were observed as being present along the alleyway, so it appears the driveway access point may currently be used as part of a garbage truck route. If that is the case, the garbage truck route would have to be modified to no longer include the use of that access point if it is closed off.
- The approach south of the railroad tracks already has a 6" curb on the west and east edges of the roadway for most of the length of the raised median. It was noted, however, that the 6" curb on the east side of the roadway gradually becomes flush with the pavement as it approaches the track. The curb will need to be reconstructed where the curb is not 6" in height. It is estimated that this will require reconstruction of approximately 12' of existing curb. The curb on both sides needs to be extended to match the length of the reconstructed median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be redone in accordance with the spacing shown in the MUTCD.
- The northbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque. A W10-2 sign with W10-9P plaque is also needed on both approaches of 4th Street near the Ocotillo Avenue/Road intersection warning drivers that the adjacent at-grade railroad crossing is a quiet zone.

<u>Other recommendations and comments</u>

- LeeAnn Dickson noted that the existing W10-1 sign on the southbound approach was not facing oncoming traffic. Brad Hamilton put in a request for City staff to correct the directionality of the sign. City staff was able to correct the directionality of the sign while the diagnostic team review meeting was still in progress.
- Tree/shrub maintenance is needed regularly for 250'-300' from the railroad crossing to improve visibility for both train engineers and vehicle drivers.
- Alex Popovici recommended that both approaches be re-graded by the City of Benson as they are fairly steep. Brad Hamilton noted that the approaches used to be much less steep but that the Union Pacific Railroad recently raised the elevation of the tracks at the crossing, increasing the steepness of the grade.

Site Visit to Patagonia Street north of 4th Street (DOT Crossing # 741383A)

Improvements required to implement a Quiet Zone

North of Railroad Tracks

- A 95' raised median island with 6" curb will need to be constructed on the approach north of the railroad tracks. Field measurements indicated Patagonia Street is approximately 34' wide, which is sufficiently wide for a raised median plus a through lane in each direction. The end of the raised median island should be squared and 10' from the center of the closest track. The 95' length is recommended instead of the standard 100' based on field measurements by Kimley-Horn to avoid blocking pedestrian crossings at the adjacent 3rd Street/Patagonia Street intersection.
- There are no existing driveways north of the railroad tracks (except for the Union Pacific Railroad maintenance road access point) between the railroad tracks and 3rd Street, which is approximately 100' away from the tracks, so no driveway closures are necessary north of the railroad tracks.
- 6" curb should be installed north of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be installed in accordance with the spacing shown in the MUTCD.
- The southbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque.

South of Railroad Tracks

- A raised median island with 6" curb will need to be constructed on the approach south of the railroad tracks. Field measurements indicated Patagonia Street is approximately 34' wide, which is sufficiently wide for a raised median plus a through lane in each direction. The end of the raised median island should be squared and 10' from the center of the closest track.
- Initially, meeting attendees discussed installing a 100' raised median island and closing off access from Patagonia Street to the Benson Ice Cream Shop on the northwest corner of Patagonia Street/4th Street. At the end of the diagnostic team review meeting, Brad Hamilton indicated the City's preference would be to continue to provide access to the Benson Ice Cream Shop from Patagonia Street so as to not impact site circulation associated with the drive-through window. Field measurements made by Kimley-Horn indicate there is adequate space to provide a driveway for the Benson Ice Cream Shop beyond the end of a new raised median island if the median island is 60' in length (the minimum allowed in a quiet zone when there are nearby driveways).
- On the east side of Patagonia Street south of the railroad tracks, the existing driveway access point to the Amtrak Station needs to be closed because it is closer than 60' to the railroad gate arm. The Amtrak Station will still have an access point on 4th Street. The closure of the Amtrak driveway on Patagonia Street can be accomplished by installing 6" curb and gutter across the

access point.

- 6" curb should be installed south of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be installed in accordance with the spacing shown in the MUTCD.
- The northbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque. A W10-2 sign with W10-9P plaque is also needed on both approaches of 4th Street near the Patagonia Street intersection warning drivers that the adjacent at-grade railroad crossing is a quiet zone.

<u>Other recommendations and comments</u>

- LeeAnn Dickson noted that both approaches are missing pavement markings and a W10-1 at-grade railroad crossing warning sign. These need to be installed by the City as soon as possible to conform to the MUTCD.
- Alex Popovici recommended that a sign be installed at the east end of the Amtrak Station prohibiting public use of the Union Pacific Railroad maintenance road between the Patagonia Street and San Pedro Street crossings.
- Alex Popovici recommended that both approaches be re-graded by the City of Benson as they are fairly steep. Brad Hamilton noted that the approaches used to be much less steep but that the Union Pacific Railroad recently raised the elevation of the tracks at the crossing, increasing the steepness of the grade.
- The question was asked if the Amtrak passenger platform can be relocated as Amtrak trains currently block the Patagonia Street and/or San Pedro Street crossings when loading/unloading passengers at the Amtrak Station. Brad Hamilton indicated that the City would like to relocate the platform closer to the Benson Visitor Center and that the Benson Visitor Center was designed to accommodate a platform if it can be moved there.
- LeeAnn Dickson recommended that Amtrak officials (Steve McDowes) be informed of the needed closure of the Amtrak Station access point on Patagonia Street if a railroad quiet zone is to be implemented and also of the City's desire for the passenger platform to be moved adjacent to the Benson Visitor Center.
- Brad Hamilton mentioned that the Patagonia Street crossing has high pedestrian volumes because there is a school located south of 4th Street. He asked if sidewalks are required as part of the quiet zone. LeeAnn Dickson indicated that there are no quiet zone requirements associated with sidewalks and pedestrians, but that she thought a sidewalk would help to better accommodate pedestrian movements across the railroad crossing. LeeAnn Dickson also recommended that an education campaign be conducted at the school and with neighboring businesses and residences in advance of the establishment of the quiet zone to provide information on railroad safety in a quiet zone.

Site Visit to San Pedro Street north of 4th Street (DOT Crossing # 741386V)

Improvements required to implement a Quiet Zone

North of Railroad Tracks

- A 95' raised median island with 6" curb will need to be constructed on the approach north of the railroad tracks. Field measurements indicated San Pedro Street is approximately 34' wide, which is sufficiently wide for a raised median plus a through lane in each direction. The end of the raised median island should be squared and 10' from the center of the closest track. The 95' length is recommended instead of the standard 100' based on field measurements by Kimley-Horn to avoid blocking pedestrian crossings at the adjacent 3rd Street/San Pedro Street intersection.
- There are no existing driveways north of the railroad tracks (except for the Union Pacific Railroad maintenance road access point) between the railroad tracks and 3rd Street, which is approximately 100' away from the tracks, so no driveway closures are necessary north of the railroad tracks.
- 6" curb should be installed north of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be installed in accordance with the spacing shown in the MUTCD.
- The southbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque.

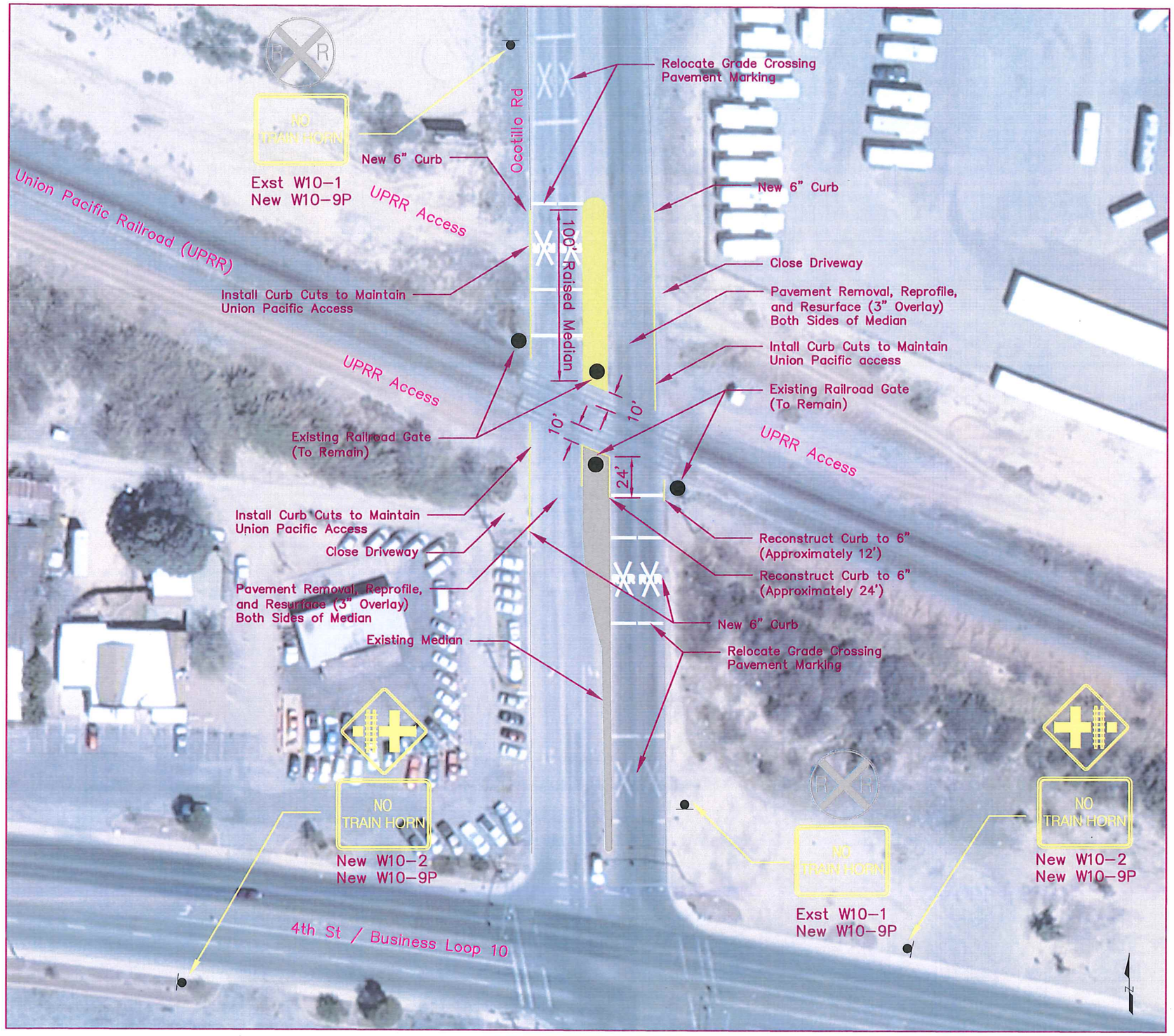
South of Railroad Tracks

- A 60' raised median island with 6" curb will need to be constructed on the approach south of the railroad tracks. Field measurements indicated San Pedro Street is approximately 34' wide, which is sufficiently wide for a raised median plus a through lane in each direction. The end of the raised median island should be squared and 10' from the center of the closest track. The length of the raised median island is recommended to be 60' (the minimum allowed in a quiet zone when there are nearby driveways) because there are existing driveways just beyond that 60' dimension. The existing driveway on the west side provides access to the Benson Visitor Center. The existing driveway on the east side provides access to the Greyhound Bus Station.
- 6" curb should be installed south of the tracks on the west and east edges of the roadway for the length of the median curb except that curb cuts should be provided to permit access by Union Pacific staff to the railroad maintenance road that parallels the railroad tracks.
- Pavement markings associated with the at-grade railroad crossing need to be installed in accordance with the spacing shown in the MUTCD.
- The northbound approach needs to include a MUTCD W10-1 at-grade railroad crossing warning sign with a "No Train Horn" W10-9P plaque. A W10-2 sign with W10-9P plaque is also needed on both approaches of 4th Street near the San Pedro Street intersection warning drivers that the adjacent at-grade railroad crossing is a quiet zone.

Other recommendations and comments

- LeeAnn Dickson noted that both approaches are missing pavement markings and a W10-1 at-grade railroad crossing warning sign. These need to be installed by the City as soon as possible to conform to the MUTCD.
- Alex Popovici recommended that both approaches be re-graded by the City of Benson as they are fairly steep and there has been a history of vehicles getting stuck on the railroad tracks at this crossing. Brad Hamilton noted that the approaches used to be much less steep but that the Union Pacific Railroad recently raised the elevation of the tracks at the crossing, increasing the steepness of the grade.
- Alex Popovici indicated the Union Pacific Railroad would like to see the San Pedro Street crossing completely closed. He indicated that if the City of Benson was amenable to closing this crossing, Union Pacific Railroad may be able to help fund some of the improvements recommended at the other two crossings in Benson, such as the installation of raised medians, curbs, sidewalk, and regraded approaches within Union Pacific Railroad right-of-way.
- Jason Pike indicated he would update the Crossing Inventory forms for the three at-grade crossings in Benson and send the updated forms out to meeting attendees.

APPENDIX C – CONCEPTUAL LAYOUTS



Ocotillo Road / Union Pacific Railroad Crossing (DOT Crossing #741382T)

Quiet Zone Calculator Results

Nationwide Significant Risk Threshold:	14,347
Risk Index with Horns:	40,327
Quiet Zone Risk Index:	13,453

Supplemental Safety Measures to Implement

Median/Channelization

Recommended Improvements

1. Sign Work — $ 2,000
   - Install (2) W10-9P plaques under existing W10-1 signs
   - Install (2) W10-2 signs with (2) W10-9P plaques
2. Median/Channelization Work — $ 17,360
   - 6" Vertical Curb – 580 L.F.
   - Concrete Median Pavement
3. Pavement Work — $ 71,951
   - Pavement Marking (4" Equiv,) 1540 L.F.
   - Pavement Removal, Reprofile, and Resurface (3" Overlay) Both Sides of Median
4. Other Construction Costs: — $ 87,144
   - Design
   - Railroad Coordination
   - Mobilization
   - Traffic Control
   - Contingencies

Total Preliminary Opinion of Probable Cost: $ 178,455

Exhibit A:
Ocotillo Road

Scale: 1"=60'

Kimley»Horn

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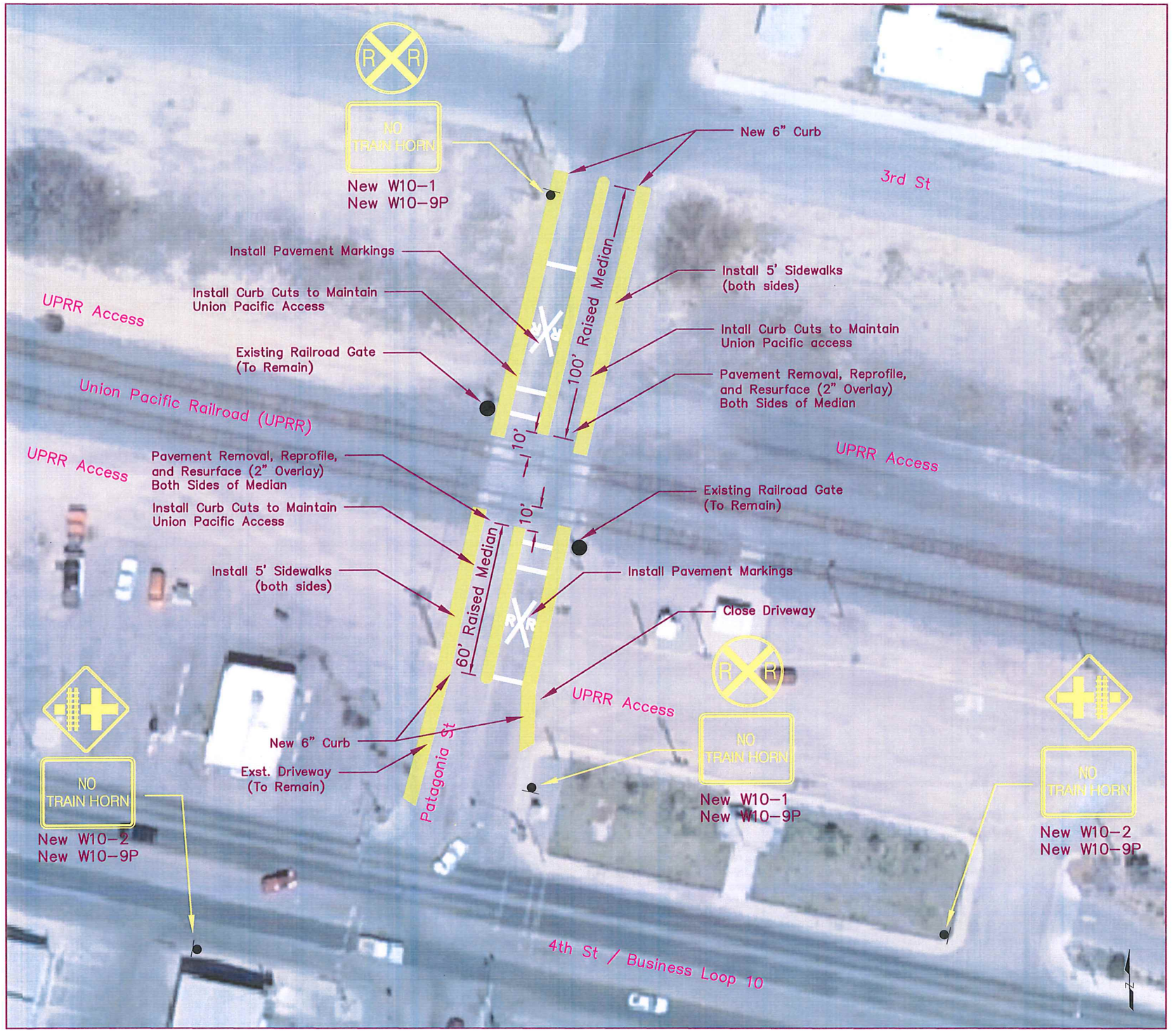

Patagonia Street / Union Pacific Railroad Crossing (DOT Crossing #741383A)

Quiet Zone Calculator Results

Nationwide Significant Risk Threshold:	14,347
Risk Index with Horns:	40,327
Quiet Zone Risk Index:	13,453

Supplemental Safety Measures to Implement

Median/Channelization

Recommended Improvements

1. Sign Work

– Install (2) W10-1 signs with (2) W10-9P plaques – Install (2) W10-2 signs with (2) W10-9P plaques	$ 3,200

2. Median/Channelization Work

6" Vertical Curb – 705 L.F. Concrete Median Pavement	$ 16,890

3. Pavement Work

– Pavement Marking (4" Equiv,) 1,072 L.F. – Pavement Removal, Reprofile, and Resurface (2" Overlay) Both Sides of Median	$ 48,912

4. Miscellaneous Work

Sidewalk Installation 2,080 S.F.	$ 12,480

5. Other Construction Costs: $ 79,153

– Design
– Railroad Coordination
– Mobilization
– Traffic Control
– Contingencies

Total Preliminary Opinion of Probable Cost:	$ 160,635

Exhibit B:
Patagonia Street

Scale: 1"=40'

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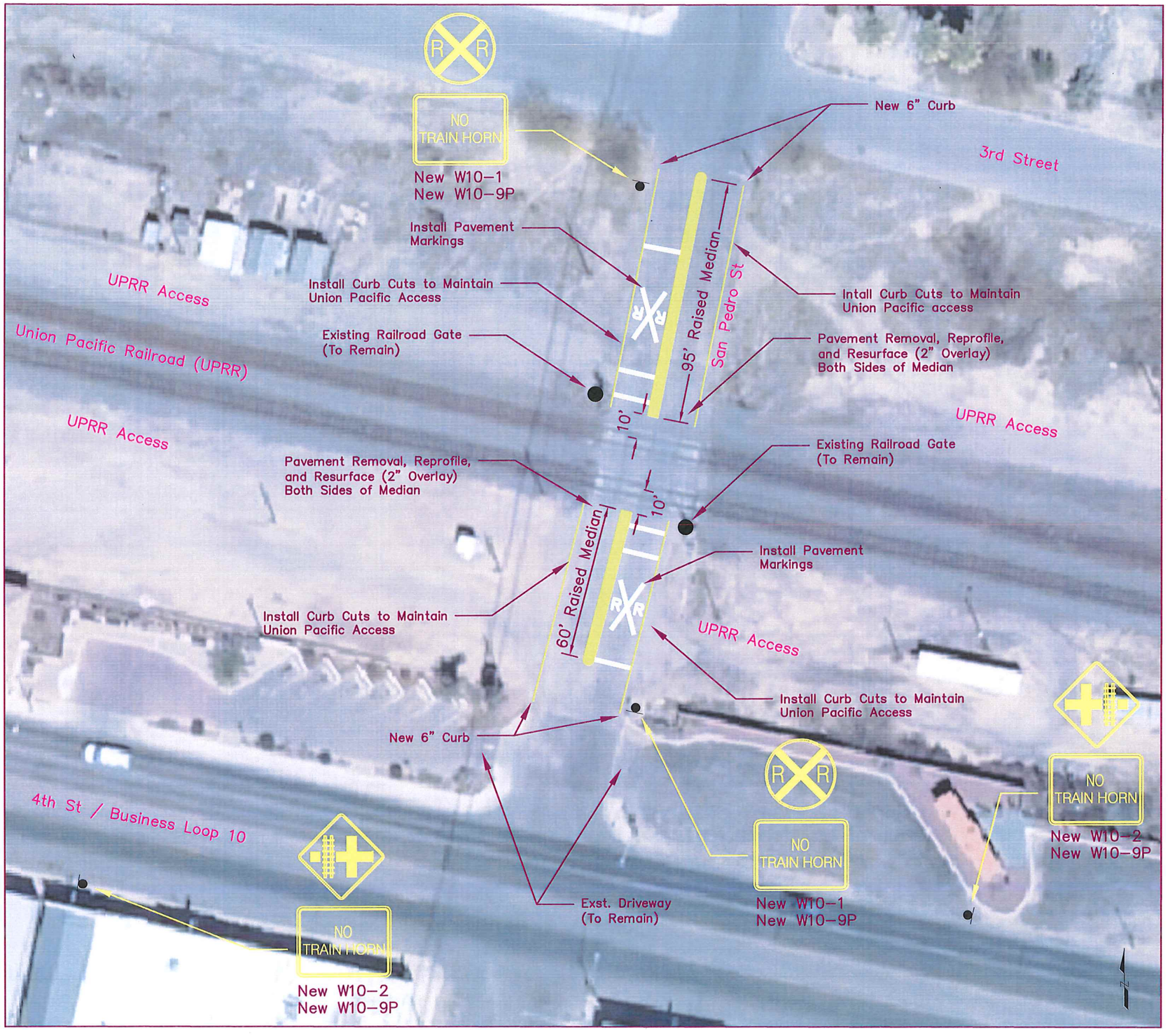

San Pedro Street / Union Pacific Railroad Crossing (DOT Crossing #741386V)

Quiet Zone Calculator Results

Nationwide Significant Risk Threshold:	14,347
Risk Index with Horns:	40,327
Quiet Zone Risk Index:	13,453

Supplemental Safety Measures to Implement

Median/Channelization

Recommended Improvements

1. Sign Work

– Install (2) W10-1 signs with (2) W10-9P plaques – Install (2) W10-2 signs with (2) W10-9P plaques	$ 3,200

2. Median/Channelization Work

6" Vertical Curb – 675 L.F. Concrete Median Pavement	$ 16,290

3. Pavement Work

– Pavement Marking (4" Equiv,) 1,072 L.F. – Pavement Removal, Reprofile, and Resurface (2" Overlay) Both Sides of Median	$ 48,912

4. Miscellaneous Work

Utilities Relocation	$ 5,000

5. Other Construction Costs:

– Design – Railroad Coordination – Mobilization – Traffic Control – Contingencies	$ 68,239
Total Preliminary Opinion of Probable Cost:	$ 141,641

Exhibit C:
San Pedro Street

Scale: 1"=40'

Kimley»Horn

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APPENDIX D – PRELIMINARY OPINION OF PROBABLE COSTS

PRELIMINARY OPINION OF PROBABLE COST

Project Description: Benson Quiet Zone Feasibility Study

Project Location: Benson, AZ (Ocotillo Road Railroad Crossing)

DOT Crossing #: 741382T

Stage: Preliminary

Prepared By: Kimley-Horn

Date: September 19, 2016

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
9080045	CONCRETE CURB (SINGLE)	L.FT.	580	$ 20.00	$ 11,600
6080101	MISCELLANEOUS WORK (SIGNS)	L.SUM	1	$ 2,000.00	$ 2,000
7041501	PAVEMENT MARKINGS	L.SUM	1	$ 1,200.00	$ 1,200
9080150	CONCRETE MEDIAN PAVEMENT	SQ.FT.	640	$ 9.00	$ 5,760
				ROADWAY AND BRIDGE SUBTOTAL	**$ 20,560**
	MISCELLANEOUS WORK	L.SUM	1	20%	$ 4,112
	PAVEMENT REMOVAL, REPROFILE, AND RESURFACE	L.SUM	1	$ 70,751	$ 70,751
				SUBTOTAL WITH MISC WORK	**$ 95,423**
	CONSTRUCTION SURVEYING & LAYOUT	L.SUM	1	5%	$ 4,771
	EROSION CONTROL	L.SUM	1	1%	$ 954
	CONTRACTOR QUALITY CONTROL	L.SUM	1	4%	$ 3,817
	FURNISH WATER SUPPLY	L.SUM	1	1%	$ 954
	MAINTENANCE & PROTECTION OF TRAFFIC	L.SUM	1	6%	$ 5,725
				SUBTOTAL WITH GENERAL ITEMS	**$ 111,644**
	MOBILIZATION	L.SUM	1	7%	$ 7,815
				SUBTOTAL WITH MOBILIZATION	**$ 119,459**
	CONSTRUCTION ENGINEERING	L.SUM	1	15%	$ 17,919
	CONTINGENCIES	L.SUM	1	5%	$ 5,973
	CONSULTANT POST DESIGN ACTIVITIES	L.SUM	1	1%	$ 1,195
	NON-BID SUBTOTAL			$ 25,087	$ -
				CONSTRUCTION SUBTOTAL	**$ 144,546**
	INDIRECT COST ALLOCATION	L.SUM	1	0.00%	$ -
				CONSTRUCTION TOTAL COST	**$ 144,546**
CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE		L.SUM	1	20%	$ 28,909
UP MONITOR AND RAILROAD ACCESS FEES		L.SUM	1	-	$ 5,000
UTILITY RELOCATION		L.SUM	-	-	$ -
RIGHT-OF-WAY		SQ.FT.	-	-	$ -
				TOTAL PROJECT COST	**$ 178,455**

PRELIMINARY OPINION OF PROBABLE COST

Project Description: Benson Quiet Zone Feasibility Study

Project Location: Benson, AZ (Patagonia Street Railroad Crossing)

DOT Crossing #: 741383A

Stage: Preliminary

Prepared By: Kimley-Horn

Date: September 19, 2016

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
9080045	CONCRETE CURB (SINGLE)	L.FT.	705	$ 20.00	$ 14,100
6080101	MISCELLANEOUS WORK (SIGNS)	L.SUM	1	$ 3,200.00	$ 3,200
7041501	PAVEMENT MARKINGS	L.SUM	2	$ 300.00	$ 600
9080150	CONCRETE MEDIAN PAVEMENT	SQ.FT.	310	$ 9.00	$ 2,790
				ROADWAY AND BRIDGE SUBTOTAL	**$ 20,690**
	MISCELLANEOUS WORK	L.SUM	1	20%	$ 4,138
9080242	SIDEWALK	SF	2,080	$ 6.00	$ 12,480
	PAVEMENT REMOVAL, REPROFILE, AND RESURFACE	L.SUM	1	$ 48,312.00	$ 48,312
				SUBTOTAL WITH MISC WORK	**$ 85,620**
	CONSTRUCTION SURVEYING & LAYOUT	L.SUM	1	5%	$ 4,281
	EROSION CONTROL	L.SUM	1	1%	$ 856
	CONTRACTOR QUALITY CONTROL	L.SUM	1	4%	$ 3,425
	FURNISH WATER SUPPLY	L.SUM	1	1%	$ 856
	MAINTENANCE & PROTECTION OF TRAFFIC	L.SUM	1	6%	$ 5,137
				SUBTOTAL WITH GENERAL ITEMS	**$ 100,175**
	MOBILIZATION	L.SUM	1	7%	$ 7,012
				SUBTOTAL WITH MOBILIZATION	**$ 107,187**
	CONSTRUCTION ENGINEERING	L.SUM	1	15%	$ 16,078
	CONTINGENCIES	L.SUM	1	5%	$ 5,359
	CONSULTANT POST DESIGN ACTIVITIES	L.SUM	1	1%	$ 1,072
	NON-BID SUBTOTAL			$ 22,509	$ -
				CONSTRUCTION SUBTOTAL	**$ 129,696**
	INDIRECT COST ALLOCATION	L.SUM	1	0.00%	$ -
				CONSTRUCTION TOTAL COST	**$ 129,696**
CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE		L.SUM	1	20%	$ 25,939
UP MONITOR AND RAILROAD ACCESS FEES		L.SUM	1	-	$ 5,000
UTILITY RELOCATION		L.SUM	-	-	$ -
RIGHT-OF-WAY		SQ.FT.	-	-	$ -
				TOTAL PROJECT COST	**$ 160,635**

PRELIMINARY OPINION OF PROBABLE COST

Project Description: Benson Quiet Zone Feasibility Study

Project Location: Benson, AZ (San Pedro Street Railroad Crossing)

DOT Crossing #: 741386V

Stage: Preliminary

Prepared By: Kimley-Horn

Date: September 19, 2016

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
9080045	CONCRETE CURB (SINGLE)	L.FT.	675	$ 20.00	$ 13,500
6080101	MISCELLANEOUS WORK (SIGNS)	L.SUM	1	$ 3,200.00	$ 3,200
7041501	PAVEMENT MARKINGS	L.SUM	2	$ 300.00	$ 600
9080150	CONCRETE MEDIAN PAVEMENT	SQ.FT.	310	$ 9.00	$ 2,790
				ROADWAY AND BRIDGE SUBTOTAL	**$ 20,090**
	MISCELLANEOUS WORK	L.SUM	1	20%	$ 4,018
	PAVEMENT REMOVAL, REPROFILE, AND RESURFACE	L.SUM	1	$ 48,312	$ 48,312
				SUBTOTAL WITH MISC WORK	**$ 72,420**
	CONSTRUCTION SURVEYING & LAYOUT	L.SUM	1	5%	$ 3,621
	EROSION CONTROL	L.SUM	1	1%	$ 724
	CONTRACTOR QUALITY CONTROL	L.SUM	1	4%	$ 2,897
	FURNISH WATER SUPPLY	L.SUM	1	1%	$ 724
	MAINTENANCE & PROTECTION OF TRAFFIC	L.SUM	1	6%	$ 4,345
				SUBTOTAL WITH GENERAL ITEMS	**$ 84,731**
	MOBILIZATION	L.SUM	1	7%	$ 5,931
				SUBTOTAL WITH MOBILIZATION	**$ 90,662**
	CONSTRUCTION ENGINEERING	L.SUM	1	15%	$ 13,599
	CONTINGENCIES	L.SUM	1	5%	$ 4,533
	CONSULTANT POST DESIGN ACTIVITIES	L.SUM	1	1%	$ 907
	NON-BID SUBTOTAL			$ 19,039	$ -
				CONSTRUCTION SUBTOTAL	**$ 109,701**
	INDIRECT COST ALLOCATION	L.SUM	1	0.00%	$ -
				CONSTRUCTION TOTAL COST	**$ 109,701**
CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE		L.SUM	1	20%	$ 21,940
UP MONITOR AND RAILROAD ACCESS FEES		L.SUM	1	-	$ 5,000
UTILITY RELOCATION		L.SUM	-	-	$ 5,000
RIGHT-OF-WAY		SQ.FT.	-	-	$ -
				TOTAL PROJECT COST	**$ 141,641**

APPENDIX E – QUIET ZONE CALCULATOR OUTPUT

Federal Railroad Administration

Quiet Zone Designation Information

Name	Job Title	Organization	
Michael Grandy	**Project Engineer**	**Kimley-Horn on behalf of City of Benson**	
Address **1855 W. Baseline Rd, Suite 200**	City **Mesa**	State **AZ**	Zip Code **85202**
Phone **480-207-2666**	Fax	Email **michael.grandy@kimley-horn.com**	

741382T **OCOTILLO ROAD**	Proposed Warning Device **Gates**	Estimated Cost **15,000.00**	Wayside Horn **No**	Risk Index **11,682.24**
Crossing Type **Public**	SSM **Non-Traversable Curb Medians with or without Channelization Devices**		Pre-Existing SSM **None**	

741383A **PATAGONIA STREET**	Proposed Warning Device **Gates**	Estimated Cost **15,000.00**	Wayside Horn **No**	Risk Index **21,089.52**
Crossing Type **Public**	SSM **Non-Traversable Curb Medians with or without Channelization Devices**		Pre-Existing SSM **None**	

741386V **SAN PEDRO STREET**	Proposed Warning Device **Gates**	Estimated Cost **15,000.00**	Wayside Horn **No**	Risk Index **7,587.15**
Crossing Type **Public**	SSM **Non-Traversable Curb Medians with or without Channelization Devices**		Pre-Existing SSM **None**	

Note: If zone is a partial new quiet zone, gates are not required if the crossing is to be closed during partial quiet zone period, permanently closed, or grade separated.

Zone ID : **38994**				Scenario ID : **48572**
Date : **8/1/2016 6:19:09 PM**				
Railroad **UP**	Pre Rule? **NO**	Partial? **NO**	Time of Partial Quiet Zone	Total Traffic **5,161**
Estimated Total Cost **$45,000.00**	Nationwide Significant Risk Threshold **14347**	Risk Index with Horns **40,326.65**	Quiet Zone Risk Index **13,452.97**	

Basis for Establishment or Continuation of Quiet Zone

This quiet zone is being established in compliance with the following (check one)

☐ § 222.39(a)(1), implementation of SSMs at every public crossing in the New Quiet Zone or New Partial Quiet Zone;

☐ §222.39(a)(2)(i), the QZRI is at or below the NSRT without installation of any SSMs at the New Quiet Zone or New Partial Quiet Zone;

☐ §222.39(a)(2)(ii), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the NSRT;

☐ §222.39(a)(3), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the RIWH; or

☐ §222.39(b), public authority application to the FRA for a New Quiet Zone or New Partial Quiet Zone.

☐ § 222.41(a)(1)(i) Pre-Rule Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,

☐ § 222.41(a)(1)(ii) Pre-Rule Quiet Zones that qualify for automatic approval because QZRI ≤ NSRT,

☐ § 222.41(a)(1)(iii) Pre-Rule Quiet Zones that qualify for automatic approval because NSRT < QZRI < 2* NSRT, and there have been no relevant collisions within the 5 years preceding April 27,2005

☐ § 222.41(a)(1)(iv) Pre-Rule Quiet Zones that qualify for automatic approval because NSRT < RIWH.

☐ § 222.41(b)(1)(i) Pre-Rule Partial Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,

☐ § 222.41(b)(1)(ii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because QZRI ≤ NSRT,

☐ § 222.41(b)(1)(iii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because NSRT < QZRI < 2* NSRT, and there have been no relevant collisions within the 5 years preceding April 27,2005.

☐ § 222.41(b)(1)(iv) Pre-Rule Partial Quiet Zones that qualify for automatic approval because NSRT < RIWH.

☐ § 222.41(c) Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that do not qualify for automatic approval

☐ § 222.41(d) Pre-Rule Partial Quiet Zones that will be converted to 24-hour New Quiet Zones

☐ § 222.42(a) Intermediate Quiet Zones or Intermediate Partial Quiet Zones

☐ § 222.42(b) Intermediate Partial Quiet Zones that will be converted to 24-hour New Quiet Zones.

Applicant Signature _____ Date _____

Chief Executive Officer Statement.

I hereby certify that the information submitted in this notification is accurate and complete to the best of my knowledge and belief.

Signature _____ Date _____

Note: A copy of this report along with other required contents (see § 222.43(e)(2)) must be sent to all of the parties required in § 222.43(a)(4). FRA's notification should be mailed to:

Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Avenue, SE, MS-25
Washington, DC 20590

Federal Railroad Administration

Quiet Zone Designation Information

Public At-grade Open Crossing Information

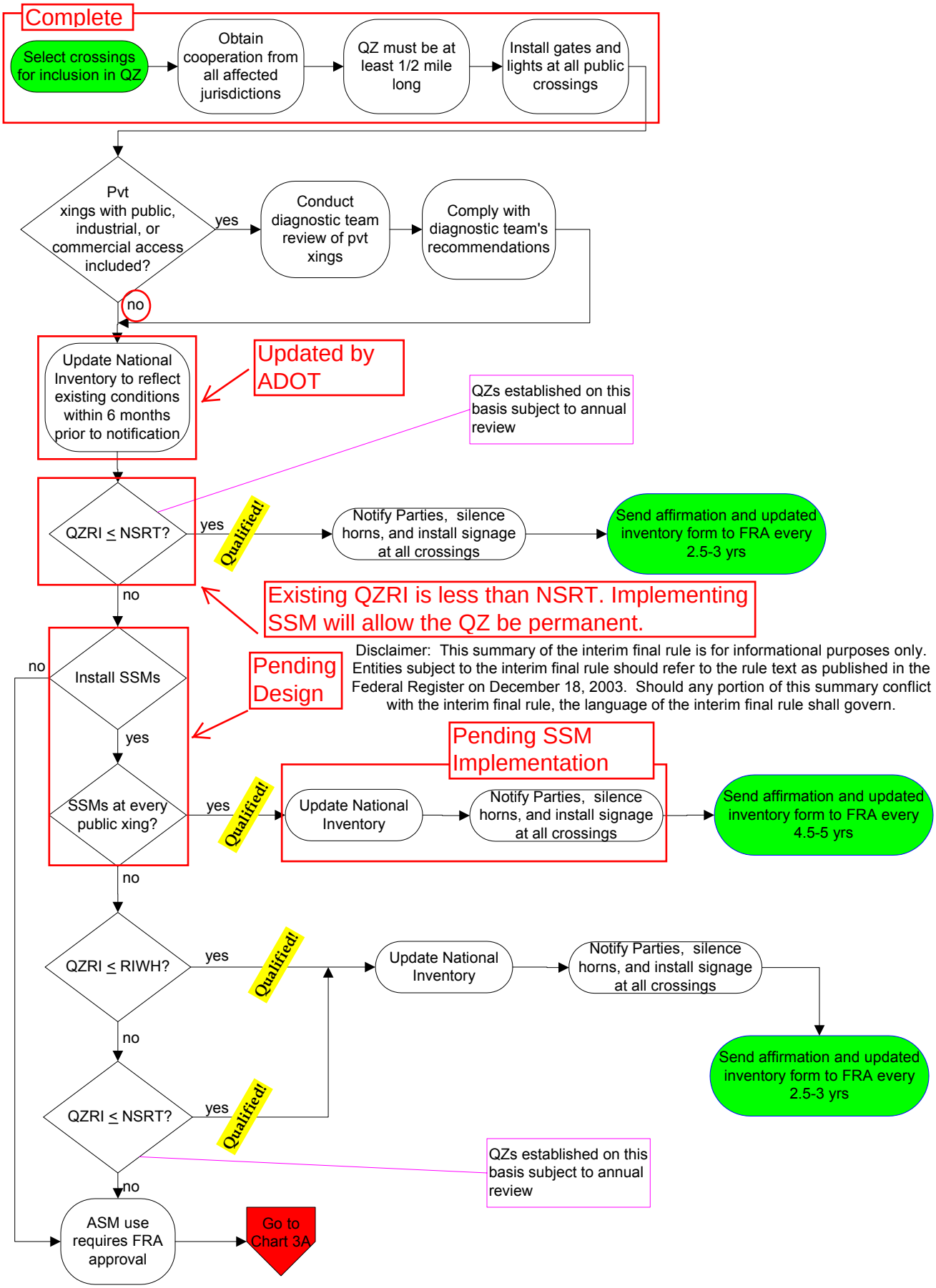
Crossing:	741382T	Urban(U)/Rural(R):	R.Major Collector
Warning Device:	Gates	Highway Paved:	yes
aadt:	2926	Maximum Timetable Speed :	55
Total Trains:	40	Highway Lanes:	4
Day Through Trains:	20	No. of Accident Data Years:	5
Main Tracks:	2	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	0

Crossing:	741383A	Urban(U)/Rural(R):	R.Local
Warning Device:	Gates	Highway Paved:	yes
aadt:	1251	Maximum Timetable Speed :	55
Total Trains:	40	Highway Lanes:	2
Day Through Trains:	20	No. of Accident Data Years:	5
Main Tracks:	2	No. of Accidents:	1
Other Tracks:	0	Total Switching Trains:	0

Crossing:	741386V	Urban(U)/Rural(R):	R.Local
Warning Device:	Gates	Highway Paved:	yes
aadt:	984	Maximum Timetable Speed :	55
Total Trains:	40	Highway Lanes:	2
Day Through Trains:	20	No. of Accident Data Years:	5
Main Tracks:	2	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	0

APPENDIX F – FRA FINAL RULE SECTION III, CHART 2

Chart 2 - Creating a New Quiet Zone using SSMs



EXCERPT

THE REGULAR MEETING
OF THE MAYOR AND CITY COUNCIL OF BENSON, ARIZONA
HELD JUNE 11, 2018 AT 7:00 P.M.
AT CITY HALL, 120 W. 6TH STREET, BENSON, ARIZONA

CALL TO ORDER:

Mayor King called the meeting to order at 7:07 p.m. with the Pledge of Allegiance.

ROLL CALL:

Present were: Mayor Toney D. King Sr., Vice Mayor Joe Konrad, Councilmembers Pat Boyle, Lupe Diaz, Larry Dempster, Levi Garner and David Lambert. Mayor King introduced Pastor Kirk Sorensen of the First Assembly of God who offered the invocation.

NEW BUSINESS:

8. **Discussion and possible action about obtaining Railroad Quiet Zones for the City of Benson; may include action regarding feasibility, funding options, and the research of opportunities to achieve Quiet Zones, including the approval of outside persons to pursue obtaining Railroad Quiet Zones**

Interim City Manager Vicki Vivian stated at the May 14 Council meeting, Ms. Najayyah Many Horses and Andrew Abernathy both addressed the Council regarding Quiet Zones in the City of Benson, adding Ms. Many Horses submitted petitions seeking the establishment of the Quiet Zones (and letters regarding the railroad noise) after her remarks to the Council, which were emailed to the Council. Ms. Vivian then stated after the Call to the Public, Councilmember Boyle requested a worksession on Quiet Zones and Councilmember Lambert requested an action item be placed on the regular meeting agenda. Ms. Vivian then stated also, since that time, a letter from Southeast Arizona Economic Development Group (SAEDG) was delivered to the Administration office at City Hall regarding the Quiet Zones requesting the formation of a Task Force chaired by former Benson Mayors George Scott, Mr. David DiPeso and Mr. Mark Fenn. Ms. Vivian stated SAEDG requests that the Task Force be given "authorization to talk to the Union Pacific Railroad, Arizona Department of Transportation and other organizations" to bring back (to the Council) workable solutions to the Quiet Zones from any and all agencies that would be involved, adding the letter is also seeking that Council direct Staff to cooperate and assist in the project. Ms. Vivian then stated she would like to note that prior to the May 14 Council meeting, she met with Mr. Scott, Ms. Many Horses and Ms. Carol Treuber regarding the Quiet Zones and informed them that she and Staff would be happy to meet with all parties regarding the establishment of Quiet Zones and was open to researching and exploring possibilities to bring back to Council for action, but that it would have to be after the adoption of the budget. Ms. Vivian then stated the worksession was held prior to this Council meeting and this item is on the agenda to allow Council to take action, should they choose to do so.

Councilmember Lambert stated there needs to be action taken after the worksession, adding the City has been talking about the Quiet Zone for three years now but has not done anything about it. Mayor King stated three former Mayors have been spearheading this project, adding he does not want this to die and wants to get the ball rolling as soon as possible. Mayor King stated the requested Task Force would have 3 mayors looking into this and they also know what it's like to be on the dias. Mayor King then stated the Quiet Zone Task Force will need to inform staff and be courteous about it and keep the Council up to date. Vice Mayor Konrad asked if there was a structure on how the information is going to flow if the Task Force were formed with Mr. Scott stating the Task Force will be doing the research and come back to Council with their research findings. Mayor King then stated it's nice to have outside help to work with and there are 3 quality people who are willing to take on this task.

Councilmember Lambert moved to approve Interim City Manager Vicki Vivian appointing people as needed to a Task Force for the Quiet Zone, adding this motion will allow Ms. Vivian full authorization to approve a Task Force to conduct research on the Quiet Zone and bring the information back to Council. After a brief discussion, Council asked for the motion to be restated.

Councilmember Lambert moved to approve Interim City Manager Vicki Vivian be given authority to appoint people to a Quiet Zone Task Force. Seconded by Councilmember Boyle. Motion passed 7-0.

DEPARTMENT REPORTS: No comments from Council.

ADJOURNMENT:

Councilmember Boyle moved to adjourn at 8:07 p.m. Seconded by Councilmember Garner. Motion passed 7-0.

_____
Toney D. King, Sr., Mayor

ATTEST:

_____
Vicki L. Vivian, CMC, City Clerk

WORKSESSION
OF THE MAYOR AND CITY COUNCIL OF BENSON, ARIZONA
HELD JUNE 11, 2018 AT 6:00 P.M.
AT CITY HALL, 120 W. 6TH STREET, BENSON, ARIZONA

CALL TO ORDER:

Mayor King called the meeting to order at 6:05 p.m. with the Pledge of Allegiance.

ROLL CALL:

Present were: Mayor Toney D. King, Sr., Vice Mayor Joe Konrad, Councilmembers Pat Boyle, Larry Dempster, Lupe Diaz, Levi Garner and David Lambert.

NEW BUSINESS:

1. **Discussion about obtaining Railroad Quiet Zones for the City of Benson; may include feasibility, funding options, and the research of opportunities to achieve Quiet Zones, including the approval of outside persons to pursue obtaining Railroad Quiet Zones**

Councilmember Boyle stated in 2016 the Economic Development Committee did a lot of research on the quiet zones and they felt it was an important thing to have happen because of all the complaints and the negative aspects of the noise around town and businesses. Councilmember Boyle then stated the Committee gave all the information to the City Manager, but at the time, the City was in bad financial condition, adding the City instituted furloughs and was barely getting by, so there was no funding for any of this, but things have picked up a little bit now. Councilmember Boyle then stated since that time, an engineering study was done and the amount to establish a quiet zone was estimated at $500,000 for the City's three crossings. Councilmember Boyle then stated the City doesn't have an extra $500,000 to work with so there would be a couple options that could be considered, adding the first option would be a temporary tax increase that would go specifically to the quiet zone project and when the project was complete, the tax increase would fall off the books. Councilmember Boyle then stated prior to choosing that option, a questionnaire or survey could be done to see if the citizens of Benson would be willing to pay the increase for the quiet zones. Councilmember Boyle then stated the reason to consider a sales tax is that the entire community who shops in Benson would help pay for this project, instead of just the City residents. Councilmember Boyle then stated a second option is a bond, adding if the Council chooses this option, the City of Benson would be solely responsible, noting a tax increase would spread the cost out. Councilmember Boyle then stated if the City put a temporary tax increase on the ballot and if the citizens voted for it, the City would take that approval to the bank, borrow the money and build the quiet zones and then take the money as it comes in and pay it off, adding as soon as it would be paid off, the temporary tax increase would end. Councilmember Boyle then stated he didn't have all the details of it, but there are some citizens of Benson who have a lot of expertise and have served in different positions in the community like former Mayors who are interested in helping the City with the quiet zone. Councilmember Boyle stated with their former contacts and business dealings, they might be able to help the City get this done in a circuitous route to where the City may be able to find third-party funding or something along that route and have the cost be less than $500,000. Councilmember Boyle then stated because of the interest in the quiet zone, he feels it is something that needs to be addressed.

Councilmember Dempster stated he wanted to address some of the feelings in the community that are incorrect, that the Council for some reason is against the quite zone, adding he doesn't think that's true and he doesn't think there is a disagreement on whether the quiet zone is a good thing or not. Councilmember Dempster then stated it's only a matter of how the City can do it in the most efficient and cheapest way to accomplish it. Councilmember Dempster stated it was his hope that the Council work on that first; then stated he feels a tax increase, or any kind of fundraising should be the last option. Councilmember Dempster then stated the City should be able to come up with money through grants or support from different organizations to accomplish it well below the estimated $500,000 and that is what they need to work on before doing surveys and going that route. Councilmember Dempster stated the Council is not arguing whether the quiet zone is a good thing or not,

only on how to fund it. Councilmember Boyle asked Councilmember Dempster if he was opposed to doing a survey anyway to have it, then stated if the other options don't pan out, the City will have the survey done and could move forward. Councilmember Boyle stated with all the letters and the petitions the City already has it wouldn't hurt anybody who is doing the negotiating or talking to agencies to have a survey in their pocket along with the letter and the petitions to strengthen the case.

Mayor King stated he likes the fact that there are two options on the table, adding at least if one doesn't work out, there is a second option. Mayor King stated it is very important to make sure the Council has all options on the table. Vice Mayor Konrad stated this project was included in the Benson strategic plan so Councilmember Dempster did say it correctly, adding there is no opposition to having a quiet zone, again noting it is in the plan, the question is how to get it accomplished. Vice Mayor Konrad then stated there is a rare opportunity coming up in the next couple of months with the League Conference which has fourteen other cities and towns within the state that do have quiet zones, adding the City could coordinate a meeting with some of the Town Mangers or Engineers and ask them how they accomplished theirs, noting the last thing the Council wants to do is reinvent the wheel. Vice Mayor Konrad then asked if there was an easier way to do this or if there were other ideas that would match up with what works for our City. Vice Mayor Konrad stated Cochise County is another good resource as they have been doing this throughout the County. Vice Mayor Konrad then asked if there's a way to coordinate a meeting with other City representatives and get a hand full of people together and bounce ideas around.

Interim City Manager Vicki Vivian then addressed Council stating Councilmember Boyle's idea about putting out a survey was because any type of a sales tax increase could not be put on a ballot. Ms. Vivian then stated the City could look to doing some sort of survey through the utility bills or something like that. Ms. Vivian then stated the issue that could go on a ballot would be a bond election to pay for the quite zone, adding if approved, this would place a secondary property tax on the City's current residents, which is why a temporary sales tax was considered as an option. Ms. Vivian then stated a temporary sales tax would capture the cost from people in the surrounding areas and those who shop in Benson, which would spread the cost over more than just City residents. Ms. Vivian then stated she did speak to Mr. Brad Simmons of Cochise County's Engineering Department, and he discussed the needed steps to acquire a quiet zone, which is basically what the completed study shows. Ms. Vivian stated a lot of the cost in the study is what Mr. Simmons would call "deferred maintenance" on the streets that lead up to the railroad crossing. Ms. Vivian then stated financial constraints have meant the City's pavement management has decreased and has focused on repairs, adding HURF (Highway User Revenue Funds) get swept by the State and there isn't the funding to address a more proactive streets maintenance program. Ms. Vivian stated even if the deferred maintenance would have been completed, it would only remove about $50,000 to $70,000 at each crossing and the City would still be looking at $300,000. Ms. Vivian stated she spoke with Mr. Simmons and he said the Dragoon crossings the County is working on only requires the installation of concrete medians and doesn't include any alignment, paving, or repairing roads. Ms. Vivian then stated the concrete medians cost about $40,000, adding part of the cost is when someone is going to be working 10 – 25 feet from the side of the railroad tracks, they must have a UP (Union Pacific) person there. Ms. Vivian then stated the UP person dictates when the tracks must be cleared and when the workers can begin again, adding the Dragoon project has gone from 10 days to 17 days because of this and drove the cost up. Ms. Vivian then stated Mr. Simmons also told her that the County risk pool covers the County for the liability in case there's an accident at those sites in the future. Ms. Vivian stated she then asked if the City would be liable for any accident if the City established a quiet zone and Mr. Simmons told her he thought the City would. Ms. Vivian then stated she sent an email to the City's insurance carrier asking about coverage in conjunction with establishing quiet zones and unfortunately, she hadn't heard back from Mr. Bantel before the worksession. Ms. Vivian stated this is a question she will pursue an answer to and let Council know, adding she doesn't believe anyone is against establishing a quiet zone; the issue is figuring out how to pay for it. Ms. Vivian stated she can find out who is attending the League conference and set up a round table with them and exchange ideas but noted she will probably get more facts than ideas. Ms. Vivian stated there are safety issues that need to be addressed due to the safety index rating that is calculated online. Brad Hamilton, Public Works Director, asked if Council had any questions. Councilmember Boyle stated what needs to be explained is that the City of Benson has different variables in it that change the cost, adding community members can say a quiet zone was created somewhere for nothing, but Benson has its own specific limitations, including train incidents that were suicides. Councilmember Boyle then stated those incidents count as a liability and a lack of safety to stop those incidents, which changes the dynamics and leads to more costs on the City. Councilmember Boyle asked Mr. Hamilton if the City had any state crossings with Mr. Hamilton stating the City

does not, adding he knew the City of Willcox's quiet zone has been brought up as an example, but because Maley Street is a state highway, the state came in and did all the maintenance to make the crossing safer and Willcox was only responsible for some signage and a little bit of median work. Mr. Hamilton stated Willcox also has an agreement with Union Pacific (UP) to appease the financial responsibility and UP did the engineering for that project. Councilmember Boyle stated the City does not have any state highways that cross the tracks, so consequently the City must pay for all of it and then noted the City does not have any way to defer the cost to some other organization. Councilmember Boyle then stated it is not fair to for people to say the City of Willcox got it done and that Benson should be able to do the same, when it's a different situation and that's what it really boils down to. Councilmember Boyle then stated again, he doesn't think the Council is against a quiet zone, but they need to figure out how to fund it without burdening the City, yet when they mention raising the sales tax, everyone starts pulling their hair out.

Councilmember Dempster stated the City has another advantage with SAEDG, adding Mark Fenn, David DiPeso and George Scott, the Director of Southeastern Arizona Economic Development Group have a lot of contacts and are an asset the other cities don't have. Councilmember Dempster then stated the City can use them to do the grunt work.

Vice Mayor Konrad stated the City heard a big "No" loud and clear from the RV and retail community on a sales tax increase, but the RV community wants a quiet zone. Vice Mayor Konrad stated he also wants to stay away from a tax increase, adding the City has already experienced a tax increase which was unpopular, and he feels another increase would not be good for Benson. Vice Mayor Konrad stated the City needs to get around this, be creative and reach out to others, adding Ms. Vivian was correct in the required safety upgrades, but it wouldn't hurt to reach out and see what can be done. Ms. Vivian stated she did speak with Mr. Scott a few weeks ago and talked about meeting with different agencies and bringing all parties to the table to see what could be done, adding she would be happy to meet with anybody and everybody who could help the City and to explore all opportunities and bring them back to Council for consideration.

Councilmember David Lambert stated he would like to bring up the fact that there are only three intersections to consider inside the City limits of Benson, but there are four intersections that the train lays on the horn at, adding the crossing on Airport Road is within 50 feet of the City limits. Councilmember Lambert then stated when the train horn sounds at Airport Road, everyone in the south end of town hears that horn, noting everyone in those five or six houses, including former Mayor Fenn who lives right there, can hear the horn on Airport Road. Councilmember Lambert stated these are things to take into consideration, adding even though there are only three crossings in the City limits, the City would need to deal with the County for the crossing on Airport Road, noting if the three crossings are upgraded and a quiet zone is established, everyone is still going to complain about the loud horns because they sound the horn in both directions.

Vice Mayor Konrad asked if the Ocotillo crossing was the City's biggest crossing and if it was a challenge due to the width of the crossing with Mr. Hamilton stating the estimate for the Ocotillo crossing is $178,000, adding it is a long big intersection and has a lot of area to cover. Mr. Hamilton continued, stated that crossing has more curving on the other side of the median. Vice Mayor Konrad then stated the crossing in Dragoon looked so simple, adding people hear about that and that it happened so fast and so cheap but if you look at the geography of the Dragoon Road crossing versus the City's Ocotillo crossing, it is much different due to the width and the length of the crossing. Mr. Hamilton stated the Dragoon crossing also didn't have the grading issues the City has, adding the Dragoon crossing didn't require any grading and only needed concrete medians built, which were expensive. Mayor King stated the City would have to take additional precautions into account with Mr. Hamilton stating the study addressed mostly curbing, but also included some sidewalk work on Patagonia to address pedestrian issues, adding this was primarily due to the number of kids crossing there after school. Mr. Hamilton then stated the Patagonia crossing is also the City's most dangerous crossing and has the most fatalities. Mayor King questioned the fact that many years ago there was talk of shutting down the San Pedro crossing with Mr. Hamilton stating he has gone back and forth discussing the option of having UP close down one crossing and trading it for the installation of a crossing near the airport; however, UP would like to shut down the San Pedro crossing, which is the cheapest of the three crossings to address at about $140,000.

Mayor King stated he would like to bring up George Scott and Mark Fenn to address Council; then asked them about what insight they were looking for, who they planned on talking to and if they could give the public

information on what their plans were in being involved in the process. Mr. Fenn then stated he had called the Horseshoe Cafe to order take out and the train horn kept them from talking on the phone. Mr. Fenn then stated he can open his windows at home at night and he does hear the horns on Airport Road, but it's not bad as it is distant enough, adding he can hear the train horns in town just as well. Mr. Fenn then stated he had been purchasing gas in town at Benson Fuel and a train that had stopped began blasting their horn when the train was barely chugging to get up the hill, adding he's not sure why they have to blast the horn so many times when the train is moving so slow and the gates are down. Mr. Fenn then stated he would like someone to talk to Union Pacific and find out if they have ever participated financially and if that is something the City can pursue. Mr. Hamilton stated he had spoken to UP before the only possible way they would consider contributing minimal finance assistance is if the City closes the San Pedro crossing. Mr. Fenn stated he had heard the same information when he was on Council many years ago and he wasn't sure how many other factors come into play, including the increased traffic at the Patagonia crossing that would result in. Mr. Fenn then stated what he and Mr. Scott are offering are time and a little push in the efforts, adding he knows how it is to be on Council and that Councilmembers have a lot of things going on. Mr. Fenn then stated the study was done in 2016 and it's now two years later, and no one has done anything about it because other things were going on and there was no funding for it. Mr. Fenn then stated he feels the cost estimates in the study are a little on the high end and he believes the installation of the requirements could be done for less money. Mr. Hamilton then stated the study gave estimates and as the City moved forward with actual plans and designs, the estimates would be closer to the actual costs, adding the numbers may come in lower, but he couldn't say for sure. Mr. Fenn then stated he would like to contact the County and see what resources would be available through them and meet with UP to see if they could offer anything, adding he would also like to see if the scope of the project could be toned down a little bit, given that other quiet zones have been completed with less requirements. Mr. Fenn then stated he wasn't sure of liability issues, but again, what he and Mr. Scott were offering was their time and resources at no cost to the City, adding they are just wanting to participate as concerned citizens and want to help the City any way they can.

Councilmember Boyle stated he would like to have a crossing at the airport that would take someone to Highway 90 and continue to the airport and get rid of the long route where it currently is, adding one of the advantages would be that Vigneto can have a nice access to the airport straight off the highway so people can fly in and out. Councilmember Boyle then stated Vigneto would have a vested interested in a nice crossing and if the City chose to close down the San Pedro crossing in exchange for one near the airport, Vigneto may see that it would be beneficial and help get the road paved all the way out to the airport. Councilmember Boyle then stated closing the crossing would also save the City money. Mr. Fenn asked if anyone knew if UP had a certain allotment or if it took an act of congress to get UP to help pay for crossings with Mr. Hamilton stating UP's goal is to eliminate crossings; not to create them. Mr. Fenn asked if UP agreed to trade the crossings, would they contribute at all to gates or equipment involved in a new crossing with Mr. Hamilton stating he has not seen that to be the case, but it can be asked.

Councilmember Lambert stated he wanted to comment on Mr. Fenn's earlier remarks about when the horn is sounded. Councilmember Lambert then stated he had met with the previous Regional Director and asked her what was mandatory when it came to sounding horns and he was told that they require two short bursts of the horn and one long one at each intersection, but that it was up to the engineer to decide what "short" is and what "long" is, as there is no defined time on the sounds. Councilmember Lambert then stated some engineers sound the horn all the way through town for their "long" sound and then they don't have to do any "short" required sounds.

Vice Mayor Konrad stated the Council heard several comments in 2016 and again this evening that UP doesn't like the quiet zones, but he knows UP also considers themselves to be a community partner, adding he would like to reach out to UP and he wouldn't mind having a conversation with the UP representative about this. Councilmember Dempster stated the rule on the horn is four sounds with the last sounding of the horn being held through the intersection. Councilmember Dempster then stated if the City could eliminate the San Pedro crossing there would have to be a horn blown through Patagonia but that would be all. Mayor King stated he believes there has been a change in the UP representative and asked if anyone had met them yet. Ms. Vivian stated the new representative came to the City a few months ago and she has spoken with him, but it was not related to the quiet zone. Mayor King then stated Staff could find out when he could come back and meet on the issue, adding whomever wants to meet with him, including Mr. Fenn and Mr. Scott, could attend. Mayor King then stated UP likes to talk about "Train Town, USA" and that they may be willing to shut down a crossing or assist in upgrading

the crossings. Mr. Fenn stated if the San Pedro crossing were to be shut down, maybe, at a minimum the City could get the Patagonia crossing upgraded, which seems to be the most bothersome, adding Ocotillo is a little further away from 4th Street and from residential areas. Councilmember Boyle stated the Ocotillo crossing is the one Butterfield RV Park was complaining about. Mr. Fenn stated sometimes the sound really travels and other times, it can barely be heard, adding it all depends on the air and wind and everything else, but again, at a minimum, addressing the Patagonia crossing is a start. Mayor King stated it needs to be all or nothing because the public has pushed so hard to establish these quiet zones. Mayor Fenn then stated the assistance Mr. Fenn and Mr. Scott are offering is very honorable. Mayor King then stated its going to take the whole community to get this done. Mr. Scott stated this is the most important project that can be done right now with all the opportunities coming up with the Villages of Vigneto. Councilmember Boyle asked about the survey the Chamber of Commerce has been doing with Mr. Scott stating there were over 330 signatures on a petition in favor of quiet zones, in addition to 38 individual letters of complaints about the noise and 18 letters of support. Mr. Scott then stated the City can use the survey they have already done or do whatever the Council decides they need. Mr. Scott stated he understands what Councilmember Boyle is saying about the cost, but thinks between Mr. Fenn, himself and Mr. DiPeso are pretty good about negotiating things and can probably negotiate the price and the improvements down quite a bit. Mr. Scott then stated they just need to find out what UP wants and they may be able to find a way to get it done. Mr. Scott then stated he thinks they can get the crossing at the airport and maybe get UP to pay for most of the quiet zone requirements. Mr. Scott then stated when Ocotillo Road was put into the freeway, ADOT (Arizona Department of Transportation) built it and then turned the road over to the City, but he was not sure if the City formally accepted the road with Mr. Hamilton stating State law is written so that if ADOT decides to turn a road over to the local jurisdiction, the local jurisdiction doesn't have a choice. Mr. Hamilton then stated a city can argue a little bit and the road must be within serviceable condition for 5 years, but if the State says the road is the City's, then it's the City's. Mr. Scott stated possibly ADOT would help improve it for the quiet zone. Mr. Scott then stated he's offering assistance to the City to work on the quiet zone establishment; they just need the authorization from Council, adding they can work with Staff, UP, the County and whoever else is involved to try and bring the City of Benson the best possible solution for the quiet zone at the least price. Mr. Scott then asked if the Council, while they were working on the budget, could set aside $180,000 for one crossing and that way, the City could possible do one crossing this year and one crossing next year. Mr. Scott then stated he, Mr. DiPeso and Mr. Fenn were offering their assistance, adding he knows it would be a good thing for the community, the businesses and the people who live within hearing range of the track. Mayor King stated he appreciates their offer, then stated he feels all the crossing should be addressed at the same time, stating his concern on addressing one crossing at a time is the backlash the Council may hear from the public on why the Council did one instead of the other in addition to the Council election coming up. Mayor King stated the Council could address one crossing with plans to do more in the future, but there could be new Councilmembers who decide not to pursue upgrading those other crossings in the future.

Councilmember Dempster stated he doesn't feel the political consequences are that important, but the City needs to look at all the options and one option is completing one crossing at a time. Councilmember Dempster then stated Council should look at all the options to accomplish quiet zones, but he feels that any kind of sales tax is not a good option.

Councilmember Diaz stated he has looked at the project and one of the things he noticed about the railroad crossing is that there's a high point and for the City to get the job done the City will need to regrade that, adding there are a lot of the cars that bottom out when they cross there. Councilmember Diaz then stated the cost of the $500,000 is to grade and level the crossings and to put medians in, adding the City is not sure if UP is on board or what other organizations or corporations are willing to do, but the project really does come down to the money and just as Councilmember Boyle said the City does not have the money now. Councilmember Diaz then stated he felt the biggest question is where the City would get it; then stated raising the sales tax would delay the project because the City would have to collect the extra $500,000 before work on the project could be started, adding he agrees that all the crossings should be addressed at the same time. Councilmember Diaz then stated he likes the principle behind a sales tax because it allows everyone to pay for it, instead of just the residents of Benson, but personally he doesn't like a sales tax increase and he doesn't want to see that as an option for the City. Councilmember Diaz then stated another funding option would be a bond, adding he likes the bond option, even though it is a tax, because it involves the voice and opinion of the citizenship, noting a survey will tell the Council what the citizens want, but not if they are willing to put up the money to pay for it. Councilmember Diaz then stated a bond is a good way to go even though it would fall on the shoulders of the residents because it would be

something they wanted, and the City could start the project almost immediately. Councilmember Diaz then stated he is open to other ideas, but it really just comes down to the funding.

Mayor King stated the Council is not objecting to the establishment of the quiet zones, but the question is the financing behind it, adding if a bond is put into place, Benson residents will pay for the quiet zones and if a tax increase were put in place, everyone who shops in Benson would pay for the quiet zones. Mayor King then stated there are a lot of decisions to be made when it comes to financing this project and the Council has a lot to take into consideration to decide what the best way to go would be. Mayor King then stated he would like to have the survey the Chamber of Commerce did and maybe add more questions to see what the residents would like, adding he thinks the Council should be open to all options. Ms. Vivian stated if the Council does pursue a survey, they need to consider some of the parameters of the survey, such as whether the Council would want to survey just the residents or everyone around the City, adding people who live in the City and have a choice between a bond and a sales tax, would likely choose a sales tax, while those who live in the County, would likely choose a bond option as they would not have to pay on a bond.

Vice Mayor Konrad stated the San Pedro crossing has come up several times this evening; the pros and cons on the crossing, abandoning the crossing and not abandoning the crossing, adding it's easy for him to say there's not much traffic on it as he doesn't live there, adding this is why the Council needs to hear from the community.

Ms. Vivian then stated the Council should consider all options and she would like to bring every idea to the Council, but she would also want the Council to discuss why some options should not be considered. Ms. Vivian then stated she has heard that closing the San Pedro crossing may present a public safety issue, which is something the Council should consider as they move forward, adding she thinks the Council could consider everything, but be aware and consider the ramifications of all the options.

Councilmember Lambert asked how difficult it would be to put a meter on that street and see how many cars use that crossing with Mr. Hamilton stating he could check into it; then added there were some traffic counts just completed by SEAGO (South Eastern Arizona Governments Organization) and he could find out if the counts included the San Pedro crossing or not. Councilmember Lambert stated one of the things discussed before was the safety rating, adding the rating affects how much will have to be done to the crossings to upgrade them and ultimately determine the cost. Councilmember Lambert then stated he was aware of three deaths prior to the survey in 2016 and there has been one more since then with Mr. Hamilton confirming that was correct. Councilmember Lambert stated whether the fatalities are accidents or suicides, the fatalities still count against the index rating.

There was no further discussion.

ADJOURNMENT:

Councilmember Boyle moved to adjourn at 6:55 p.m. Seconded by Vice Mayor Konrad. Motion passed 7-0.

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Toney D. King, Sr., Mayor

ATTEST:

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Vicki L. Vivian, CMC, City Clerk