



City of Laredo
Transportation Department
Traffic Safety Division



MEMORANDUM

To: Carlos Villarreal, City Manager

From: Roberto Murillo, P.E., P.T.O.E., Traffic Safety Manager

Cc: Cynthia Collazo, Deputy City Manager
Jesus Olivares, Assistant City Manager
Nathan R. Bratton, Planning Director

Subject: U.P. Railroad Crossing Closures

Date: March 13, 2013

On January 15, 2013, City Staff met with Union Pacific Representatives to discuss their request to initiate process to close several Union Pacific railroad crossings on the RG line. At that meeting, you instructed that Traffic Safety Division prepare data and/or information that would be used to justify closure of five (5) crossings, which you agreed to consider, in initiating street closing process. I am providing, for your review, maps showing pertinent data collected for each railroad crossing in the impacted area and proposed detour routes for railroad crossings proposed to be closed.

The railroad crossings that will be considered for closing on the RG Runaround Line, as agreed during the meeting with Union Pacific representatives, are as follows: Lafayette, Pierce, Ugarte, Markley, and Pace. Traffic counts were collected for these railroad crossings for closing consideration and for those crossings expected to be impacted with additional traffic volumes as a result of the closing of the proposed crossings. The table below shows the 24 hour traffic volumes collected for each of these crossings. As you can see, except for the railroad crossing on Markley St., the traffic volumes at the other crossing resulted in very low traffic volumes and therefore it is expected that closing of these crossings would have a minimal impact to the area. The higher traffic volumes for the crossing on Markley St. could be contributed to the warehouses and residences located in proximity to the crossing in question. In addition, Santa Maria Ave., between Calton Rd. and Markley St., is currently designated as a truck route and provides the shortest distance to several of the warehouses in this area. Additional discussion regarding closing of Markley St. crossing needs to occur before a decision is made on considering closing of this crossing due to the high traffic volumes at this crossing. The possible elimination of this section of Santa Maria as a truck route could be considered but will need to carefully evaluate how it could potentially affect school and residences in the area.

For your information, I am also enclosing a copy of a section of a proposal that was recently submitted to the City of Laredo Planning Department from a consultant offering engineering services and providing valuable information for establishing Quiet Zones. In the information provided, it is important to note that consultant is informing that if the City proceeds in closing the streets as requested, prior to initiating process for establishing a Quiet Zone, these crossings will not be able to be considered in the calculating of the Quiet Zone Risk Index. According to consultant, the closing of a railroad crossing provides a significant safety improvement and therefore the establishment of a Quiet Zone could be affected.

Please advise on how to proceed.

Union Pacific RG Railroad

Proposed Railroad Crossing Closures-Traffic Counts (24 hour period)

(1). Proposed Street Closures

1. **Markley Ln.**- EB- 878 :WB-268 (T= 1146)-Proposed T.O.-Recommend further evaluation
2. **Pace St.** - EB-21; WB-7 (T= 28) - Recommending closure of railroad crossing
3. **Ugarte St.** - EB-25; WB-13 (T= 38) - Recommending closure of railroad crossing
4. **Pierce St.** - EB-27; WB-16 (T= 43 - Recommending closure of railroad crossing
5. **Lafayette St.** - EB-48; WB-228 (T= 276) - Recommending closure of railroad crossing

(2). Impacted Railroad Crossings

1. **Chicago St.** - EB-1520; WB-1433 (T= 2953) - N/A
2. **Boston St.** - EB-113; WB-114 (T= 227) – N/A
3. **Baltimore St.** - EB-818; WB-634 (T= 1452) – N/A
4. **Calton Rd.** - EB-1590; WB-1788 (T= 3378) – N/A



Kimley-Horn
and Associates, Inc.

January 24, 2013

Mr. Nathan Bratton
Director of Planning
City of Laredo
1120 San Bernardo
Laredo, Texas 78040

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10415 Morado Circle
Building I, Suite 300
Austin, TX
78759-5696

Re: Professional Services Agreement
Railroad Quiet Zone Study

Dear Mr. Bratton:

Kimley-Horn and Associates, Inc. ("KHA" or "the Consultant") is pleased to submit this letter agreement (the "Agreement") to the City of Laredo ("the City" or "the Client") for providing transportation planning services for the Railroad Quiet Zone project in Laredo, Tx. Our project understanding, scope of services, schedule, and fee are below.

Project Understanding

The Swift Rail Development Act, Public Law 103-440, enacted by Congress and signed by President Clinton in 1994, requires use of locomotive horns at public grade crossings, but gives the Federal Rail Administration (FRA) authority to make reasonable exceptions. Implementation of this law is embodied in Title 49 Code of Federal Regulations Parts 222 and 229. The *Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings* ("the Final Rule") was made effective on June 24, 2005 and last amended on August 17, 2006. Under the Final Rule, local communities could improve quality of life by creating "quiet zones" where the locomotive horn would not need to be routinely sounded if certain conditions were met.

The City of Laredo is currently negotiating with Union Pacific Railroad (UPRR) on the possible closure of several at-grade railroad crossings along the UPRR Spur Line between Scott Street and Markley Street in Laredo, Texas. There are currently 21 existing crossings along this corridor and ten of them are proposed for closure. **Recognizing that closing an existing crossing is a significant safety improvement, it**

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is possible that credit for these closures might be enough to justify establishment of a railroad quiet zone for the entire corridor. This is an important consideration because, under FRA rules, quiet zones must be contiguous, at least ¼ mile in length, and crossings cannot be added or removed from the zone once established. Now is the ideal time to consider establishment of a quiet zone, as it may be much more difficult to do so once the ten existing crossings are closed.

In order to implement a Quiet Zone along a rail segment, certain conditions must be met. At a minimum, every crossing must be equipped with gates, lights, a constant warning time rail circuit, and a power out indicator. It should be noted that nine of the crossings to remain open do not have the minimum equipment.

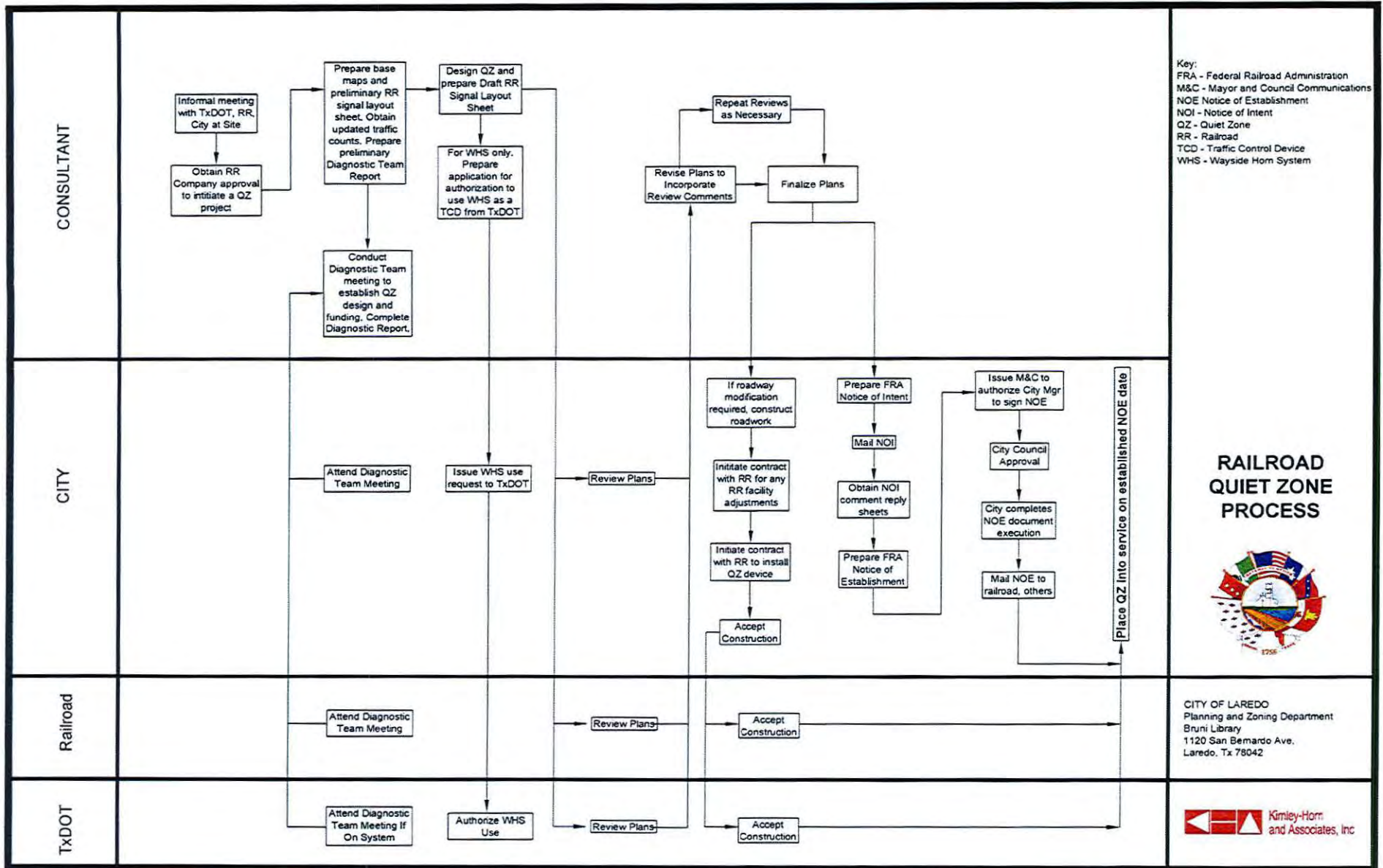
In addition to the minimum equipment requirements, the City must show that the Quiet Zone Risk Index (QZRI) falls below the Nationwide Significant Risk Threshold (NSRT) or the Risk Index With Horns (RIWH). The QZRI can be improved by a number of factors, including closing existing crossings and installing Supplemental Safety Measures (SSM) or Alternative Safety Measures (ASM).

This project involves developing a quiet zone study for the UPRR Spur Line between Scott Street and Marley Street. Our scope of services is provided in the sections that follow:

SCOPE OF SERVICES

Task 1 – Project Management

KHA will perform typical project management duties to meet the schedule discussed in subsequent sections. Project management duties will include coordination and communication with the Client, coordination with the data collection firm, monthly reporting, and accounting activities related to the performance of the study. For budgetary purposes, it is assumed that all project management related meetings will occur via a teleconference and will not involve any travel costs or time.





Markley Ln. - R.R. Crossing (EB)



Pace St. R.R. Crossing (WB)



Ugarte St. --R. R. Crossing- (EB)



Pierce St. - R.R. Crossing (WB)



Lafayette St.- R.R. Crossing (WB)

Railroad Crossings- Street Closure Study (Union Pacific RR)
Proposed Closure Streets- Traffic Counts

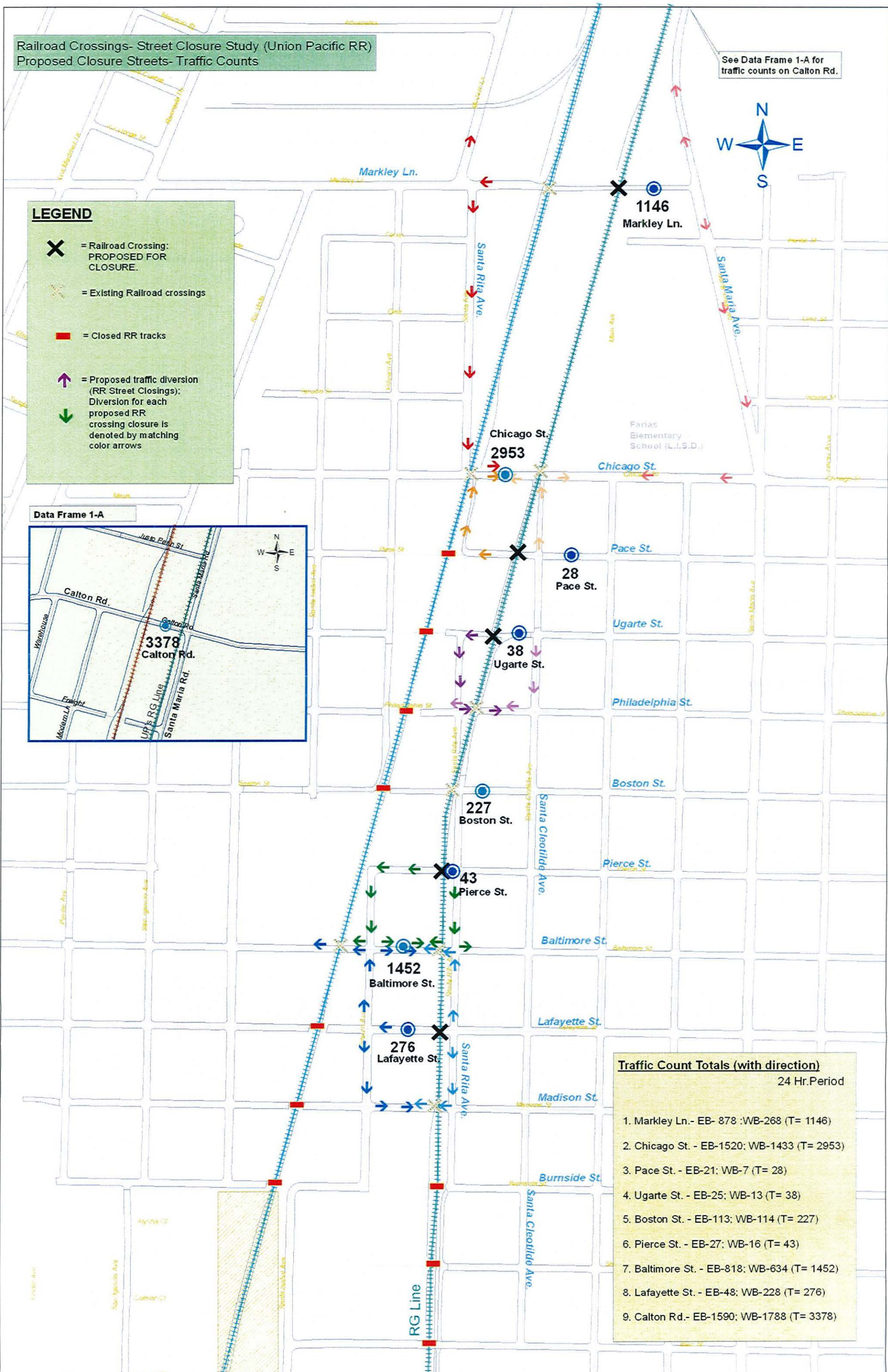
See Data Frame 1-A for traffic counts on Calton Rd.



LEGEND

- = Railroad Crossing: PROPOSED FOR CLOSURE.
- = Existing Railroad crossings
- = Closed RR tracks
- = Proposed traffic diversion (RR Street Closings): Diversion for each proposed RR crossing closure is denoted by matching color arrows
- = Proposed traffic diversion (RR Street Closings): Diversion for each proposed RR crossing closure is denoted by matching color arrows

Data Frame 1-A











Traffic Count Totals (with direction)
24 Hr. Period

1. Markley Ln.- EB- 878 ;WB-268 (T= 1146)
2. Chicago St. - EB-1520; WB-1433 (T= 2953)
3. Pace St. - EB-21; WB-7 (T= 28)
4. Ugarte St. - EB-25; WB-13 (T= 38)
5. Boston St. - EB-113; WB-114 (T= 227)
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8. Lafayette St. - EB-48; WB-228 (T= 276)
9. Calton Rd.- EB-1590; WB-1788 (T= 3378)

Railroad Street Closure Study for Union Pacific RR Existing Conditions



LEGEND

-  = RR crossing with improvements done. PROPOSED FOR CLOSURE
-  = RR improved crossing with GATE
G-I
-  = RR improved crossing with FLASHERS ONLY
I-F
-  = RR crossing with no improvements and no gate (FLASHERS ONLY)
F
-  = RR crossing with no improvements, No gate and No Flashers.
X-G-F
-  = Improved RR crossing only.
I-X
-  = RR crossings proposed for 2013 Federal Signal Program
***FF**
-  = Closed RR tracks



Railroad Crossings- Street Closure Study (Union Pacific RR)
Proposed Closure Locations & Street Diversions



LEGEND

- = This symbol represents RR crossing with improvements that are PROPOSED FOR CLOSURE.
 - = RR improved crossing with GATE
 - = RR improved crossing with FLASHERS ONLY
 - = RR crossing with no improvements and no gate (FLASHERS ONLY)
 - = RR crossing with no improvements: No gate and No Flashers.
 - = Improved RR crossing only.
 - = RR crossings proposed for 2013 Federal Signal Program
 - = Closed RR tracks
 - = Proposed traffic diversion (RR Street Closings); Diversion for each proposed RR crossing closure is denoted by matching color arrows
 - = Diversion for each proposed RR crossing closure is denoted by matching color arrows
 - = Existing truck route
- DOT#446761G
= US DOT Number

