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APPENDIX A

FUNDING COMMITMENT LETTERS AND LETTERS OF SUPPORT





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October 3, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Texas Department of Transportation (TxDOT) is pleased to provide this letter of commitment for our Fiscal Year (FY) 2022 Rail Crossing Elimination (RCE) Program discretionary grant funding application for the Amtrak Grade Crossing Improvement Project. TxDOT seeks to improve 46 passive, public highway-rail grade crossings on Amtrak corridors operated on Union Pacific Railroad lines throughout Texas. Improvements include upgrades to active warning devices and correction of vertical profile deficiencies. TxDOT will also install back-up battery power for active warning devices in the event of a power outage.


TxDOT will contribute \$7,300,000.00 in state funds to the non-Federal match described in Section III of the application. TxDOT has a successful history of delivering federal aid programs administered by the Federal Railroad Administration. The project is consistent with the goals of the Statewide Transportation Improvement Plan and Texas Rail Plan.

This nationally and regionally significant project provides the following benefits:

- Eliminates 100% of the safety risk attributed to passive warning devices as well as the safety risk associated with humped profiles.
- Improves safety for highway users and Amtrak passengers,
- Increases reliability for people and goods moving through the state, and
- Acts as a catalyst for regional and local generation of jobs.

Thank you in advance for your consideration of this project application for FY 2022 RCE grant funding. TxDOT appreciates the opportunity to describe this valuable project and we ask for your full and fair consideration of this application.

Sincerely,

DocuSigned by:

0E1B35AE191749E
Marc D. Williams, P.E.
Executive Director

APPENDIX B

GRANT AGREEMENT ATTACHMENTS

Attachment 2: Statement of Work

Attachment 3: Schedule

Attachment 4: Budget

Attachment 5: Performance Measures

ATTACHMENT 2

STATEMENT OF WORK

**Texas Department of Transportation
Amtrak Grade Crossing Improvement Project
FY 2022 Railroad Crossing Elimination Program**

I. AUTHORITY

Authorization	
Funding Authority/Appropriation	
Notice of Funding Opportunity	

To the extent there is a conflict between Attachment 1 and this Attachment 2, Attachment 1 governs.

II. BACKGROUND

This Agreement funds the Texas Department of Transportation (TxDOT or Grantee) to support the deployment of the Amtrak Grade Crossing Improvement Project (Project).

This Project will accelerate the ability of TxDOT to improve the remaining 46 passive, public highway-rail grade crossings on Amtrak corridors operated on Union Pacific Railroad (UPRR) lines throughout Texas. Improvements will include upgrades to active warning devices, vertical profile corrections at the highway-rail grade crossings with humped profiles, or other improvements, including closures, as determined by diagnostic review. These improvements will enhance the safety at rural, low-volume crossings with previous train-vehicle incidents. Further safety enhancements will occur at locations that would benefit from the reduction of risk of low-ground clearance vehicles becoming immobilized on the crossings. As part of the project, TxDOT will install innovative fuel cell technology to extend the back-up battery power during power outages for any crossing where an active warning devices would be installed.

All necessary Preliminary Engineering (PE), Final Design (FD), environmental compliance, and construction requirements will be completed under the agreement. The project is expected to fit under a Categorical Exclusion (CE) per the National Environmental Policy Act (NEPA) and FRA regulations for implementing NEPA (23 CFR 771).

III. OBJECTIVE

The Project will upgrade warning devices from passive to active, as determined by diagnostic review, at the 46 remaining public, at-grade passive crossings on the Texas Eagle and Sunset Limited Amtrak Routes in Texas. The project will include the installation of active warning devices at these crossings and improve vertical profile and supporting improvements to reduce the hump at the highway-rail grade crossings, as determined by diagnostic review.

ATTACHMENT 2

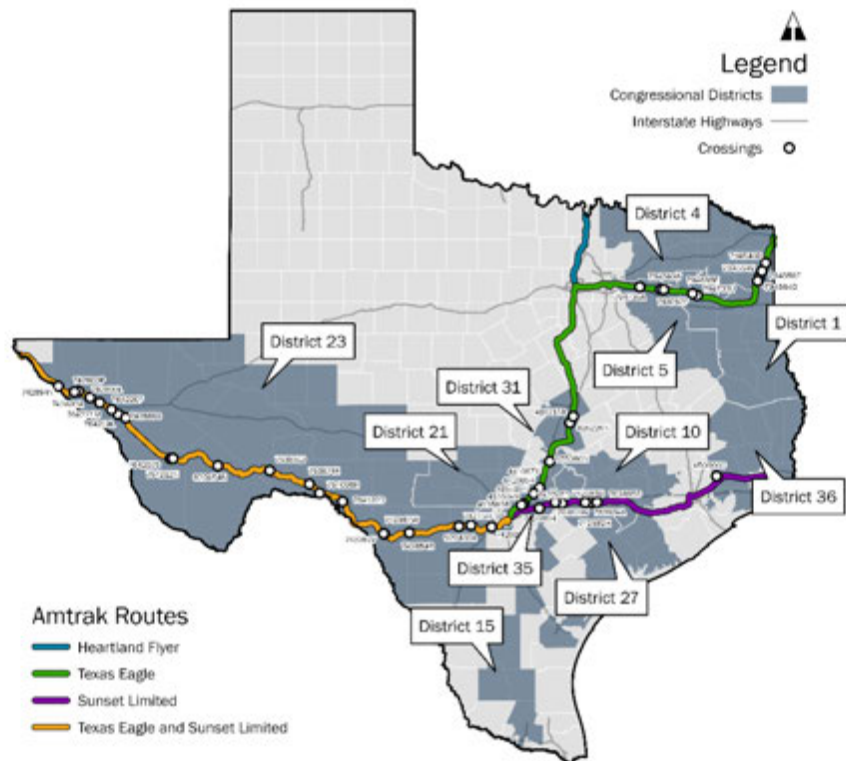
The active warning devices implemented for this project will utilize fuel cells to provide backup power in the event of a power outage and therefore, have less impact to freight rail operations than generator-supported crossings. During a power outage the fuel cells would power the warning device and allow for vehicles to go through the crossings when trains are not present. This ensures connectivity across the tracks during any localized severe weather events that cut off electricity and require gates to be down until electricity is restored.

Further safety enhancements will occur at locations that would benefit from the reduction of risk of low-ground clearance vehicles becoming immobilized on the crossings. Vertical profile corrections will be made at crossings where appropriate treatments can be applied.

IV. PROJECT LOCATION

This project includes 46 Crossings on the Texas Eagle and Sunset Limited Amtrak lines. Please see Table 2 in Section VIII for the detail and crossing locations. Figure 6 illustrates the crossing locations and Congressional Districts (1, 4, 5, 10, 15, 21, 23, 27, 31, 35, and 36) where the crossings are located.

Figure 1. Project Location Map



IV. DESCRIPTION OF WORK

ATTACHMENT 2

Task 1: Detailed Project Work Plan, Budget, Schedule, and Project Administration

The Grantee will prepare a Detailed Project Work Plan, Budget, and Schedule for the following tasks, which may result in amendments to this Agreement. The Detailed Project Budget will be consistent with the Approved Project Budget but will provide a greater level of detail. The Detailed Project Work Plan will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work. The Detailed Project Work Plan will also include information about the project management approach (including team organization, team decision-making, roles and responsibilities and interaction with FRA), as well as address quality assurance and quality control procedures. In addition, the Detailed Project Work Plan will include the Project Schedule (with Grantee and agency review durations), and a detailed Project Budget. Similarly, agreements governing the construction, operation and maintenance of the Project should also be included. Project Administration includes work that is necessary for the Grantee to oversee the management of the Project. The Detailed Project Work Plan, Budget, and Schedule will be reviewed and approved by the FRA.

The Grantee acknowledges that work on subsequent tasks will not commence until the Detailed Project Work Plan, Budget, and Schedule has been completed, submitted to FRA, and the Grantee has received approval in writing from FRA, unless such work is permitted by pre-award authority provided by FRA. The FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

The Grantee will submit a Final Performance Report to the FRA within 120 days of the end of the Project Performance Period. The Final Performance Report should describe the cumulative activities of the Project, including a complete description of the Grantee's achievements with respect to the Project objectives and milestones.

Task 1 Deliverables:

- Detailed Project Work Plan, Budget, and Schedule
- Project Agreements (if applicable)
- Final Performance Report. The report will be submitted within 120 days of the end of the grant's period of performance and will describe the cumulative activities of the project, including a complete description the Amtrak Grade Crossing Improvement Project's achievements with respect to the project objectives and milestones.

Task 2: Environmental Review

The Grantee will complete FRA-approved environmental clearance documentation for the Project. FRA will determine the appropriate class of action and the Project's environmental impact necessary to comply with NEPA and related environmental laws (collectively, "environmental documentation").

FRA has evaluated the actions covered in this grant in accordance with the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 et seq.), other environmental statutes, related regulatory requirements, and FRA's NEPA implementing regulations (23 CFR part 771, Environmental Impact and Related Procedures). FRA has determined that the actions funded

ATTACHMENT 2

under this grant for the preliminary engineering (PE) and compliance with NEPA and related laws and regulations are categorically excluded from detailed environmental review pursuant to 23 CFR 771.116 (c) (1),(3),(4) and (8). Categorical exclusions (CEs) are actions identified in an agency's NEPA implementing procedures that do not normally have a significant impact on the environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS). See 40 CFR 1508.4.

In analyzing the applicability of a CE, FRA also considered whether unusual circumstances are present that would warrant a more detailed environmental review through the preparation of an EA or EIS. In accordance with 23 CFR 771.116 (a) and (b), FRA has further concluded that no unusual circumstances exist with respect to development of PE and environmental documentation funded under this grant that might trigger the need for a more detailed environmental review.

The obligation of the funds for FD and construction does not predetermine or prejudice the outcome of the NEPA process. The grantee may not commence any FD or construction activities until FRA has issued a written notice to proceed that will be informed by the final NEPA document. As appropriate, FRA may require an amendment to this Agreement for consistency with the final NEPA decision.

In addition, any FD and or construction activities must be supported by, and be consistent with, a final FRA NEPA document (i.e., CE determination, Finding of No Significant Impact, or Record of Decision). If the Program or projects lead to work outside of that considered by FRA in making its NEPA determination that may affect the environment, the Grantee agrees that it will not allow the work to begin until it has informed FRA of such work, and received a written notice to proceed. Before providing such notice to proceed to Grantee, FRA will determine what, if any, additional environmental review is required.

The Grantee will ensure the potential impacts of the Project are evaluated by qualified environmental professionals. The evaluation of the potential environmental impacts of the Project may include conducting a review of existing literature, contacting relevant agencies, and performing field reconnaissance or surveys. The Grantee will identify key issues early on and will coordinate with FRA to identify necessary studies in accordance with FRA's NEPA regulations and other relevant authorities.

Task 2 Deliverables:

- Draft Categorical Exclusion Worksheet
- Final Categorical Exclusion Worksheet

Task 3: Preliminary Engineering and Final Design

The Grantee will complete Preliminary Engineering for FRA review and approval to support the Project. PE will consist of the preparation of all design development and Project delivery documentation necessary to demonstrate the effectiveness, feasibility, and readiness of the Project. The following documentation will be prepared to accompany the design and specifications:

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- Grantee's design submittals will include a title sheet identified with a drawing revision number or date; an index identifying various plan sheets comprising the drawing set; a legend of symbols or abbreviations.
- The Grantee will obtain signature approval of the preliminary engineering cover sheet by all stakeholders impacted by the proposed grade crossing civil design layout, including the railroad signal layout plans (H-plans) to include warning time and approach distance.
- The Grantee will provide scale maps or scale aerial photography of existing conditions at a scale of one inch = 100 to 500 feet depending on the complexity of the location. In some cases, in projects primarily oriented towards track rehabilitation, a sufficiently annotated set of track charts may be sufficient to adequately define the work limits for these project elements instead of scaled drawings. For supplementary alterations, the track charts may require additional details including scaled drawings of minor reconfigurations and enhancements.
- The Grantee will coordinate with FRA's Office of Railroad Safety (RRS) - HQ, Municipality Roadway Engineers, or other stakeholders to complete a diagnostic review of the public at-grade crossings of the grade crossing locations identified under Task 4. The purpose is to ensure all safety hazards present are addressed for motorists and pedestrian users. The results of the diagnostic review will determine the appropriate railroad and roadway traffic control devices to install at each location (e.g., railroad flasher lights, gates, railroad cantilever structures, traffic signal preemption (if traffic signals are within 200-feet), W10-1 Advanced Railroad Warning Signs). Should any of the crossing locations exhibit a humped profile, every effort should be made to eliminate the hazardous condition and not make the existing humped profile worse.
- Following the diagnostic safety review, the Grantee must submit to FRA-HQ for review, comment, and concurrence the preliminary and final grade crossing civil design layout, including the railroad signal circuitry plans and traffic signal preemption plans. The typical layout of the grade crossing design plans are scaled maps or aerial photography of existing conditions with proposed improvements shown at an appropriate scale. The drawings will include signal equipment locations, type of detection, and geometric layout. Minor improvements to existing signal systems as identified during diagnostic review (such as addition of a bell or replacement of roundels) will be denoted in tabular format in lieu of plans.
- The Grantee will prepare plans for the public grade crossing surfaces to be replaced and typical details for the private crossing locations. If the work is of the same nature at all locations, a standard detail for replacing the crossing surfaces will be acceptable. Low ground clearance crossings need to be leveled within Grantee's right-of-way, as determined by the diagnostic review. If the crossing profile cannot be reconfigured, the installation of a Low Ground Clearance Grade Crossing (W10-5) warning sign and a Low Ground Clearance (W10-5P) supplemental plaque is to be installed, as determined by the diagnostic review.

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- If the grade crossing work requires complete road closure or maintenance of traffic, roadway owner's approval email for the proposed work scheme will be required. Please note that the roadway owner may have other requirements which must be met before and during construction
- The Grantee will obtain signature approval of the preliminary engineering cover sheet by all stakeholders impacted by the proposed track configuration and signal plan.
- The Grantee will provide a detailed and itemized construction cost estimate that will include all of the proposed construction elements with their respective unit cost, quantity, and total cost, and with appropriate level of contingencies to account for unknown conditions with the PE Signature Plans, using FRA Cost Estimating Guidance (available at: [CAPITAL COST ESTIMATING GUIDANCE \(Final\) | FRA \(dot.gov\)](#) and FRA Standard Cost Category (SCC), available at [MP-33 SCC Worksheets | FRA \(dot.gov\)](#) as much as possible.
- After PE is approved by FRA and NEPA is complete and signed by FRA, Final Design can proceed. Grantee will provide Final Design Documents for FRA Engineering's Acceptance and Environmental Permits for all construction work. Updated project budget will need to be included with the Final Design.
- Construction work will not proceed until Final Design is accepted by FRA.

Task 3 Deliverables:

- Onsite Diagnostic Field Review
- Preliminary Design Documents for FRA Engineering's Approval
 - Detail for Crossing surface rehabilitation (standard detail is acceptable)
 - Preliminary grade crossing civil, signal and (if applicable) traffic preemption plans
 - Construction Estimate
- Final Design Documents for FRA Engineering's Acceptance
 - Updated Construction Estimate
 - Final (100%) grade crossing civil, signal and (if applicable) traffic preemption plans.

Task 4: Construction

The Grantee will complete the construction of the Project in accordance with the approved CE and the Final Design accepted by FRA. The Grantee will not begin construction under this Agreement prior to completion of Tasks 1, 2, and 3. The Grantee is responsible for ensuring that all mitigation commitments identified in the Categorical Exclusion and any associated permits are implemented during construction.

The Grantee will complete improvements as determined by diagnostic review at the following highway-rail grade crossing active locations.

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Table 3 Crossing Improvements

Owner	US DOT No.	SUBDIVISION	ROADWAY
UPRR	415574N	AUSTIN SUB	CO 1529/RUSCH LANE
UPRR	415585B	AUSTIN SUB	CO 2130/FRIESENHAHN ROAD
UPRR	415519N	AUSTIN SUB	CO 8091/HOUSE STREET
UPRR	441067Y	AUSTIN SUB	PED/TX STATE BASEBALL
UPRR	UPRR	AUSTIN SUB	PEDESTRIAN TX STATE FOOTBALL
UPRR	975080N	AUSTIN SUB	PEDESTRIAN AMTRAK
UPRR	450660C	BEAUMONT SUB	CO 0621/COUNTY ROAD 621
UPRR	743087V	DEL RIO SUB	CO 0002/STANDARD LANE
UPRR	742967W	DEL RIO SUB	CO 0003/LAS MORAS ROAD
UPRR	920430A	DEL RIO SUB	CO 0451/CR 451
UPRR	742754L	DEL RIO SUB	CO 5217/CR 5217
UPRR	742919G	DEL RIO SUB	CO 5463/SHEPARD ROAD
UPRR	742854R	DEL RIO SUB	CR 212
UPRR	742682K	GLIDDEN SUB	CO 0134/MULE CREEK ROAD
UPRR	742681D	GLIDDEN SUB	CO 0249/SANDY PINE ROAD
UPRR	763904A	GLIDDEN SUB	CO 0441/SOUTH KNEZEK ROAD
UPRR	763895D	GLIDDEN SUB	CO RD/BUCEK ROAD
UPRR	742689H	GLIDDEN SUB	DAVIS ROAD
UPRR	742707D	GLIDDEN SUB	PRIVATE/KRUEGER ROAD
UPRR	763929V	GLIDDEN SUB	WHISTLEVILLE ROAD
UPRR	794554V	LITTLE ROCK SUB	CO 1885/CR 1875
UPRR	794564B	LITTLE ROCK SUB	CO 4004/STALLS ROAD
UPRR	794546D	LITTLE ROCK SUB	CO 4224/CR 4224
UPRR	794559E	LITTLE ROCK SUB	HOWE ROAD
UPRR	794735A	MINEOLA SUB	CO 1912/CR 1912
UPRR	794695E	MINEOLA SUB	CO 3390/CR 3390
UPRR	794740W	MINEOLA SUB	CO 3525/CR 3525
UPRR	794767F	MINEOLA SUB	ST 0000/BURCH STREET
UPRR	794703U	MINEOLA SUB	WOODVALE FISHING CLUB LAKE RD
UPRR	763861J	SANDERSON SUB	CO 0011/BLANCO STREET
UPRR	764098R	SANDERSON SUB	CO 0119/LANGTRY ROAD
UPRR	764102D	SANDERSON SUB	CO 1032/OLD HIGHWAY 90
UPRR	920454N	SANDERSON SUB	LEE STREET
UPRR	763874K	SANDERSON SUB	RM 1865/FM 1865 PUMPVILLE RD
UPRR	764212N	VALENTINE SUB	CO 0022/WEST WASHINGTON ST
UPRR	764207S	VALENTINE SUB	CO 0023/GOLF COURSE ROAD
UPRR	764219L	VALENTINE SUB	CO 0151/SCOTT CROSSING ROAD
UPRR	764220F	VALENTINE SUB	CO 1007/GUEST RANCH ROAD
UPRR	764221M	VALENTINE SUB	CO 1011/STONE ROAD

ATTACHMENT 2

Owner	US DOT No.	SUBDIVISION	ROADWAY
UPRR	742894N	VALENTINE SUB	CO 1025/LASCA ROAD
UPRR	742892A	VALENTINE SUB	CO 1026/LASCA ROAD
UPRR	742900P	VALENTINE SUB	CO 1092/ACALA ROAD
UPRR	742890L	VALENTINE SUB	CO 2518/PASTURE ROAD
UPRR	742889S	VALENTINE SUB	LOBO ROAD
UPRR	416226N	WACO SUB	CO 0000/HARBER ROAD
UPRR	416215B	WACO SUB	CO 5251/MILLS ROAD

System testing of all crossing equipment and railroad circuitry will take place in accordance with 49 CFR Part 234. The Grantee will coordinate with FRA's HQ and District office to schedule such cut-in tests of the fourteen crossing locations. All installations will be MUTCD compliant. This is to include (but not limited to) all railroad grade crossing pavement markings and advanced warning signs. The Emergency Notification System (ENS) information must be attached to each railroad crossbuck mast assembly.

The Grantee shall submit a complete set of As-Built Drawings to FRA upon the completion of work. Any significant changes from the accepted Final Design Drawings shall be documented.

Within 30 days upon completion of each grade crossing location, the Grantee will submit a completed USDOT Crossing Inventory Form (Form FRA F 6180.71 (Rev. 3/15, or current)). The completion of the 2-page form will be the responsibility of PennDOT and the Gettysburg & Northern Railway collectively to reflect the characteristics of the roadway and signal equipment at the crossing. For additional information, see FRA's Guide for Preparing USDOT Crossing Inventory Forms (Rev. July 2016) on FRA's website.

Task 4 Deliverables:

- Updated U.S. DOT Crossing Inventory Form
- ENS Signs installed at each crossing approach
- Field verification along with acceptance testing of the railroad crossing signaling system - in coordination with FRA officials

V. PROJECT COORDINATION

The Grantee shall perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Union Pacific Railroad
- Amtrak
- Texas Department of Transportation (TxDOT)
- FRA

ATTACHMENT 2

VI. PROJECT MANAGEMENT

The Grantee is responsible for facilitating the coordination of all activities necessary for the implementation of the Project. Upon award of the Project, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the Project Performance Period. The Grantee will:

- Participate in a project kickoff meeting with FRA
- Complete necessary steps to hire a qualified consultant/contractor to perform required Project work
- Conduct onsite Diagnostic Safety Review
- Hold regularly scheduled Project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Submit to FRA all required Project deliverables and documentation on-time and according to schedule, including periodic receipts and invoices
- Comply with all FRA Project reporting requirements, including, but not limited to:
 - a. Status of project by task breakdown and percent complete
 - b. Changes and reason for changes in and updated versions of Detailed Project Work Plan, Budget, and Schedule
 - c. Description of unanticipated problems and any resolution since the immediately preceding progress report
 - d. Update the U.S. DOT Crossing Inventory Form
 - e. ENS Signs installed
 - f. System testing of the forty-six (46) crossing locations
 - g. Field verification of railroad pavement markings and advanced railroad / roadway signs
 - h. Summary of work scheduled for the next progress period
- Read and understand the Terms and Conditions of this Agreement (Attachment 1)
- Notify FRA of changes to this Agreement that require written approval or modification to the Agreement

ATTACHMENT 3

DELIVERABLES AND APPROVED PROJECT SCHEDULE

Texas Department of Transportation
Amtrak Grade Crossing Improvement Project

I. DELIVERABLES AND APPROVED PROJECT SCHEDULE

The deliverables associated with this Agreement are listed below. The Grantee must complete these deliverables to FRA's satisfaction to be authorized for funding reimbursement and for the Project to be considered complete.

Unless otherwise approved, requests for extensions of the Project Performance Period must be submitted not later than 90 days before the end of the Project Performance Period, consistent with Section 4(b) of Attachment 1.

Deliverables and Approved Project Schedule

<u>Task #</u>	<u>Deliverable Name</u>	<u>Due Date</u>
1	Detailed Project Work Plan, Budget, Schedule	Within 90 days of Agreement Execution Date
2	Environmental Review	June 30, 2023
3	Preliminary Engineering	December 30, 2023
3	Final Design	November 1, 2024
4	Construction	January 30, 2027
1	Final Performance Report	Within 120 days from Performance Period End Date

ATTACHMENT 4

APPROVED PROJECT BUDGET

Texas Department of Transportation Amtrak Grade Crossing Improvement Project

I. APPROVED PROJECT BUDGET

The total estimated cost of the Project is \$36,500,000, for which the FRA grant will contribute up to 800% of the total Project cost, not to \$29,200,000. The Grantee's Non-Federal Contribution is comprised of cash contributions only in the amount of \$7,300,000. Any additional expense required beyond that provided in this Agreement to complete the Project will be borne by the Grantee.

Project Budget by Task

Task #	Task Name	Federal (FRA) Contribution	Non-Federal Contribution	Total Cost
1	Detailed Project Work Plan	\$0	\$100,000.00	\$100,000.00
2	Environmental Review	\$0	\$250,000.00	\$250,000.00
3	Preliminary Engineering and Final Design	\$0	\$3,650,000.00	\$3,650,000.00
4	Construction	\$29,200,000.00	\$3,200,000.00	\$32,400,000.00
5	Project Closeout	\$0.00	\$100,000.00	\$100,000.00
Total		\$29,200,000.00	\$7,300,000.00	\$36,500,000.00

Revisions to the Approved Project Budget shall be made in compliance with Attachment 1 of this Agreement. The Grantee will document expenditures by task, and by Federal and Non-Federal Contributions, when seeking reimbursement from FRA.

ATTACHMENT 4

Project Budget by Source

Funding Source	Project Contribution Amount	Percentage of Total Project Cost
Federal Contribution (Amount of FRA Grant)	\$ 29,200,000.00	80%
Non-Federal Contribution	\$ 7,300,000.00	20%
Total Project Cost	\$36,500.000.00	100%

ATTACHMENT 5

PERFORMANCE MEASUREMENTS

Texas Department of Transportation Amtrak Grade Crossing Improvement Project

I. PERFORMANCE MEASUREMENTS

The table below contains the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess Grantee’s progress in achieving strategic goals and objectives. The Grantee will report on these performance measures per the frequency and duration specified in the table.

Upon Project completion, Grantee will submit reports comparing the Actual Project Performance of the new and or improved asset(s) against the Pre-Project (Baseline) Performance and Expected Post-Project Performance as described in Table 1 below. The Grantee need not include any analysis in addition to the described data; however, Grantee is welcome to provide information explaining the reported data. The Grantee will submit the performance measures report to the Regional Manager in accordance with Table 1 below.

Table 1: Performance Measurement Table

Performance Measure	Description of Measure	Measurement	Reporting
<i>Eliminating Passive Highway-Railroad Crossings</i>	<i>The number of passive railroad crossings that are eliminated and updated to active crossings along the Texas Eagle and Sunset Limited Amtrak Routes.</i>	Pre-Project (Baseline) Performance as of October 11, 2022: <i>Forty-six (46) Passive Crossings along the Texas Eagle and Sunset Limited Amtrak Routes</i>	Actual Project Performance After Project Completion: <i>Comparison of actual performance versus the baseline and expected post-project performance.</i>
			Frequency: <i>Confirmation of new active crossings with Final Performance Measure deliverable.</i>
		Expected Post-Project Performance: <i>0 Passive Crossings</i>	Duration: <i>Until the Project Performance Period end date.</i>

APPENDIX C

PROJECT DOCUMENTS



Highway Rail Grade Crossing Details and Project Rough Order of Magnitude Cost

DOT#	Subdivision	Street	Urban/ Rural	FSP PROJECT CODE	Install Warning Device with Fuel Cell	Correct Geometry	Utility Connection	Blocked Crossing Reports	Number of Grade Crossing Incidents	Number of Fatalities	Number of Injuries	Property Damage Only
415519N	AUSTIN	HOUSE STREET	Rural		\$ 500,000		\$ 50,000					
415574N	AUSTIN	RUSCH LANE	Rural		\$ 500,000							
415585B	AUSTIN	FRIESENHAHN ROAD	Rural		\$ 500,000				1	0	1	0
441065K	AUSTIN	PED TX STATE FOOTBALL	Urban		\$ 250,000		\$ 50,000	2				
441067Y	AUSTIN	TX STATE BASEBALL	Rural		\$ 250,000		\$ 50,000					
975080N	AUSTIN	PEDESTRIAN AMTRAK	Urban		\$ 250,000		\$ 50,000					
450660C	BEAUMONT	CR 621	Rural	FSP-2021-067	\$ 500,000				2	0	1	1
742754L	DEL RIO	CR 5217	Rural		\$ 500,000	\$ 500,000	\$ 150,000					
742854R	DEL RIO	CR 212	Rural		\$ 500,000	\$ 500,000	\$ 50,000		1	0	0	1
742919G	DEL RIO	CR 5463	Rural		\$ 500,000	\$ 500,000						
742967W	DEL RIO	LAS MORAS RD	Rural		\$ 500,000	\$ 500,000	\$ 150,000					
743087V	DEL RIO	STANDARD LN	Rural		\$ 500,000	\$ 500,000	\$ 150,000					
920430A	DEL RIO	CR 0451	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
742681D	GLIDDEN	SANDY PINE RD	Rural		\$ 500,000		\$ 50,000					
742682K	GLIDDEN	MULE CREEK RD	Rural		\$ 500,000	\$ 500,000	\$ 50,000		1	0	0	1
742689H	GLIDDEN	DAVIS ST	Rural	FSP-2020-019	\$ 500,000	\$ 500,000	\$ 50,000	12	1	0	0	1
742707D	GLIDDEN	KRUEGER ROAD	Rural		\$ 500,000							
763895D	GLIDDEN	BUCEK ROAD	Rural		\$ 500,000		\$ 50,000					
763904A	GLIDDEN	S KNEZEK RD	Rural		\$ 500,000		\$ 150,000					
763929V	GLIDDEN	WHISTLEVILLE ROAD	Rural	FSP-2020-040	\$ 500,000	\$ 500,000			1	1	0	0
794546D	LITTLE ROCK	CR 4224	Rural		\$ 500,000	\$ 500,000	\$ 150,000					
794554V	LITTLE ROCK	CR 1875	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
794559E	LITTLE ROCK	HOWE RD	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
794564B	LITTLE ROCK	STALLS RD	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
794695E	MINEOLA	CR 3390	Rural		\$ 500,000	\$ 500,000	\$ 50,000		1	0	0	1
		WOODVALE FISHING CLUB										
794703U	MINEOLA	LAKE RD	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
794735A	MINEOLA	CR 1912	Rural		\$ 500,000	\$ 500,000						
794740V	MINEOLA	CR 3525	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
794767F	MINEOLA	BURCH STREET	Rural		\$ 500,000	\$ 500,000	\$ 50,000					
763861J	SANDERSON	2ND ST	Rural		\$ 500,000							
763874K	SANDERSON	FM 1865	Rural		\$ 500,000	\$ 250,000	\$ 150,000					
764098R	SANDERSON	HARDGROVE WINTERS RD	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
764102D	SANDERSON	OLD HWY 90	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
920454N	SANDERSON	LEE ST	Rural		\$ 500,000							
742889S	VALENTINE	LOBO RD	Rural		\$ 500,000	\$ 250,000			1	0	0	1
742890L	VALENTINE	CR 2518	Rural		\$ 500,000	\$ 250,000						
742892A	VALENTINE	CR 1026/Lasca Rd	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
742894N	VALENTINE	CR 1025/Lasca Rd	Rural		\$ 500,000							
742900P	VALENTINE	CR 1092/Acala Rd	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
764207S	VALENTINE	CR 0023/Golf Course Rd	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
764212N	VALENTINE	CR 0022/W Washington St	Rural		\$ 500,000	\$ 250,000	\$ 50,000		2	0	1	1
764219L	VALENTINE	CR 0151/Scott Crossing Rd	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
764220F	VALENTINE	CR 1007/Guest Rand Rd	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
764221M	VALENTINE	CR 1011	Rural		\$ 500,000	\$ 250,000	\$ 50,000					
416215B	WACO SUB	MILLS LN	Rural	FSP-2021-128	\$ 500,000		\$ 50,000		2	1	2	0
416226N	WACO SUB	HARBER RD	Rural		\$ 500,000							
Total					\$ 22,250,000	\$ 12,000,000	\$ 2,250,000	\$ 36,500,000				
URBAN					\$ 500,000	\$ -	\$ 100,000	\$ 600,000	1.64%			
RURAL					\$ 21,750,000	\$ 12,000,000	\$ 2,150,000	\$ 35,900,000	98.36%			

Final improvements will be determined during a diagnostic review of each crossing location.



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 7:45 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1288.88	1288.88	1288.88	1288.88	1288.88	1288.88	1288.88	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1288.88	1288.88	1288.88	1288.88	1288.88	1288.88	1288.88	1288.88			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1451.65	1451.65	1451.65	1451.65	1451.65	1451.65	1451.65	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1451.65	1451.65	1451.65	1451.65	1451.65	1451.65	1451.65	1451.65			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.993086	0.993086	0.993086	0.993086	0.993086	0.993086	0.993086	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.993086	0.993086	0.993086	0.993086	0.993086	0.993086	0.993086	0.993086			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.044443	-0.044443	-0.044443	-0.044443	-0.044443	-0.044443	0.044443	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.044443	-0.044443	-0.044443	-0.044443	-0.044443	-0.044443	0.044443	-0.044443		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	161.824	161.824	161.824	161.824	161.824	161.824	161.824	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	161.824	161.824	161.824	161.824	161.824	161.824	161.824	161.824		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1632.66	1632.66	1632.66	1632.66	1632.66	1632.66	1632.66	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1632.66	1632.66	1632.66	1632.66	1632.66	1632.66	1632.66	1632.66		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-181.009	-181.009	-181.009	-181.009	-181.009	-181.009	-181.009	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-181.009	-181.009	-181.009	-181.009	-181.009	-181.009	-181.009	-181.009		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.889133	0.889133	0.889133	0.889133	0.889133	0.889133	0.889133	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.889133	0.889133	0.889133	0.889133	0.889133	0.889133	0.889133	0.889133		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	5.51874	5.51874	5.51874	5.51874	5.51874	5.51874	5.51874	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	5.51874	5.51874	5.51874	5.51874	5.51874	5.51874	5.51874	5.51874		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	145.165	145.165	145.165	145.165	145.165	145.165	145.165	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	145.165	145.165	145.165	145.165	145.165	145.165	145.165	145.165		
15	Safety Benefit, GCX 1, thous \$ PV, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345		
17	Safety Benefit, GCX 3, thous \$ PV, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199		
18	Safety Benefit, GCX 4, thous \$ PV, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239		
19	Safety Benefit, GCX 5, thous \$ PV, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395		
20	Safety Benefit, GCX 6, thous \$ PV, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35		
21	Travel Time Savings, GCX 1, thous \$ PV, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Travel Time Savings, GCX 2, thous \$ PV, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Travel Time Savings, GCX 3, thous \$ PV, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
24	Travel Time Savings, GCX 4, thous \$ PV, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
25	Travel Time Savings, GCX 5, thous \$ PV, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
26	Travel Time Savings, GCX 6, thous \$ PV, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
27	Environmental Benefit, GCX 1, thous \$ PV, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
28	Environmental Benefit, GCX 2, thous \$ PV, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
29	Environmental Benefit, GCX 3, thous \$ PV, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
30	Environmental Benefit, GCX 4, thous \$ PV, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
31	Environmental Benefit, GCX 5, thous \$ PV, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
32	Environmental Benefit, GCX 6, thous \$ PV, MP 234.06										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
33	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 179.45										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
34	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 208.532										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
35	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 208.754										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
36	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 216.66										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
37	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 231.34										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
38	Benefit Veh Op Cost, GCX 6, thous \$ PV, MP 234.06										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
39	Network Benefits, GCX 1, thous \$ PV, MP 179.45										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
40	Network Benefits, GCX 2, thous \$ PV, MP 208.532										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
41	Network Benefits, GCX 3, thous \$ PV, MP 208.754										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
42	Network Benefits, GCX 4, thous \$ PV, MP 216.66										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
43	Network Benefits, GCX 5, thous \$ PV, MP 231.34										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
44	Network Benefits, GCX 6, thous \$ PV, MP 234.06										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
45	Total Benefits, GCX 1, thous \$ PV, MP 179.45										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035	15.5035			
46	Total Benefits, GCX 2, thous \$ PV, MP 208.532										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345	7.81345			
47	Total Benefits, GCX 3, thous \$ PV, MP 208.754										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199	4.85199			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
48	Total Benefits, GCX 4, thous \$ PV, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239	48.6239		
49	Total Benefits, GCX 5, thous \$ PV, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395	67.7395		
50	Total Benefits, GCX 6, thous \$ PV, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35	1144.35		
51	Total Costs, GCX 1, thous \$ PV, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	199.923		
52	Total Costs, GCX 2, thous \$ PV, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	199.923		
53	Total Costs, GCX 3, thous \$ PV, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	199.923	199.923	199.923	199.923	199.923	199.923	199.923	199.923		
54	Total Costs, GCX 4, thous \$ PV, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	366.509	366.509	366.509	366.509	366.509	366.509	366.509	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	366.509	366.509	366.509	366.509	366.509	366.509	366.509	366.509		
55	Total Costs, GCX 5, thous \$ PV, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
56	Total Costs, GCX 6, thous \$ PV, MP 234.06										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191			
57	Net Benefit thous \$ PV, 600 1, 1, MP 179.45										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	-184.42	-184.42	-184.42	-184.42	-184.42	-184.42	-184.42	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	-184.42	-184.42	-184.42	-184.42	-184.42	-184.42	-184.42	-184.42			
58	Net Benefit thous \$ PV, 600 2, 1, MP 208.532										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	-192.11	-192.11	-192.11	-192.11	-192.11	-192.11	-192.11	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	-192.11	-192.11	-192.11	-192.11	-192.11	-192.11	-192.11	-192.11			
59	Net Benefit thous \$ PV, 600 3, 1, MP 208.754										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	-195.071	-195.071	-195.071	-195.071	-195.071	-195.071	-195.071	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	-195.071	-195.071	-195.071	-195.071	-195.071	-195.071	-195.071	-195.071			
60	Net Benefit thous \$ PV, 600 4, 1, MP 216.66										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	-317.885	-317.885	-317.885	-317.885	-317.885	-317.885	-317.885	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	-317.885	-317.885	-317.885	-317.885	-317.885	-317.885	-317.885	-317.885			
61	Net Benefit thous \$ PV, 600 5, 1, MP 231.34										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	-265.452	-265.452	-265.452	-265.452	-265.452	-265.452	-265.452	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	-265.452	-265.452	-265.452	-265.452	-265.452	-265.452	-265.452	-265.452			
62	Net Benefit thous \$ PV, 600 6, 1, MP 234.06										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	811.156	811.156	811.156	811.156	811.156	811.156	811.156	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	811.156	811.156	811.156	811.156	811.156	811.156	811.156	811.156			
63	Decrease in pred. fatal acc., first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
64	Decrease in pred. fatal acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.012146	NaN	NaN	NaN
		0.012146	0.012146	0.012146	0.012146	0.012146	0.012146				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.012146	0.012146	0.012146	0.012146	0.012146	0.012146	0.012146		0.012146	
65	Decrease in pred. fatal acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.012934	NaN	NaN	NaN
		0.012934	0.012934	0.012934	0.012934	0.012934	0.012934				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.012934	0.012934	0.012934	0.012934	0.012934	0.012934	0.012934		0.012934	
66	Decrease in pred. injury acc., first year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
67	Decrease in pred. injury acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.022691	NaN	NaN	NaN
		0.022691	0.022691	0.022691	0.022691	0.022691	0.022691				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.022691	0.022691	0.022691	0.022691	0.022691	0.022691	0.022691		0.022691	
68	Decrease in pred. injury acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.023666	NaN	NaN	NaN
		0.023666	0.023666	0.023666	0.023666	0.023666	0.023666				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.023666	0.023666	0.023666	0.023666	0.023666	0.023666	0.023666		0.023666	
69	Decrease in pred. PDO acc., first year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
70	Decrease in pred. PDO acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.052919	NaN	NaN	NaN
		0.052919	0.052919	0.052919	0.052919	0.052919	0.052919				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.052919	0.052919	0.052919	0.052919	0.052919	0.052919	0.052919		0.052919	
71	Decrease in pred. PDO acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.053661	NaN	NaN	NaN
		0.053661	0.053661	0.053661	0.053661	0.053661	0.053661				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.053661	0.053661	0.053661	0.053661	0.053661	0.053661	0.053661		0.053661	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
73	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
74	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
75	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
76	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
77	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
78	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
79	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in pred. injuries highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
81	Decrease in pred. injuries train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
82	Decrease in pred. injuries train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
83	Decrease in pred. injuries train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
84	Decrease in pred. accidents, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
85	Decrease in pred. accidents, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
86	Decrease in pred. accidents, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
87	Decrease in delay auto, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
88	Decrease in delay auto, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
89	Decrease in delay auto, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
90	Decrease in delay trucks, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
91	Decrease in delay trucks, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
92	Decrease in delay trucks, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
93	Decrease in delay buses, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
94	Decrease in delay buses, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
95	Decrease in delay buses, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
97	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
98	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
99	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
100	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
101	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
102	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
103	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
104	Decrease in oil consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
105	Decrease in CO emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
106	Decrease in CO emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
107	Decrease in CO emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
108	Decrease in VOC emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
109	Decrease in VOC emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
110	Decrease in VOC emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
111	Decrease in NOx emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
112	Decrease in NOx emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
113	Decrease in NOx emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
114	Decrease in PM emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
115	Decrease in PM emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
116	Decrease in PM emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
117	Decrease in SOX emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
118	Decrease in SOX emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
119	Decrease in SOX emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
120	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
121	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
122	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
123	Salvage value, GCX 1, thous \$ PV, MP 179.45										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152		19.8152	
124	Salvage value, GCX 2, thous \$ PV, MP 208.532										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152		19.8152	
125	Salvage value, GCX 3, thous \$ PV, MP 208.754										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		19.8152	19.8152	19.8152	19.8152	19.8152	19.8152	19.8152		19.8152	
126	Salvage value, GCX 4, thous \$ PV, MP 216.66										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279		36.3279	
127	Salvage value, GCX 5, thous \$ PV, MP 231.34										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		33.0253	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
128	Salvage value, GCX 6, thous \$ PV, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		
129	Max queue length first year, GCX 1, PCE, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
130	Max queue length first year, GCX 2, PCE, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
131	Max queue length first year, GCX 3, PCE, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
132	Max queue length first year, GCX 4, PCE, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
133	Max queue length first year, GCX 5, PCE, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
134	Max queue length first year, GCX 6, PCE, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
135	Max queue length, l.y.n.t, GCX 1, PCE, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
136	Max queue length, l.y.n.t, GCX 2, PCE, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
137	Max queue length, l.y.n.t, GCX 3, PCE, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
138	Max queue length, l.y.n.t, GCX 4, PCE, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
139	Max queue length, l.y.n.t, GCX 5, PCE, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
140	Max queue length, l.y.n.t, GCX 6, PCE, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
141	Max queue length, last year, GCX 1, PCE, MP 179.45									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
142	Max queue length, last year, GCX 2, PCE, MP 208.532									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
143	Max queue length, last year, GCX 3, PCE, MP 208.754									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	

Result
No.:

Result Variable Description

Percentile Summary							Summary Statistics			
144	Max queue length, last year, GCX 4, PCE, MP 216.66									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
145	Max queue length, last year, GCX 5, PCE, MP 231.34									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
146	Max queue length, last year, GCX 6, PCE, MP 234.06									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 8:26 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	2364.82	2364.82	2364.82	2364.82	2364.82	2364.82	2364.82	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	2364.82	2364.82	2364.82	2364.82	2364.82	2364.82	2364.82	2364.82			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1.77372	1.77372	1.77372	1.77372	1.77372	1.77372	1.77372	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1.77372	1.77372	1.77372	1.77372	1.77372	1.77372	1.77372	1.77372			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.000786	-0.000786	-0.000786	-0.000786	-0.000786	-0.000786	0.00078€	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.00078€	-0.000786	-0.000786	-0.000786	-0.000786	-0.000786	0.00078€	-0.00078€		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2031.63	2031.63	2031.63	2031.63	2031.63	2031.63	2031.63	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2031.63	2031.63	2031.63	2031.63	2031.63	2031.63	2031.63	2031.63		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	7.09748	7.09748	7.09748	7.09748	7.09748	7.09748	7.09748	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	7.09748	7.09748	7.09748	7.09748	7.09748	7.09748	7.09748	7.09748		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	99.999	99.999	99.999	99.999	99.999	99.999	99.999	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	99.999	99.999	99.999	99.999	99.999	99.999	99.999	99.999		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	236.482	236.482	236.482	236.482	236.482	236.482	236.482	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	236.482	236.482	236.482	236.482	236.482	236.482	236.482	236.482		
15	Safety Benefit, GCX 1, thous \$ PV, MP 404.65									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
16	Travel Time Savings, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
17	Environmental Benefit, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
18	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
19	Network Benefits, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
20	Total Benefits, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02	2330.02			
21	Total Costs, GCX 1, thous \$ PV, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191			
22	Net Benefit thous \$ PV, 600 1, 1, MP 404.65										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1996.83	1996.83	1996.83	1996.83	1996.83	1996.83	1996.83	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1996.83	1996.83	1996.83	1996.83	1996.83	1996.83	1996.83	1996.83			
23	Decrease in pred. fatal acc., first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
24	Decrease in pred. fatal acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.022203	NaN	NaN	NaN
		0.022203	0.022203	0.022203	0.022203	0.022203	0.022203				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.022203	0.022203	0.022203	0.022203	0.022203	0.022203	0.022203		0.022203	
25	Decrease in pred. fatal acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.023096	NaN	NaN	NaN
		0.023096	0.023096	0.023096	0.023096	0.023096	0.023096				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.023096	0.023096	0.023096	0.023096	0.023096	0.023096	0.023096		0.023096	
26	Decrease in pred. injury acc., first year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
27	Decrease in pred. injury acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.039477	NaN	NaN	NaN
		0.039477	0.039477	0.039477	0.039477	0.039477	0.039477				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.039477	0.039477	0.039477	0.039477	0.039477	0.039477	0.039477		0.039477	
28	Decrease in pred. injury acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.040193	NaN	NaN	NaN
		0.040193	0.040193	0.040193	0.040193	0.040193	0.040193				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.040193	0.040193	0.040193	0.040193	0.040193	0.040193	0.040193		0.040193	
29	Decrease in pred. PDO acc., first year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
30	Decrease in pred. PDO acc., last year near term							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.094052	NaN	NaN	NaN
		0.094052	0.094052	0.094052	0.094052	0.094052	0.094052				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.094052	0.094052	0.094052	0.094052	0.094052	0.094052	0.094052		0.094052	
31	Decrease in pred. PDO acc., last year							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0.093952	NaN	NaN	NaN
		0.093952	0.093952	0.093952	0.093952	0.093952	0.093952				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.093952	0.093952	0.093952	0.093952	0.093952	0.093952	0.093952		0.093952	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
32	Decrease in pred.. fatalities highway, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
33	Decrease in pred. fatalities highway, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
34	Decrease in pred. fatalities highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
35	Decrease in pred. fatalities train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
36	Decrease in pred. fatalities train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
37	Decrease in pred. fatalities train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
38	Decrease in pred. injuries highway, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
39	Decrease in pred. injuries highway, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
40	Decrease in pred. injuries highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
41	Decrease in pred. injuries train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
42	Decrease in pred. injuries train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
43	Decrease in pred. injuries train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
44	Decrease in pred. accidents, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
45	Decrease in pred. accidents, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
46	Decrease in pred. accidents, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
47	Decrease in delay auto, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
48	Decrease in delay auto, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
49	Decrease in delay auto, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
50	Decrease in delay trucks, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
51	Decrease in delay trucks, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
52	Decrease in delay trucks, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
53	Decrease in delay buses, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
54	Decrease in delay buses, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
55	Decrease in delay buses, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
56	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
57	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
58	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
59	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
60	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
61	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
62	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
63	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
64	Decrease in oil consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
65	Decrease in CO emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
66	Decrease in CO emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
67	Decrease in CO emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
68	Decrease in VOC emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
69	Decrease in VOC emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
70	Decrease in VOC emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
71	Decrease in NOx emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in NOx emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
73	Decrease in NOx emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
74	Decrease in PM emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
75	Decrease in PM emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
76	Decrease in PM emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
77	Decrease in SOX emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
78	Decrease in SOX emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
79	Decrease in SOX emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
80	Decrease in CO2 emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
81	Decrease in CO2 emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
82	Decrease in CO2 emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
83	Salvage value, GCX 1, thous \$ PV, MP 404.65									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		
84	Max queue length first year, GCX 1, PCE, MP 404.65									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
85	Max queue length, l.y.n.t, GCX 1, PCE, MP 404.65									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
86	Max queue length, last year, GCX 1, PCE, MP 404.65									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 8:15 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1375.98	1375.98	1375.98	1375.98	1375.98	1375.98	1375.98	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1375.98	1375.98	1375.98	1375.98	1375.98	1375.98	1375.98	1375.98			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1743.61	1743.61	1743.61	1743.61	1743.61	1743.61	1743.61	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1743.61	1743.61	1743.61	1743.61	1743.61	1743.61	1743.61	1743.61			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1.05556	1.05556	1.05556	1.05556	1.05556	1.05556	1.05556	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1.05556	1.05556	1.05556	1.05556	1.05556	1.05556	1.05556	1.05556			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.001425	-0.001425	-0.001425	-0.001425	-0.001425	-0.001425	0.001425	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001425	-0.001425	-0.001425	-0.001425	-0.001425	-0.001425	0.001425	-0.001425		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	366.581	366.581	366.581	366.581	366.581	366.581	366.581	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	366.581	366.581	366.581	366.581	366.581	366.581	366.581	366.581		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	3698.3	3698.3	3698.3	3698.3	3698.3	3698.3	3698.3	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	3698.3	3698.3	3698.3	3698.3	3698.3	3698.3	3698.3	3698.3		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69	-1954.69		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.471463	0.471463	0.471463	0.471463	0.471463	0.471463	0.471463	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.471463	0.471463	0.471463	0.471463	0.471463	0.471463	0.471463	0.471463		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.044005	-0.044005	-0.044005	-0.044005	-0.044005	-0.044005	0.044005	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.044005	-0.044005	-0.044005	-0.044005	-0.044005	-0.044005	0.044005	-0.044005		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	174.361	174.361	174.361	174.361	174.361	174.361	174.361	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	174.361	174.361	174.361	174.361	174.361	174.361	174.361	174.361		
15	Safety Benefit, GCX 1, thous \$ PV, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086		
17	Safety Benefit, GCX 3, thous \$ PV, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06		
18	Safety Benefit, GCX 4, thous \$ PV, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944		
19	Safety Benefit, GCX 5, thous \$ PV, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626		
20	Travel Time Savings, GCX 1, thous \$ PV, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
21	Travel Time Savings, GCX 2, thous \$ PV, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Travel Time Savings, GCX 3, thous \$ PV, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Travel Time Savings, GCX 4, thous \$ PV, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
24	Travel Time Savings, GCX 5, thous \$ PV, MP 348.78										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
25	Environmental Benefit, GCX 1, thous \$ PV, MP 253.71										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
26	Environmental Benefit, GCX 2, thous \$ PV, MP 265.82										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
27	Environmental Benefit, GCX 3, thous \$ PV, MP 319.39										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
28	Environmental Benefit, GCX 4, thous \$ PV, MP 347.94										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
29	Environmental Benefit, GCX 5, thous \$ PV, MP 348.78										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
30	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 253.71										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
31	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 265.82										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
32	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
33	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
34	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
35	Network Benefits, GCX 1, thous \$ PV, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
36	Network Benefits, GCX 2, thous \$ PV, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
37	Network Benefits, GCX 3, thous \$ PV, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
38	Network Benefits, GCX 4, thous \$ PV, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
39	Network Benefits, GCX 5, thous \$ PV, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
40	Total Benefits, GCX 1, thous \$ PV, MP 253.71										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546	34.6546			
41	Total Benefits, GCX 2, thous \$ PV, MP 265.82										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086	48.4086			
42	Total Benefits, GCX 3, thous \$ PV, MP 319.39										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06	1231.06			
43	Total Benefits, GCX 4, thous \$ PV, MP 347.94										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944	34.0944			
44	Total Benefits, GCX 5, thous \$ PV, MP 348.78										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626	27.7626			
45	Total Costs, GCX 1, thous \$ PV, MP 253.71										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68			
46	Total Costs, GCX 2, thous \$ PV, MP 265.82										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	766.314	766.314	766.314	766.314	766.314	766.314	766.314	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	766.314	766.314	766.314	766.314	766.314	766.314	766.314	766.314			
47	Total Costs, GCX 3, thous \$ PV, MP 319.39										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68			

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
48	Total Costs, GCX 4, thous \$ PV, MP 347.94												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		766.314	766.314	766.314	766.314	766.314	766.314	766.314	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		766.314	766.314	766.314	766.314	766.314	766.314	766.314		766.314			
49	Total Costs, GCX 5, thous \$ PV, MP 348.78												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		766.314	766.314	766.314	766.314	766.314	766.314	766.314	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		766.314	766.314	766.314	766.314	766.314	766.314	766.314		766.314			
50	Net Benefit thous \$ PV, 600 1, 1, MP 253.71												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-665.025	-665.025	-665.025	-665.025	-665.025	-665.025	-665.025	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-665.025	-665.025	-665.025	-665.025	-665.025	-665.025	-665.025		-665.025			
51	Net Benefit thous \$ PV, 600 2, 1, MP 265.82												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-717.905	-717.905	-717.905	-717.905	-717.905	-717.905	-717.905	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-717.905	-717.905	-717.905	-717.905	-717.905	-717.905	-717.905		-717.905			
52	Net Benefit thous \$ PV, 600 3, 1, MP 319.39												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		531.378	531.378	531.378	531.378	531.378	531.378	531.378	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		531.378	531.378	531.378	531.378	531.378	531.378	531.378		531.378			
53	Net Benefit thous \$ PV, 600 4, 1, MP 347.94												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-732.219	-732.219	-732.219	-732.219	-732.219	-732.219	-732.219	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-732.219	-732.219	-732.219	-732.219	-732.219	-732.219	-732.219		-732.219			
54	Net Benefit thous \$ PV, 600 5, 1, MP 348.78												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-738.551	-738.551	-738.551	-738.551	-738.551	-738.551	-738.551	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-738.551	-738.551	-738.551	-738.551	-738.551	-738.551	-738.551		-738.551			
55	Decrease in pred. fatal acc., first year												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
56	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.013048	0.013048	0.013048	0.013048	0.013048	0.013048	0.013048	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.013048	0.013048	0.013048	0.013048	0.013048	0.013048	0.013048	0.013048		
57	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.013801	0.013801	0.013801	0.013801	0.013801	0.013801	0.013801	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.013801	0.013801	0.013801	0.013801	0.013801	0.013801	0.013801	0.013801		
58	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
59	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.022357	0.022357	0.022357	0.022357	0.022357	0.022357	0.022357	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.022357	0.022357	0.022357	0.022357	0.022357	0.022357	0.022357	0.022357		
60	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.023121	0.023121	0.023121	0.023121	0.023121	0.023121	0.023121	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.023121	0.023121	0.023121	0.023121	0.023121	0.023121	0.023121	0.023121		
61	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
62	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.022915	0.022915	0.022915	0.022915	0.022915	0.022915	0.022915	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.022915	0.022915	0.022915	0.022915	0.022915	0.022915	0.022915	0.022915		
63	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.023762	0.023762	0.023762	0.023762	0.023762	0.023762	0.023762	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.023762	0.023762	0.023762	0.023762	0.023762	0.023762	0.023762	0.023762		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
64	Decrease in pred.. fatalities highway, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
65	Decrease in pred. fatalities highway, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
66	Decrease in pred. fatalities highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
67	Decrease in pred. fatalities train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
68	Decrease in pred. fatalities train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
69	Decrease in pred. fatalities train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
70	Decrease in pred. injuries highway, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
71	Decrease in pred. injuries highway, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
72	Decrease in pred. injuries highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
73	Decrease in pred. injuries train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
74	Decrease in pred. injuries train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
75	Decrease in pred. injuries train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
76	Decrease in pred. accidents, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
77	Decrease in pred. accidents, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
78	Decrease in pred. accidents, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
79	Decrease in delay auto, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
80	Decrease in delay auto, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
81	Decrease in delay auto, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
82	Decrease in delay trucks, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
83	Decrease in delay trucks, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
84	Decrease in delay trucks, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
85	Decrease in delay buses, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
86	Decrease in delay buses, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	
87	Decrease in delay buses, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
89	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
90	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
91	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
92	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
93	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
94	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
95	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in oil consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
97	Decrease in CO emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
98	Decrease in CO emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
99	Decrease in CO emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
100	Decrease in VOC emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
101	Decrease in VOC emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
102	Decrease in VOC emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
103	Decrease in NOx emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
104	Decrease in NOx emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
105	Decrease in NOx emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
106	Decrease in PM emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
107	Decrease in PM emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
108	Decrease in PM emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
109	Decrease in SOX emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
110	Decrease in SOX emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
111	Decrease in SOX emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
112	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
113	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
114	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
115	Salvage value, GCX 1, thous \$ PV, MP 253.71										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
116	Salvage value, GCX 2, thous \$ PV, MP 265.82										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582		75.9582	
117	Salvage value, GCX 3, thous \$ PV, MP 319.39										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
118	Salvage value, GCX 4, thous \$ PV, MP 347.94										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582		75.9582	
119	Salvage value, GCX 5, thous \$ PV, MP 348.78										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582		75.9582	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
120	Max queue length first year, GCX 1, PCE, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
121	Max queue length first year, GCX 2, PCE, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
122	Max queue length first year, GCX 3, PCE, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
123	Max queue length first year, GCX 4, PCE, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
124	Max queue length first year, GCX 5, PCE, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
125	Max queue length, l.y.n.t, GCX 1, PCE, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
126	Max queue length, l.y.n.t, GCX 2, PCE, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
127	Max queue length, l.y.n.t, GCX 3, PCE, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
128	Max queue length, l.y.n.t, GCX 4, PCE, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
129	Max queue length, l.y.n.t, GCX 5, PCE, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
130	Max queue length, last year, GCX 1, PCE, MP 253.71									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
131	Max queue length, last year, GCX 2, PCE, MP 265.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
132	Max queue length, last year, GCX 3, PCE, MP 319.39									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
133	Max queue length, last year, GCX 4, PCE, MP 347.94									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
134	Max queue length, last year, GCX 5, PCE, MP 348.78									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 8:42 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	5636.39	5636.39	5636.39	5636.39	5636.39	5636.39	5636.39	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	5636.39	5636.39	5636.39	5636.39	5636.39	5636.39	5636.39	5636.39			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	5994.05	5994.05	5994.05	5994.05	5994.05	5994.05	5994.05	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	5994.05	5994.05	5994.05	5994.05	5994.05	5994.05	5994.05	5994.05			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	4.28885	4.28885	4.28885	4.28885	4.28885	4.28885	4.28885	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	4.28885	4.28885	4.28885	4.28885	4.28885	4.28885	4.28885	4.28885			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.006475	-0.006475	-0.006475	-0.006475	-0.006475	-0.006475	0.006475	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.006475	-0.006475	-0.006475	-0.006475	-0.006475	-0.006475	0.006475	-0.006475		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	353.371	353.371	353.371	353.371	353.371	353.371	353.371	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	353.371	353.371	353.371	353.371	353.371	353.371	353.371	353.371		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	3565.07	3565.07	3565.07	3565.07	3565.07	3565.07	3565.07	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	3565.07	3565.07	3565.07	3565.07	3565.07	3565.07	3565.07	3565.07		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2428.97	2428.97	2428.97	2428.97	2428.97	2428.97	2428.97	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2428.97	2428.97	2428.97	2428.97	2428.97	2428.97	2428.97	2428.97		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1.68132	1.68132	1.68132	1.68132	1.68132	1.68132	1.68132	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1.68132	1.68132	1.68132	1.68132	1.68132	1.68132	1.68132	1.68132		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	17.0025	17.0025	17.0025	17.0025	17.0025	17.0025	17.0025	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	17.0025	17.0025	17.0025	17.0025	17.0025	17.0025	17.0025	17.0025		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	599.405	599.405	599.405	599.405	599.405	599.405	599.405	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	599.405	599.405	599.405	599.405	599.405	599.405	599.405	599.405		
15	Safety Benefit, GCX 1, thous \$ PV, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335		
17	Safety Benefit, GCX 3, thous \$ PV, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27		
18	Safety Benefit, GCX 4, thous \$ PV, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97		
19	Safety Benefit, GCX 5, thous \$ PV, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08		
20	Safety Benefit, GCX 6, thous \$ PV, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78		
21	Safety Benefit, GCX 7, thous \$ PV, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823		
22	Travel Time Savings, GCX 1, thous \$ PV, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Travel Time Savings, GCX 2, thous \$ PV, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
24	Travel Time Savings, GCX 3, thous \$ PV, MP 123.24										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
25	Travel Time Savings, GCX 4, thous \$ PV, MP 147.3										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
26	Travel Time Savings, GCX 5, thous \$ PV, MP 147.99										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
27	Travel Time Savings, GCX 6, thous \$ PV, MP 154.23										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
28	Travel Time Savings, GCX 7, thous \$ PV, MP 171.85										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
29	Environmental Benefit, GCX 1, thous \$ PV, MP 111.3										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
30	Environmental Benefit, GCX 2, thous \$ PV, MP 116.47										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
31	Environmental Benefit, GCX 3, thous \$ PV, MP 123.24										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
32	Environmental Benefit, GCX 4, thous \$ PV, MP 147.3										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
33	Environmental Benefit, GCX 5, thous \$ PV, MP 147.99										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
34	Environmental Benefit, GCX 6, thous \$ PV, MP 154.23										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
35	Environmental Benefit, GCX 7, thous \$ PV, MP 171.85										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
36	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 111.3										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
37	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 116.47										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
38	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 123.24										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
39	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 147.3										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
40	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
41	Benefit Veh Op Cost, GCX 6, thous \$ PV, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
42	Benefit Veh Op Cost, GCX 7, thous \$ PV, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
43	Network Benefits, GCX 1, thous \$ PV, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
44	Network Benefits, GCX 2, thous \$ PV, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
45	Network Benefits, GCX 3, thous \$ PV, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
46	Network Benefits, GCX 4, thous \$ PV, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
47	Network Benefits, GCX 5, thous \$ PV, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
48	Network Benefits, GCX 6, thous \$ PV, MP 154.23												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			
49	Network Benefits, GCX 7, thous \$ PV, MP 171.85												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			
50	Total Benefits, GCX 1, thous \$ PV, MP 111.3												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		48.6633	48.6633	48.6633	48.6633	48.6633	48.6633	48.6633		48.6633			
51	Total Benefits, GCX 2, thous \$ PV, MP 116.47												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		51.5335	51.5335	51.5335	51.5335	51.5335	51.5335	51.5335		51.5335			
52	Total Benefits, GCX 3, thous \$ PV, MP 123.24												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		1361.27	1361.27	1361.27	1361.27	1361.27	1361.27	1361.27		1361.27			
53	Total Benefits, GCX 4, thous \$ PV, MP 147.3												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		1228.97	1228.97	1228.97	1228.97	1228.97	1228.97	1228.97		1228.97			
54	Total Benefits, GCX 5, thous \$ PV, MP 147.99												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		1347.08	1347.08	1347.08	1347.08	1347.08	1347.08	1347.08		1347.08			
55	Total Benefits, GCX 6, thous \$ PV, MP 154.23												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		1524.78	1524.78	1524.78	1524.78	1524.78	1524.78	1524.78		1524.78			

Result No.:

Result Variable Description

Percentile Summary

Summary Statistics

56 Total Benefits, GCX 7, thous \$ PV, MP 171.85

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	74.0823	

57 Total Costs, GCX 1, thous \$ PV, MP 111.3

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
366.509	366.509	366.509	366.509	366.509	366.509	366.509	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
366.509	366.509	366.509	366.509	366.509	366.509	366.509	366.509	366.509	

58 Total Costs, GCX 2, thous \$ PV, MP 116.47

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
433.143	433.143	433.143	433.143	433.143	433.143	433.143	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
433.143	433.143	433.143	433.143	433.143	433.143	433.143	433.143	433.143	

59 Total Costs, GCX 3, thous \$ PV, MP 123.24

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
666.362	666.362	666.362	666.362	666.362	666.362	666.362	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
666.362	666.362	666.362	666.362	666.362	666.362	666.362	666.362	666.362	

60 Total Costs, GCX 4, thous \$ PV, MP 147.3

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68	

61 Total Costs, GCX 5, thous \$ PV, MP 147.99

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
366.509	366.509	366.509	366.509	366.509	366.509	366.509	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
366.509	366.509	366.509	366.509	366.509	366.509	366.509	366.509	366.509	

62 Total Costs, GCX 6, thous \$ PV, MP 154.23

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68	

63 Total Costs, GCX 7, thous \$ PV, MP 171.85

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
64	Net Benefit thous \$ PV, 600 1, 1, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-317.845	-317.845	-317.845	-317.845	-317.845	-317.845	-317.845	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-317.845	-317.845	-317.845	-317.845	-317.845	-317.845	-317.845	-317.845		
65	Net Benefit thous \$ PV, 600 2, 1, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-381.609	-381.609	-381.609	-381.609	-381.609	-381.609	-381.609	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-381.609	-381.609	-381.609	-381.609	-381.609	-381.609	-381.609	-381.609		
66	Net Benefit thous \$ PV, 600 3, 1, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	694.91	694.91	694.91	694.91	694.91	694.91	694.91	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	694.91	694.91	694.91	694.91	694.91	694.91	694.91	694.91		
67	Net Benefit thous \$ PV, 600 4, 1, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	529.294	529.294	529.294	529.294	529.294	529.294	529.294	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	529.294	529.294	529.294	529.294	529.294	529.294	529.294	529.294		
68	Net Benefit thous \$ PV, 600 5, 1, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	980.575	980.575	980.575	980.575	980.575	980.575	980.575	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	980.575	980.575	980.575	980.575	980.575	980.575	980.575	980.575		
69	Net Benefit thous \$ PV, 600 6, 1, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	825.103	825.103	825.103	825.103	825.103	825.103	825.103	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	825.103	825.103	825.103	825.103	825.103	825.103	825.103	825.103		
70	Net Benefit thous \$ PV, 600 7, 1, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-259.109	-259.109	-259.109	-259.109	-259.109	-259.109	-259.109	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-259.109	-259.109	-259.109	-259.109	-259.109	-259.109	-259.109	-259.109		
71	Decrease in pred. fatal acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
72	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.053717	0.053717	0.053717	0.053717	0.053717	0.053717	0.053717	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.053717	0.053717	0.053717	0.053717	0.053717	0.053717	0.053717	0.053717		
73	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.05637	0.05637	0.05637	0.05637	0.05637	0.05637	0.05637	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.05637	0.05637	0.05637	0.05637	0.05637	0.05637	0.05637	0.05637		
74	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
75	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.087556	0.087556	0.087556	0.087556	0.087556	0.087556	0.087556	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.087556	0.087556	0.087556	0.087556	0.087556	0.087556	0.087556	0.087556		
76	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.089731	0.089731	0.089731	0.089731	0.089731	0.089731	0.089731	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.089731	0.089731	0.089731	0.089731	0.089731	0.089731	0.089731	0.089731		
77	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
78	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.088869	0.088869	0.088869	0.088869	0.088869	0.088869	0.088869	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.088869	0.088869	0.088869	0.088869	0.088869	0.088869	0.088869	0.088869		
79	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.091219	0.091219	0.091219	0.091219	0.091219	0.091219	0.091219	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.091219	0.091219	0.091219	0.091219	0.091219	0.091219	0.091219	0.091219		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
81	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
82	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
83	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
84	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
85	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
86	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
87	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in pred. injuries highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
89	Decrease in pred. injuries train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
90	Decrease in pred. injuries train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
91	Decrease in pred. injuries train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
92	Decrease in pred. accidents, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
93	Decrease in pred. accidents, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
94	Decrease in pred. accidents, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
95	Decrease in delay auto, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in delay auto, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
97	Decrease in delay auto, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
98	Decrease in delay trucks, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
99	Decrease in delay trucks, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
100	Decrease in delay trucks, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
101	Decrease in delay buses, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
102	Decrease in delay buses, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
103	Decrease in delay buses, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
104	Decrease in gas consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
105	Decrease in gas consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
106	Decrease in gas consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
107	Decrease in diesel consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
108	Decrease in diesel consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
109	Decrease in diesel consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
110	Decrease in oil consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
111	Decrease in oil consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
112	Decrease in oil consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
113	Decrease in CO emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
114	Decrease in CO emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
115	Decrease in CO emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
116	Decrease in VOC emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
117	Decrease in VOC emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
118	Decrease in VOC emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
119	Decrease in NOx emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
120	Decrease in NOx emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
121	Decrease in NOx emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
122	Decrease in PM emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
123	Decrease in PM emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
124	Decrease in PM emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
125	Decrease in SOX emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
126	Decrease in SOX emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
127	Decrease in SOX emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
128	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
129	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
130	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
131	Salvage value, GCX 1, thous \$ PV, MP 111.3										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279		36.3279	
132	Salvage value, GCX 2, thous \$ PV, MP 116.47										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		42.9329	42.9329	42.9329	42.9329	42.9329	42.9329	42.9329	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		42.9329	42.9329	42.9329	42.9329	42.9329	42.9329	42.9329		42.9329	
133	Salvage value, GCX 3, thous \$ PV, MP 123.24										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		66.0507	66.0507	66.0507	66.0507	66.0507	66.0507	66.0507	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		66.0507	66.0507	66.0507	66.0507	66.0507	66.0507	66.0507		66.0507	
134	Salvage value, GCX 4, thous \$ PV, MP 147.3										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
135	Salvage value, GCX 5, thous \$ PV, MP 147.99										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279		36.3279	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
136	Salvage value, GCX 6, thous \$ PV, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		
137	Salvage value, GCX 7, thous \$ PV, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		
138	Max queue length first year, GCX 1, PCE, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
139	Max queue length first year, GCX 2, PCE, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
140	Max queue length first year, GCX 3, PCE, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
141	Max queue length first year, GCX 4, PCE, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
142	Max queue length first year, GCX 5, PCE, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
143	Max queue length first year, GCX 6, PCE, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
144	Max queue length first year, GCX 7, PCE, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
145	Max queue length, l.y.n.t, GCX 1, PCE, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
146	Max queue length, l.y.n.t, GCX 2, PCE, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
147	Max queue length, l.y.n.t, GCX 3, PCE, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
148	Max queue length, l.y.n.t, GCX 4, PCE, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
149	Max queue length, l.y.n.t, GCX 5, PCE, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
150	Max queue length, l.y.n.t, GCX 6, PCE, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
151	Max queue length, l.y.n.t, GCX 7, PCE, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result
No.:

Result Variable Description

Percentile Summary							Summary Statistics			
152	Max queue length, last year, GCX 1, PCE, MP 111.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
153	Max queue length, last year, GCX 2, PCE, MP 116.47									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
154	Max queue length, last year, GCX 3, PCE, MP 123.24									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
155	Max queue length, last year, GCX 4, PCE, MP 147.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
156	Max queue length, last year, GCX 5, PCE, MP 147.99									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
157	Max queue length, last year, GCX 6, PCE, MP 154.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
158	Max queue length, last year, GCX 7, PCE, MP 171.85									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 5:18 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	130.618	130.618	130.618	130.618	130.618	130.618	130.618	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	130.618	130.618	130.618	130.618	130.618	130.618	130.618	130.618			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	414.733	414.733	414.733	414.733	414.733	414.733	414.733	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	414.733	414.733	414.733	414.733	414.733	414.733	414.733	414.733			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.099081	0.099081	0.099081	0.099081	0.099081	0.099081	0.099081	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.099081	0.099081	0.099081	0.099081	0.099081	0.099081	0.099081	0.099081			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.001471	-0.001471	-0.001471	-0.001471	-0.001471	-0.001471	0.001471	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001471	-0.001471	-0.001471	-0.001471	-0.001471	-0.001471	0.001471	-0.001471		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	284.018	284.018	284.018	284.018	284.018	284.018	284.018	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	284.018	284.018	284.018	284.018	284.018	284.018	284.018	284.018		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2865.35	2865.35	2865.35	2865.35	2865.35	2865.35	2865.35	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2865.35	2865.35	2865.35	2865.35	2865.35	2865.35	2865.35	2865.35		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62	-2450.62		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.144741	0.144741	0.144741	0.144741	0.144741	0.144741	0.144741	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.144741	0.144741	0.144741	0.144741	0.144741	0.144741	0.144741	0.144741		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654	-4.55654		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	41.4733	41.4733	41.4733	41.4733	41.4733	41.4733	41.4733	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	41.4733	41.4733	41.4733	41.4733	41.4733	41.4733	41.4733	41.4733		
15	Safety Benefit, GCX 1, thous \$ PV, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634		
17	Safety Benefit, GCX 3, thous \$ PV, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209		
18	Safety Benefit, GCX 4, thous \$ PV, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447		
19	Travel Time Savings, GCX 1, thous \$ PV, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
20	Travel Time Savings, GCX 2, thous \$ PV, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
21	Travel Time Savings, GCX 3, thous \$ PV, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Travel Time Savings, GCX 4, thous \$ PV, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Environmental Benefit, GCX 1, thous \$ PV, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
24	Environmental Benefit, GCX 2, thous \$ PV, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
25	Environmental Benefit, GCX 3, thous \$ PV, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
26	Environmental Benefit, GCX 4, thous \$ PV, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
27	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
28	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
29	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
30	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
31	Network Benefits, GCX 1, thous \$ PV, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
32	Network Benefits, GCX 2, thous \$ PV, MP 35.86										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
33	Network Benefits, GCX 3, thous \$ PV, MP 41.9										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
34	Network Benefits, GCX 4, thous \$ PV, MP 46.59										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
35	Total Benefits, GCX 1, thous \$ PV, MP 27.265										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		42.1886	42.1886	42.1886	42.1886	42.1886	42.1886	42.1886		42.1886	
36	Total Benefits, GCX 2, thous \$ PV, MP 35.86										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		41.7634	41.7634	41.7634	41.7634	41.7634	41.7634	41.7634		41.7634	
37	Total Benefits, GCX 3, thous \$ PV, MP 41.9										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		16.2209	16.2209	16.2209	16.2209	16.2209	16.2209	16.2209		16.2209	
38	Total Benefits, GCX 4, thous \$ PV, MP 46.59										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		30.4447	30.4447	30.4447	30.4447	30.4447	30.4447	30.4447		30.4447	
39	Total Costs, GCX 1, thous \$ PV, MP 27.265										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		766.314	766.314	766.314	766.314	766.314	766.314	766.314	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		766.314	766.314	766.314	766.314	766.314	766.314	766.314		766.314	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
40	Total Costs, GCX 2, thous \$ PV, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	699.68	699.68	699.68	699.68	699.68	699.68		699.68	699.68	
41	Total Costs, GCX 3, thous \$ PV, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	699.68	699.68	699.68	699.68	699.68	699.68		699.68	699.68	
42	Total Costs, GCX 4, thous \$ PV, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	699.68	699.68	699.68	699.68	699.68	699.68		699.68	699.68	
43	Net Benefit thous \$ PV, 600 1, 1, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-724.125	-724.125	-724.125	-724.125	-724.125	-724.125	-724.125	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	-724.125	-724.125	-724.125	-724.125	-724.125	-724.125		-724.125	-724.125	
44	Net Benefit thous \$ PV, 600 2, 1, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-657.916	-657.916	-657.916	-657.916	-657.916	-657.916	-657.916	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	-657.916	-657.916	-657.916	-657.916	-657.916	-657.916		-657.916	-657.916	
45	Net Benefit thous \$ PV, 600 3, 1, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-683.459	-683.459	-683.459	-683.459	-683.459	-683.459	-683.459	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	-683.459	-683.459	-683.459	-683.459	-683.459	-683.459		-683.459	-683.459	
46	Net Benefit thous \$ PV, 600 4, 1, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-669.235	-669.235	-669.235	-669.235	-669.235	-669.235	-669.235	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	-669.235	-669.235	-669.235	-669.235	-669.235	-669.235		-669.235	-669.235	
47	Decrease in pred. fatal acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0	0	0	0	0	0		0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
48	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.00118	0.00118	0.00118	0.00118	0.00118	0.00118	0.00118	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.00118	0.00118	0.00118	0.00118	0.00118	0.00118	0.00118	0.00118		
49	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001414	0.001414	0.001414	0.001414	0.001414	0.001414	0.001414	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001414	0.001414	0.001414	0.001414	0.001414	0.001414	0.001414	0.001414		
50	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
51	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001963	0.001963	0.001963	0.001963	0.001963	0.001963	0.001963	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001963	0.001963	0.001963	0.001963	0.001963	0.001963	0.001963	0.001963		
52	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.002299	0.002299	0.002299	0.002299	0.002299	0.002299	0.002299	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.002299	0.002299	0.002299	0.002299	0.002299	0.002299	0.002299	0.002299		
53	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
54	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.002547	0.002547	0.002547	0.002547	0.002547	0.002547	0.002547	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.002547	0.002547	0.002547	0.002547	0.002547	0.002547	0.002547	0.002547		
55	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.002962	0.002962	0.002962	0.002962	0.002962	0.002962	0.002962	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.002962	0.002962	0.002962	0.002962	0.002962	0.002962	0.002962	0.002962		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
56	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
57	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
58	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
59	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
60	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
61	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
62	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
63	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
64	Decrease in pred. injuries highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
65	Decrease in pred. injuries train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
66	Decrease in pred. injuries train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
67	Decrease in pred. injuries train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
68	Decrease in pred. accidents, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
69	Decrease in pred. accidents, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
70	Decrease in pred. accidents, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
71	Decrease in delay auto, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in delay auto, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
73	Decrease in delay auto, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
74	Decrease in delay trucks, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
75	Decrease in delay trucks, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
76	Decrease in delay trucks, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
77	Decrease in delay buses, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
78	Decrease in delay buses, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
79	Decrease in delay buses, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
81	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
82	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
83	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
84	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
85	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
86	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
87	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in oil consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
89	Decrease in CO emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
90	Decrease in CO emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
91	Decrease in CO emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
92	Decrease in VOC emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
93	Decrease in VOC emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
94	Decrease in VOC emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
95	Decrease in NOx emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in NOx emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
97	Decrease in NOx emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
98	Decrease in PM emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
99	Decrease in PM emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
100	Decrease in PM emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
101	Decrease in SOX emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
102	Decrease in SOX emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		
103	Decrease in SOX emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum		Maximum		
	0	0	0	0	0	0	0		0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
104	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
105	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
106	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
107	Salvage value, GCX 1, thous \$ PV, MP 27.265										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		75.9582	75.9582	75.9582	75.9582	75.9582	75.9582	75.9582		75.9582	
108	Salvage value, GCX 2, thous \$ PV, MP 35.86										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
109	Salvage value, GCX 3, thous \$ PV, MP 41.9										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
110	Salvage value, GCX 4, thous \$ PV, MP 46.59										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
111	Max queue length first year, GCX 1, PCE, MP 27.265										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
112	Max queue length first year, GCX 2, PCE, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
113	Max queue length first year, GCX 3, PCE, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
114	Max queue length first year, GCX 4, PCE, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
115	Max queue length, l.y.n.t, GCX 1, PCE, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
116	Max queue length, l.y.n.t, GCX 2, PCE, MP 35.86									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
117	Max queue length, l.y.n.t, GCX 3, PCE, MP 41.9									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
118	Max queue length, l.y.n.t, GCX 4, PCE, MP 46.59									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
119	Max queue length, last year, GCX 1, PCE, MP 27.265									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result
No.:

Result Variable Description

Percentile Summary							Summary Statistics				
120	Max queue length, last year, GCX 2, PCE, MP 35.86										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
121	Max queue length, last year, GCX 3, PCE, MP 41.9										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
122	Max queue length, last year, GCX 4, PCE, MP 46.59										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 7:36 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1559.59	1559.59	1559.59	1559.59	1559.59	1559.59	1559.59	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1559.59	1559.59	1559.59	1559.59	1559.59	1559.59	1559.59	1559.59			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1904.23	1904.23	1904.23	1904.23	1904.23	1904.23	1904.23	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1904.23	1904.23	1904.23	1904.23	1904.23	1904.23	1904.23	1904.23			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	1.18368	1.18368	1.18368	1.18368	1.18368	1.18368	1.18368	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	1.18368	1.18368	1.18368	1.18368	1.18368	1.18368	1.18368	1.18368			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.003985	-0.003985	-0.003985	-0.003985	-0.003985	-0.003985	0.00398€	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.00398€	-0.003985	-0.003985	-0.003985	-0.003985	-0.003985	0.00398€	-0.00398€		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	343.463	343.463	343.463	343.463	343.463	343.463	343.463	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	343.463	343.463	343.463	343.463	343.463	343.463	343.463	343.463		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	3465.08	3465.08	3465.08	3465.08	3465.08	3465.08	3465.08	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	3465.08	3465.08	3465.08	3465.08	3465.08	3465.08	3465.08	3465.08		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85	-1560.85		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.54955	0.54955	0.54955	0.54955	0.54955	0.54955	0.54955	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.54955	0.54955	0.54955	0.54955	0.54955	0.54955	0.54955	0.54955		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1.00644	1.00644	1.00644	1.00644	1.00644	1.00644	1.00644	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1.00644	1.00644	1.00644	1.00644	1.00644	1.00644	1.00644	1.00644		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	190.423	190.423	190.423	190.423	190.423	190.423	190.423	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	190.423	190.423	190.423	190.423	190.423	190.423	190.423	190.423		
15	Safety Benefit, GCX 1, thous \$ PV, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492		
17	Safety Benefit, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492		
18	Safety Benefit, GCX 4, thous \$ PV, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363		
19	Safety Benefit, GCX 5, thous \$ PV, MP 181.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576		
20	Travel Time Savings, GCX 1, thous \$ PV, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
21	Travel Time Savings, GCX 2, thous \$ PV, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Travel Time Savings, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Travel Time Savings, GCX 4, thous \$ PV, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics				
24	Travel Time Savings, GCX 5, thous \$ PV, MP 181.82											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
25	Environmental Benefit, GCX 1, thous \$ PV, MP 125.3											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
26	Environmental Benefit, GCX 2, thous \$ PV, MP 130.2											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
27	Environmental Benefit, GCX 3, thous \$ PV, MP 158.57											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
28	Environmental Benefit, GCX 4, thous \$ PV, MP 161.61											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
29	Environmental Benefit, GCX 5, thous \$ PV, MP 181.82											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
30	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 125.3											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		
31	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 130.2											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0	0	0	0	0	0	0	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
32	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
33	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
34	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 181.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
35	Network Benefits, GCX 1, thous \$ PV, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
36	Network Benefits, GCX 2, thous \$ PV, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
37	Network Benefits, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
38	Network Benefits, GCX 4, thous \$ PV, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
39	Network Benefits, GCX 5, thous \$ PV, MP 181.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
40	Total Benefits, GCX 1, thous \$ PV, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5	1384.5		
41	Total Benefits, GCX 2, thous \$ PV, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492		
42	Total Benefits, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492	29.1492		
43	Total Benefits, GCX 4, thous \$ PV, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363	59.7363		
44	Total Benefits, GCX 5, thous \$ PV, MP 181.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576	57.0576		
45	Total Costs, GCX 1, thous \$ PV, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68		
46	Total Costs, GCX 2, thous \$ PV, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	699.68	699.68	699.68	699.68	699.68	699.68	699.68	699.68		
47	Total Costs, GCX 3, thous \$ PV, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	666.362	666.362	666.362	666.362	666.362	666.362	666.362	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	666.362	666.362	666.362	666.362	666.362	666.362	666.362	666.362		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
48	Total Costs, GCX 4, thous \$ PV, MP 161.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		699.68	699.68	699.68	699.68	699.68	699.68	699.68		699.68			
49	Total Costs, GCX 5, thous \$ PV, MP 181.82												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		699.68	699.68	699.68	699.68	699.68	699.68	699.68	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		699.68	699.68	699.68	699.68	699.68	699.68	699.68		699.68			
50	Net Benefit thous \$ PV, 600 1, 1, MP 125.3												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		684.819	684.819	684.819	684.819	684.819	684.819	684.819	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		684.819	684.819	684.819	684.819	684.819	684.819	684.819		684.819			
51	Net Benefit thous \$ PV, 600 2, 1, MP 130.2												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-670.53	-670.53	-670.53	-670.53	-670.53	-670.53	-670.53	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-670.53	-670.53	-670.53	-670.53	-670.53	-670.53	-670.53		-670.53			
52	Net Benefit thous \$ PV, 600 3, 1, MP 158.57												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-637.213	-637.213	-637.213	-637.213	-637.213	-637.213	-637.213	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-637.213	-637.213	-637.213	-637.213	-637.213	-637.213	-637.213		-637.213			
53	Net Benefit thous \$ PV, 600 4, 1, MP 161.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-639.943	-639.943	-639.943	-639.943	-639.943	-639.943	-639.943	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-639.943	-639.943	-639.943	-639.943	-639.943	-639.943	-639.943		-639.943			
54	Net Benefit thous \$ PV, 600 5, 1, MP 181.82												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-642.622	-642.622	-642.622	-642.622	-642.622	-642.622	-642.622	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-642.622	-642.622	-642.622	-642.622	-642.622	-642.622	-642.622		-642.622			
55	Decrease in pred. fatal acc., first year												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
56	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.014785	0.014785	0.014785	0.014785	0.014785	0.014785	0.014785	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.014785	0.014785	0.014785	0.014785	0.014785	0.014785	0.014785	0.014785		
57	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.015729	0.015729	0.015729	0.015729	0.015729	0.015729	0.015729	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.015729	0.015729	0.015729	0.015729	0.015729	0.015729	0.015729	0.015729		
58	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
59	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.024135	0.024135	0.024135	0.024135	0.024135	0.024135	0.024135	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.024135	0.024135	0.024135	0.024135	0.024135	0.024135	0.024135	0.024135		
60	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.025078	0.025078	0.025078	0.025078	0.025078	0.025078	0.025078	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.025078	0.025078	0.025078	0.025078	0.025078	0.025078	0.025078	0.025078		
61	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
62	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.025063	0.025063	0.025063	0.025063	0.025063	0.025063	0.025063	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.025063	0.025063	0.025063	0.025063	0.025063	0.025063	0.025063	0.025063		
63	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.026135	0.026135	0.026135	0.026135	0.026135	0.026135	0.026135	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.026135	0.026135	0.026135	0.026135	0.026135	0.026135	0.026135	0.026135		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
64	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
65	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
66	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
67	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
68	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
69	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
70	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
71	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in pred. injuries highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
73	Decrease in pred. injuries train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
74	Decrease in pred. injuries train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
75	Decrease in pred. injuries train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
76	Decrease in pred. accidents, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
77	Decrease in pred. accidents, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
78	Decrease in pred. accidents, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
79	Decrease in delay auto, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in delay auto, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
81	Decrease in delay auto, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
82	Decrease in delay trucks, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
83	Decrease in delay trucks, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
84	Decrease in delay trucks, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
85	Decrease in delay buses, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
86	Decrease in delay buses, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
87	Decrease in delay buses, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
89	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
90	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
91	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
92	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
93	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
94	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
95	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in oil consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
97	Decrease in CO emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
98	Decrease in CO emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
99	Decrease in CO emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
100	Decrease in VOC emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
101	Decrease in VOC emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
102	Decrease in VOC emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
103	Decrease in NOx emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
104	Decrease in NOx emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
105	Decrease in NOx emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
106	Decrease in PM emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
107	Decrease in PM emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
108	Decrease in PM emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
109	Decrease in SOX emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
110	Decrease in SOX emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	
111	Decrease in SOX emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum		Maximum	
	0	0	0	0	0	0	0		0	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
112	Decrease in CO2 emissions, first year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
113	Decrease in CO2 emissions, last year near term, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
114	Decrease in CO2 emissions, last year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
115	Salvage value, GCX 1, thous \$ PV, MP 125.3							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	69.3532	NaN	NaN	NaN
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
116	Salvage value, GCX 2, thous \$ PV, MP 130.2							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	69.3532	NaN	NaN	NaN
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
117	Salvage value, GCX 3, thous \$ PV, MP 158.57							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	66.0507	NaN	NaN	NaN
		66.0507	66.0507	66.0507	66.0507	66.0507	66.0507				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		66.0507	66.0507	66.0507	66.0507	66.0507	66.0507	66.0507		66.0507	
118	Salvage value, GCX 4, thous \$ PV, MP 161.61							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	69.3532	NaN	NaN	NaN
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	
119	Salvage value, GCX 5, thous \$ PV, MP 181.82							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	69.3532	NaN	NaN	NaN
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		69.3532	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
120	Max queue length first year, GCX 1, PCE, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
121	Max queue length first year, GCX 2, PCE, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
122	Max queue length first year, GCX 3, PCE, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
123	Max queue length first year, GCX 4, PCE, MP 161.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
124	Max queue length first year, GCX 5, PCE, MP 181.82									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
125	Max queue length, l.y.n.t, GCX 1, PCE, MP 125.3									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
126	Max queue length, l.y.n.t, GCX 2, PCE, MP 130.2									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
127	Max queue length, l.y.n.t, GCX 3, PCE, MP 158.57									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
128	Max queue length, l.y.n.t, GCX 4, PCE, MP 161.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
129	Max queue length, l.y.n.t, GCX 5, PCE, MP 181.82												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
130	Max queue length, last year, GCX 1, PCE, MP 125.3												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
131	Max queue length, last year, GCX 2, PCE, MP 130.2												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
132	Max queue length, last year, GCX 3, PCE, MP 158.57												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
133	Max queue length, last year, GCX 4, PCE, MP 161.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			
134	Max queue length, last year, GCX 5, PCE, MP 181.82												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001			



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 8:19 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	177.218	177.218	177.218	177.218	177.218	177.218	177.218	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	177.218	177.218	177.218	177.218	177.218	177.218	177.218	177.218			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	408.526	408.526	408.526	408.526	408.526	408.526	408.526	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	408.526	408.526	408.526	408.526	408.526	408.526	408.526	408.526			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.134204	0.134204	0.134204	0.134204	0.134204	0.134204	0.134204	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.134204	0.134204	0.134204	0.134204	0.134204	0.134204	0.134204	0.134204			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.002972	-0.002972	-0.002972	-0.002972	-0.002972	-0.002972	0.002972	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.002972	-0.002972	-0.002972	-0.002972	-0.002972	-0.002972	0.002972	-0.002972		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	231.177	231.177	231.177	231.177	231.177	231.177	231.177	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	231.177	231.177	231.177	231.177	231.177	231.177	231.177	231.177		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2332.3	2332.3	2332.3	2332.3	2332.3	2332.3	2332.3	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2332.3	2332.3	2332.3	2332.3	2332.3	2332.3	2332.3	2332.3		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77	-1923.77		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.17516	0.17516	0.17516	0.17516	0.17516	0.17516	0.17516	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.17516	0.17516	0.17516	0.17516	0.17516	0.17516	0.17516	0.17516		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317	-4.10317		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	40.8526	40.8526	40.8526	40.8526	40.8526	40.8526	40.8526	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	40.8526	40.8526	40.8526	40.8526	40.8526	40.8526	40.8526	40.8526		
15	Safety Benefit, GCX 1, thous \$ PV, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249		

Result
No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117		
17	Safety Benefit, GCX 3, thous \$ PV, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367		
18	Safety Benefit, GCX 4, thous \$ PV, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323		
19	Safety Benefit, GCX 5, thous \$ PV, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123		
20	Travel Time Savings, GCX 1, thous \$ PV, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
21	Travel Time Savings, GCX 2, thous \$ PV, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Travel Time Savings, GCX 3, thous \$ PV, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Travel Time Savings, GCX 4, thous \$ PV, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
24	Travel Time Savings, GCX 5, thous \$ PV, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
25	Environmental Benefit, GCX 1, thous \$ PV, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
26	Environmental Benefit, GCX 2, thous \$ PV, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
27	Environmental Benefit, GCX 3, thous \$ PV, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
28	Environmental Benefit, GCX 4, thous \$ PV, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
29	Environmental Benefit, GCX 5, thous \$ PV, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
30	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
31	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
32	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
33	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
34	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
35	Network Benefits, GCX 1, thous \$ PV, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
36	Network Benefits, GCX 2, thous \$ PV, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
37	Network Benefits, GCX 3, thous \$ PV, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
38	Network Benefits, GCX 4, thous \$ PV, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
39	Network Benefits, GCX 5, thous \$ PV, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
40	Total Benefits, GCX 1, thous \$ PV, MP 414.67										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249	43.1249			
41	Total Benefits, GCX 2, thous \$ PV, MP 442.61										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117	41.5117			
42	Total Benefits, GCX 3, thous \$ PV, MP 456.77										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367	50.2367			
43	Total Benefits, GCX 4, thous \$ PV, MP 506.724										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323	13.6323			
44	Total Benefits, GCX 5, thous \$ PV, MP 576.5										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123	28.7123			
45	Total Costs, GCX 1, thous \$ PV, MP 414.67										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094			
46	Total Costs, GCX 2, thous \$ PV, MP 442.61										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094			
47	Total Costs, GCX 3, thous \$ PV, MP 456.77										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	599.728	599.728	599.728	599.728	599.728	599.728	599.728	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	599.728	599.728	599.728	599.728	599.728	599.728	599.728	599.728			

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
48	Total Costs, GCX 4, thous \$ PV, MP 506.724												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		333.191	333.191	333.191	333.191	333.191	333.191	333.191		333.191			
49	Total Costs, GCX 5, thous \$ PV, MP 576.5												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		333.191	333.191	333.191	333.191	333.191	333.191	333.191		333.191			
50	Net Benefit thous \$ PV, 600 1, 1, MP 414.67												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-489.969	-489.969	-489.969	-489.969	-489.969	-489.969	-489.969	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-489.969	-489.969	-489.969	-489.969	-489.969	-489.969	-489.969		-489.969			
51	Net Benefit thous \$ PV, 600 2, 1, MP 442.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-491.582	-491.582	-491.582	-491.582	-491.582	-491.582	-491.582	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-491.582	-491.582	-491.582	-491.582	-491.582	-491.582	-491.582		-491.582			
52	Net Benefit thous \$ PV, 600 3, 1, MP 456.77												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-549.492	-549.492	-549.492	-549.492	-549.492	-549.492	-549.492	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-549.492	-549.492	-549.492	-549.492	-549.492	-549.492	-549.492		-549.492			
53	Net Benefit thous \$ PV, 600 4, 1, MP 506.724												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-319.559	-319.559	-319.559	-319.559	-319.559	-319.559	-319.559	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-319.559	-319.559	-319.559	-319.559	-319.559	-319.559	-319.559		-319.559			
54	Net Benefit thous \$ PV, 600 5, 1, MP 576.5												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-304.479	-304.479	-304.479	-304.479	-304.479	-304.479	-304.479	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-304.479	-304.479	-304.479	-304.479	-304.479	-304.479	-304.479		-304.479			
55	Decrease in pred. fatal acc., first year												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
56	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001599	0.001599	0.001599	0.001599	0.001599	0.001599	0.001599	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001599	0.001599	0.001599	0.001599	0.001599	0.001599	0.001599	0.001599		
57	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001888	0.001888	0.001888	0.001888	0.001888	0.001888	0.001888	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001888	0.001888	0.001888	0.001888	0.001888	0.001888	0.001888	0.001888		
58	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
59	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.003082	0.003082	0.003082	0.003082	0.003082	0.003082	0.003082	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.003082	0.003082	0.003082	0.003082	0.003082	0.003082	0.003082	0.003082		
60	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.003646	0.003646	0.003646	0.003646	0.003646	0.003646	0.003646	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.003646	0.003646	0.003646	0.003646	0.003646	0.003646	0.003646	0.003646		
61	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
62	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.003884	0.003884	0.003884	0.003884	0.003884	0.003884	0.003884	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.003884	0.003884	0.003884	0.003884	0.003884	0.003884	0.003884	0.003884		
63	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.004598	0.004598	0.004598	0.004598	0.004598	0.004598	0.004598	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.004598	0.004598	0.004598	0.004598	0.004598	0.004598	0.004598	0.004598		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
64	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
65	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
66	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
67	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
68	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
69	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
70	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
71	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in pred. injuries highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
73	Decrease in pred. injuries train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
74	Decrease in pred. injuries train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
75	Decrease in pred. injuries train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
76	Decrease in pred. accidents, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
77	Decrease in pred. accidents, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
78	Decrease in pred. accidents, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
79	Decrease in delay auto, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in delay auto, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
81	Decrease in delay auto, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
82	Decrease in delay trucks, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
83	Decrease in delay trucks, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
84	Decrease in delay trucks, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
85	Decrease in delay buses, first year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
86	Decrease in delay buses, last year near term, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
87	Decrease in delay buses, last year, veh-hours										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
89	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
90	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
91	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
92	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
93	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
94	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
95	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in oil consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
97	Decrease in CO emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
98	Decrease in CO emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
99	Decrease in CO emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
100	Decrease in VOC emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
101	Decrease in VOC emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
102	Decrease in VOC emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
103	Decrease in NOx emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
104	Decrease in NOx emissions, last year near term, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
105	Decrease in NOx emissions, last year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
106	Decrease in PM emissions, first year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
107	Decrease in PM emissions, last year near term, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
108	Decrease in PM emissions, last year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
109	Decrease in SOX emissions, first year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
110	Decrease in SOX emissions, last year near term, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
111	Decrease in SOX emissions, last year, kg							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
112	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
113	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
114	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
115	Salvage value, GCX 1, thous \$ PV, MP 414.67										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	
116	Salvage value, GCX 2, thous \$ PV, MP 442.61										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	
117	Salvage value, GCX 3, thous \$ PV, MP 456.77										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		59.4456	59.4456	59.4456	59.4456	59.4456	59.4456	59.4456	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		59.4456	59.4456	59.4456	59.4456	59.4456	59.4456	59.4456		59.4456	
118	Salvage value, GCX 4, thous \$ PV, MP 506.724										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		33.0253	
119	Salvage value, GCX 5, thous \$ PV, MP 576.5										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		33.0253	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
120	Max queue length first year, GCX 1, PCE, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
121	Max queue length first year, GCX 2, PCE, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
122	Max queue length first year, GCX 3, PCE, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
123	Max queue length first year, GCX 4, PCE, MP 506.724									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
124	Max queue length first year, GCX 5, PCE, MP 576.5									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
125	Max queue length, l.y.n.t, GCX 1, PCE, MP 414.67									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
126	Max queue length, l.y.n.t, GCX 2, PCE, MP 442.61									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
127	Max queue length, l.y.n.t, GCX 3, PCE, MP 456.77									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result
No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
128	Max queue length, l.y.n.t, GCX 4, PCE, MP 506.724												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
129	Max queue length, l.y.n.t, GCX 5, PCE, MP 576.5												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
130	Max queue length, last year, GCX 1, PCE, MP 414.67												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
131	Max queue length, last year, GCX 2, PCE, MP 442.61												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
132	Max queue length, last year, GCX 3, PCE, MP 456.77												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
133	Max queue length, last year, GCX 4, PCE, MP 506.724												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
134	Max queue length, last year, GCX 5, PCE, MP 576.5												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum			
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 8:23 pm

Result No.:

Result Variable Description

	Percentile Summary							Summary Statistics			
1	Safety benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	5300.64	5300.64	5300.64	5300.64	5300.64	5300.64	5300.64	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	5300.64	5300.64	5300.64	5300.64	5300.64	5300.64	5300.64	5300.64			
2	Travel time savings, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
3	Environmental benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
4	Veh operating cost benefit, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
5	Network benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
6	Total benefits, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	5753.81	5753.81	5753.81	5753.81	5753.81	5753.81	5753.81	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	5753.81	5753.81	5753.81	5753.81	5753.81	5753.81	5753.81	5753.81			
7	benefits from induced trips, thous \$ PV										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	4.02731	4.02731	4.02731	4.02731	4.02731	4.02731	4.02731	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	4.02731	4.02731	4.02731	4.02731	4.02731	4.02731	4.02731	4.02731			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.004105	-0.004105	-0.004105	-0.004105	-0.004105	-0.004105	0.00410E	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.00410E	-0.004105	-0.004105	-0.004105	-0.004105	-0.004105	0.00410E	-0.00410E		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	449.145	449.145	449.145	449.145	449.145	449.145	449.145	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	449.145	449.145	449.145	449.145	449.145	449.145	449.145	449.145		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	4531.31	4531.31	4531.31	4531.31	4531.31	4531.31	4531.31	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	4531.31	4531.31	4531.31	4531.31	4531.31	4531.31	4531.31	4531.31		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1222.5	1222.5	1222.5	1222.5	1222.5	1222.5	1222.5	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1222.5	1222.5	1222.5	1222.5	1222.5	1222.5	1222.5	1222.5		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1.26979	1.26979	1.26979	1.26979	1.26979	1.26979	1.26979	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1.26979	1.26979	1.26979	1.26979	1.26979	1.26979	1.26979	1.26979		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	10.7347	10.7347	10.7347	10.7347	10.7347	10.7347	10.7347	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	10.7347	10.7347	10.7347	10.7347	10.7347	10.7347	10.7347	10.7347		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	575.381	575.381	575.381	575.381	575.381	575.381	575.381	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	575.381	575.381	575.381	575.381	575.381	575.381	575.381	575.381		
15	Safety Benefit, GCX 1, thous \$ PV, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29		
17	Safety Benefit, GCX 3, thous \$ PV, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1		
18	Safety Benefit, GCX 4, thous \$ PV, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681		
19	Safety Benefit, GCX 5, thous \$ PV, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069		
20	Safety Benefit, GCX 6, thous \$ PV, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369		
21	Safety Benefit, GCX 7, thous \$ PV, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401		
22	Safety Benefit, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401		
23	Safety Benefit, GCX 9, thous \$ PV, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
24	Travel Time Savings, GCX 1, thous \$ PV, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
25	Travel Time Savings, GCX 2, thous \$ PV, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
26	Travel Time Savings, GCX 3, thous \$ PV, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
27	Travel Time Savings, GCX 4, thous \$ PV, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
28	Travel Time Savings, GCX 5, thous \$ PV, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
29	Travel Time Savings, GCX 6, thous \$ PV, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
30	Travel Time Savings, GCX 7, thous \$ PV, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
31	Travel Time Savings, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
32	Travel Time Savings, GCX 9, thous \$ PV, MP 780.26										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
33	Environmental Benefit, GCX 1, thous \$ PV, MP 631.344										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
34	Environmental Benefit, GCX 2, thous \$ PV, MP 633.956										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
35	Environmental Benefit, GCX 3, thous \$ PV, MP 695.6										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
36	Environmental Benefit, GCX 4, thous \$ PV, MP 705.19										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
37	Environmental Benefit, GCX 5, thous \$ PV, MP 713.7										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
38	Environmental Benefit, GCX 6, thous \$ PV, MP 737.88										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
39	Environmental Benefit, GCX 7, thous \$ PV, MP 752.23										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
40	Environmental Benefit, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
41	Environmental Benefit, GCX 9, thous \$ PV, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
42	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
43	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
44	Benefit Veh Op Cost, GCX 3, thous \$ PV, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
45	Benefit Veh Op Cost, GCX 4, thous \$ PV, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
46	Benefit Veh Op Cost, GCX 5, thous \$ PV, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
47	Benefit Veh Op Cost, GCX 6, thous \$ PV, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
48	Benefit Veh Op Cost, GCX 7, thous \$ PV, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
49	Benefit Veh Op Cost, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
50	Benefit Veh Op Cost, GCX 9, thous \$ PV, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
51	Network Benefits, GCX 1, thous \$ PV, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
52	Network Benefits, GCX 2, thous \$ PV, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
53	Network Benefits, GCX 3, thous \$ PV, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
54	Network Benefits, GCX 4, thous \$ PV, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
55	Network Benefits, GCX 5, thous \$ PV, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
56	Network Benefits, GCX 6, thous \$ PV, MP 737.88										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
57	Network Benefits, GCX 7, thous \$ PV, MP 752.23										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
58	Network Benefits, GCX 8, thous \$ PV, MP 760.31										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
59	Network Benefits, GCX 9, thous \$ PV, MP 780.26										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
60	Total Benefits, GCX 1, thous \$ PV, MP 631.344										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		27.5005	27.5005	27.5005	27.5005	27.5005	27.5005	27.5005		27.5005	
61	Total Benefits, GCX 2, thous \$ PV, MP 633.956										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		2490.29	2490.29	2490.29	2490.29	2490.29	2490.29	2490.29		2490.29	
62	Total Benefits, GCX 3, thous \$ PV, MP 695.6										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		1255.1	1255.1	1255.1	1255.1	1255.1	1255.1	1255.1		1255.1	
63	Total Benefits, GCX 4, thous \$ PV, MP 705.19										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		33.8681	33.8681	33.8681	33.8681	33.8681	33.8681	33.8681		33.8681	

Result No.:

Result Variable Description

Percentile Summary

Summary Statistics

64 Total Benefits, GCX 5, thous \$ PV, MP 713.7

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	60.2069	

65 Total Benefits, GCX 6, thous \$ PV, MP 737.88

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	51.7369	

66 Total Benefits, GCX 7, thous \$ PV, MP 752.23

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	

67 Total Benefits, GCX 8, thous \$ PV, MP 760.31

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	42.4401	

68 Total Benefits, GCX 9, thous \$ PV, MP 780.26

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	1297.05	

69 Total Costs, GCX 1, thous \$ PV, MP 631.344

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
499.777	499.777	499.777	499.777	499.777	499.777	499.777	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
499.777	499.777	499.777	499.777	499.777	499.777	499.777	499.777	499.777	

70 Total Costs, GCX 2, thous \$ PV, MP 633.956

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094	

71 Total Costs, GCX 3, thous \$ PV, MP 695.6

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
72	Total Costs, GCX 4, thous \$ PV, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094		
73	Total Costs, GCX 5, thous \$ PV, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094		
74	Total Costs, GCX 6, thous \$ PV, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	499.777	499.777	499.777	499.777	499.777	499.777	499.777	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	499.777	499.777	499.777	499.777	499.777	499.777	499.777	499.777		
75	Total Costs, GCX 7, thous \$ PV, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094		
76	Total Costs, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	333.191	333.191	333.191	333.191	333.191	333.191	333.191	333.191		
77	Total Costs, GCX 9, thous \$ PV, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	533.094	533.094	533.094	533.094	533.094	533.094	533.094	533.094		
78	Net Benefit thous \$ PV, 600 1, 1, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-472.276	-472.276	-472.276	-472.276	-472.276	-472.276	-472.276	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-472.276	-472.276	-472.276	-472.276	-472.276	-472.276	-472.276	-472.276		
79	Net Benefit thous \$ PV, 600 2, 1, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1957.2	1957.2	1957.2	1957.2	1957.2	1957.2	1957.2	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1957.2	1957.2	1957.2	1957.2	1957.2	1957.2	1957.2	1957.2		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
80	Net Benefit thous \$ PV, 600 3, 1, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	722.01	722.01	722.01	722.01	722.01	722.01	722.01	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	722.01	722.01	722.01	722.01	722.01	722.01	722.01	722.01		
81	Net Benefit thous \$ PV, 600 4, 1, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-499.226	-499.226	-499.226	-499.226	-499.226	-499.226	-499.226	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-499.226	-499.226	-499.226	-499.226	-499.226	-499.226	-499.226	-499.226		
82	Net Benefit thous \$ PV, 600 5, 1, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-472.887	-472.887	-472.887	-472.887	-472.887	-472.887	-472.887	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-472.887	-472.887	-472.887	-472.887	-472.887	-472.887	-472.887	-472.887		
83	Net Benefit thous \$ PV, 600 6, 1, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-448.04	-448.04	-448.04	-448.04	-448.04	-448.04	-448.04	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-448.04	-448.04	-448.04	-448.04	-448.04	-448.04	-448.04	-448.04		
84	Net Benefit thous \$ PV, 600 7, 1, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-490.654	-490.654	-490.654	-490.654	-490.654	-490.654	-490.654	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-490.654	-490.654	-490.654	-490.654	-490.654	-490.654	-490.654	-490.654		
85	Net Benefit thous \$ PV, 600 8, 1, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-290.751	-290.751	-290.751	-290.751	-290.751	-290.751	-290.751	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-290.751	-290.751	-290.751	-290.751	-290.751	-290.751	-290.751	-290.751		
86	Net Benefit thous \$ PV, 600 9, 1, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	763.961	763.961	763.961	763.961	763.961	763.961	763.961	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	763.961	763.961	763.961	763.961	763.961	763.961	763.961	763.961		
87	Decrease in pred. fatal acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
88	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.050486	0.050486	0.050486	0.050486	0.050486	0.050486	0.050486	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.050486	0.050486	0.050486	0.050486	0.050486	0.050486	0.050486	0.050486		
89	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.052892	0.052892	0.052892	0.052892	0.052892	0.052892	0.052892	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.052892	0.052892	0.052892	0.052892	0.052892	0.052892	0.052892	0.052892		
90	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
91	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.08496	0.08496	0.08496	0.08496	0.08496	0.08496	0.08496	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.08496	0.08496	0.08496	0.08496	0.08496	0.08496	0.08496	0.08496		
92	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.086993	0.086993	0.086993	0.086993	0.086993	0.086993	0.086993	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.086993	0.086993	0.086993	0.086993	0.086993	0.086993	0.086993	0.086993		
93	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
94	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.111057	0.111057	0.111057	0.111057	0.111057	0.111057	0.111057	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.111057	0.111057	0.111057	0.111057	0.111057	0.111057	0.111057	0.111057		
95	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.112723	0.112723	0.112723	0.112723	0.112723	0.112723	0.112723	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.112723	0.112723	0.112723	0.112723	0.112723	0.112723	0.112723	0.112723		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
97	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
98	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
99	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
100	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
101	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
102	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
103	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
104	Decrease in pred. injuries highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
105	Decrease in pred. injuries train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
106	Decrease in pred. injuries train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
107	Decrease in pred. injuries train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
108	Decrease in pred. accidents, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
109	Decrease in pred. accidents, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
110	Decrease in pred. accidents, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
111	Decrease in delay auto, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
112	Decrease in delay auto, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
113	Decrease in delay auto, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
114	Decrease in delay trucks, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
115	Decrease in delay trucks, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
116	Decrease in delay trucks, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
117	Decrease in delay buses, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
118	Decrease in delay buses, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
119	Decrease in delay buses, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
120	Decrease in gas consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
121	Decrease in gas consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
122	Decrease in gas consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
123	Decrease in diesel consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
124	Decrease in diesel consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
125	Decrease in diesel consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
126	Decrease in oil consumption, first year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
127	Decrease in oil consumption, last year near term, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
128	Decrease in oil consumption, last year, gal									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
129	Decrease in CO emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
130	Decrease in CO emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
131	Decrease in CO emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
132	Decrease in VOC emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
133	Decrease in VOC emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
134	Decrease in VOC emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
135	Decrease in NOx emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
136	Decrease in NOx emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
137	Decrease in NOx emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
138	Decrease in PM emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
139	Decrease in PM emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
140	Decrease in PM emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
141	Decrease in SOX emissions, first year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
142	Decrease in SOX emissions, last year near term, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	
143	Decrease in SOX emissions, last year, kg									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum	
	0	0	0	0	0	0	0	0	0	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
144	Decrease in CO2 emissions, first year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
145	Decrease in CO2 emissions, last year near term, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
146	Decrease in CO2 emissions, last year, kg										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0	0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		0	0	0	0	0	0	0		0	
147	Salvage value, GCX 1, thous \$ PV, MP 631.344										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		49.538	49.538	49.538	49.538	49.538	49.538	49.538	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		49.538	49.538	49.538	49.538	49.538	49.538	49.538		49.538	
148	Salvage value, GCX 2, thous \$ PV, MP 633.956										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	
149	Salvage value, GCX 3, thous \$ PV, MP 695.6										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	
150	Salvage value, GCX 4, thous \$ PV, MP 705.19										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	
151	Salvage value, GCX 5, thous \$ PV, MP 713.7										
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	Minimum		Maximum	
		52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		52.8405	

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
152	Salvage value, GCX 6, thous \$ PV, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	49.538	49.538	49.538	49.538	49.538	49.538	49.538	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	49.538	49.538	49.538	49.538	49.538	49.538	49.538	49.538		
153	Salvage value, GCX 7, thous \$ PV, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		
154	Salvage value, GCX 8, thous \$ PV, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253		
155	Salvage value, GCX 9, thous \$ PV, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405	52.8405		
156	Max queue length first year, GCX 1, PCE, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
157	Max queue length first year, GCX 2, PCE, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
158	Max queue length first year, GCX 3, PCE, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
159	Max queue length first year, GCX 4, PCE, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
160	Max queue length first year, GCX 5, PCE, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
161	Max queue length first year, GCX 6, PCE, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
162	Max queue length first year, GCX 7, PCE, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
163	Max queue length first year, GCX 8, PCE, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
164	Max queue length first year, GCX 9, PCE, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
165	Max queue length, l.y.n.t, GCX 1, PCE, MP 631.344									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
166	Max queue length, l.y.n.t, GCX 2, PCE, MP 633.956									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
167	Max queue length, l.y.n.t, GCX 3, PCE, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%		Minimum	Maximum	
	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics				
168	Max queue length, l.y.n.t, GCX 4, PCE, MP 705.19											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
169	Max queue length, l.y.n.t, GCX 5, PCE, MP 713.7											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
170	Max queue length, l.y.n.t, GCX 6, PCE, MP 737.88											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
171	Max queue length, l.y.n.t, GCX 7, PCE, MP 752.23											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
172	Max queue length, l.y.n.t, GCX 8, PCE, MP 760.31											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
173	Max queue length, l.y.n.t, GCX 9, PCE, MP 780.26											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
174	Max queue length, last year, GCX 1, PCE, MP 631.344											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
175	Max queue length, last year, GCX 2, PCE, MP 633.956											
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
		50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
176	Max queue length, last year, GCX 3, PCE, MP 695.6									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
177	Max queue length, last year, GCX 4, PCE, MP 705.19									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
178	Max queue length, last year, GCX 5, PCE, MP 713.7									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
179	Max queue length, last year, GCX 6, PCE, MP 737.88									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
180	Max queue length, last year, GCX 7, PCE, MP 752.23									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
181	Max queue length, last year, GCX 8, PCE, MP 760.31									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		
182	Max queue length, last year, GCX 9, PCE, MP 780.26									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001		



FEDERAL RAILROAD ADMINISTRATION
 GRADEDEC.NET - RISK ANALYSIS RESULTS

User: William Burke
 Dataset: Amtrak

Results file:	Placeholder - Corridor Model	Number of Trials:	10
Corridor:		Random Seed:	1
Scenario:	Strong rail growth	Date/Time of Simulation:	16-Sep-2022 7:42 pm

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics			
1	Safety benefits, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	2418.59	NaN	NaN	NaN
		2418.59	2418.59	2418.59	2418.59	2418.59	2418.59				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		2418.59	2418.59	2418.59	2418.59	2418.59	2418.59	2418.59	2418.59		
2	Travel time savings, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		0	0	0	0	0	0	0	0		
3	Environmental benefits, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		0	0	0	0	0	0	0	0		
4	Veh operating cost benefit, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		0	0	0	0	0	0	0	0		
5	Network benefits, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	0	NaN	NaN	NaN
		0	0	0	0	0	0				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		0	0	0	0	0	0	0	0		
6	Total benefits, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	2489.78	NaN	NaN	NaN
		2489.78	2489.78	2489.78	2489.78	2489.78	2489.78				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		2489.78	2489.78	2489.78	2489.78	2489.78	2489.78	2489.78	2489.78		
7	benefits from induced trips, thous \$ PV							Mean	Std Dev	Skewness	Kurtosis
		1%	5%	10%	20%	30%	40%	1.84018	NaN	NaN	NaN
		1.84018	1.84018	1.84018	1.84018	1.84018	1.84018				
		50%	60%	70%	80%	90%	95%	Minimum	Maximum		
		1.84018	1.84018	1.84018	1.84018	1.84018	1.84018	1.84018	1.84018		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
8	disbenefits from induced trips, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061	-0.00061		
9	investment salvage value, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532	69.3532		
10	Total costs, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	699.7	699.7	699.7	699.7	699.7	699.7	699.7	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	699.7	699.7	699.7	699.7	699.7	699.7	699.7	699.7		
11	Net benefits, thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	1790.08	1790.08	1790.08	1790.08	1790.08	1790.08	1790.08	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	1790.08	1790.08	1790.08	1790.08	1790.08	1790.08	1790.08	1790.08		
12	Benefit-cost ratio									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	3.55835	3.55835	3.55835	3.55835	3.55835	3.55835	3.55835	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	3.55835	3.55835	3.55835	3.55835	3.55835	3.55835	3.55835	3.55835		
13	Rate of return (constant dollars), %									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	99.999	99.999	99.999	99.999	99.999	99.999	99.999	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	99.999	99.999	99.999	99.999	99.999	99.999	99.999	99.999		
14	Local benefits (not included in summary), thous \$ PV									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	248.978	248.978	248.978	248.978	248.978	248.978	248.978	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	248.978	248.978	248.978	248.978	248.978	248.978	248.978	248.978		
15	Safety Benefit, GCX 1, thous \$ PV, MP 893.475									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 2, thous \$ PV, MP 900.83									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191		
17	Travel Time Savings, GCX 1, thous \$ PV, MP 893.475									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
18	Travel Time Savings, GCX 2, thous \$ PV, MP 900.83									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
19	Environmental Benefit, GCX 1, thous \$ PV, MP 893.475									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
20	Environmental Benefit, GCX 2, thous \$ PV, MP 900.83									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
21	Benefit Veh Op Cost, GCX 1, thous \$ PV, MP 893.475									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
22	Benefit Veh Op Cost, GCX 2, thous \$ PV, MP 900.83									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
23	Network Benefits, GCX 1, thous \$ PV, MP 893.475									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

		Percentile Summary						Summary Statistics					
24	Network Benefits, GCX 2, thous \$ PV, MP 900.83												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			
25	Total Benefits, GCX 1, thous \$ PV, MP 893.475												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		2377.67	2377.67	2377.67	2377.67	2377.67	2377.67	2377.67		2377.67			
26	Total Benefits, GCX 2, thous \$ PV, MP 900.83												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		40.9191	40.9191	40.9191	40.9191	40.9191	40.9191	40.9191		40.9191			
27	Total Costs, GCX 1, thous \$ PV, MP 893.475												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		366.509	366.509	366.509	366.509	366.509	366.509	366.509	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		366.509	366.509	366.509	366.509	366.509	366.509	366.509		366.509			
28	Total Costs, GCX 2, thous \$ PV, MP 900.83												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		333.191	333.191	333.191	333.191	333.191	333.191	333.191	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		333.191	333.191	333.191	333.191	333.191	333.191	333.191		333.191			
29	Net Benefit thous \$ PV, 600 1, 1, MP 893.475												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		2011.16	2011.16	2011.16	2011.16	2011.16	2011.16	2011.16	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		2011.16	2011.16	2011.16	2011.16	2011.16	2011.16	2011.16		2011.16			
30	Net Benefit thous \$ PV, 600 2, 1, MP 900.83												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		-292.272	-292.272	-292.272	-292.272	-292.272	-292.272	-292.272	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		-292.272	-292.272	-292.272	-292.272	-292.272	-292.272	-292.272		-292.272			
31	Decrease in pred. fatal acc., first year												
		1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis		
		0	0	0	0	0	0	0	NaN	NaN	NaN		
		50%	60%	70%	80%	90%	95%	Minimum		Maximum			
		0	0	0	0	0	0	0		0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
32	Decrease in pred. fatal acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.023048	0.023048	0.023048	0.023048	0.023048	0.023048	0.023048	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.023048	0.023048	0.023048	0.023048	0.023048	0.023048	0.023048	0.023048		
33	Decrease in pred. fatal acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.024018	0.024018	0.024018	0.024018	0.024018	0.024018	0.024018	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.024018	0.024018	0.024018	0.024018	0.024018	0.024018	0.024018	0.024018		
34	Decrease in pred. injury acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
35	Decrease in pred. injury acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.040271	0.040271	0.040271	0.040271	0.040271	0.040271	0.040271	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.040271	0.040271	0.040271	0.040271	0.040271	0.040271	0.040271	0.040271		
36	Decrease in pred. injury acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.041085	0.041085	0.041085	0.041085	0.041085	0.041085	0.041085	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.041085	0.041085	0.041085	0.041085	0.041085	0.041085	0.041085	0.041085		
37	Decrease in pred. PDO acc., first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
38	Decrease in pred. PDO acc., last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.041109	0.041109	0.041109	0.041109	0.041109	0.041109	0.041109	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.041109	0.041109	0.041109	0.041109	0.041109	0.041109	0.041109	0.041109		
39	Decrease in pred. PDO acc., last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0.042083	0.042083	0.042083	0.042083	0.042083	0.042083	0.042083	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0.042083	0.042083	0.042083	0.042083	0.042083	0.042083	0.042083	0.042083		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
40	Decrease in pred.. fatalities highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
41	Decrease in pred. fatalities highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
42	Decrease in pred. fatalities highway, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
43	Decrease in pred. fatalities train, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
44	Decrease in pred. fatalities train, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
45	Decrease in pred. fatalities train, last year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
46	Decrease in pred. injuries highway, first year										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
47	Decrease in pred. injuries highway, last year near term										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
48	Decrease in pred. injuries highway, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
49	Decrease in pred. injuries train, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
50	Decrease in pred. injuries train, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
51	Decrease in pred. injuries train, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
52	Decrease in pred. accidents, first year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
53	Decrease in pred. accidents, last year near term									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
54	Decrease in pred. accidents, last year									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
55	Decrease in delay auto, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics			
56	Decrease in delay auto, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
57	Decrease in delay auto, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
58	Decrease in delay trucks, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
59	Decrease in delay trucks, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
60	Decrease in delay trucks, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
61	Decrease in delay buses, first year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
62	Decrease in delay buses, last year near term, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		
63	Decrease in delay buses, last year, veh-hours									
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
	0	0	0	0	0	0	0	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	Minimum	Maximum		
	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
64	Decrease in gas consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
65	Decrease in gas consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
66	Decrease in gas consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
67	Decrease in diesel consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
68	Decrease in diesel consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
69	Decrease in diesel consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
70	Decrease in oil consumption, first year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
71	Decrease in oil consumption, last year near term, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
72	Decrease in oil consumption, last year, gal										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
73	Decrease in CO emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
74	Decrease in CO emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
75	Decrease in CO emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
76	Decrease in VOC emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
77	Decrease in VOC emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
78	Decrease in VOC emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		
79	Decrease in NOx emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum		
	0	0	0	0	0	0	0	0	0		

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
80	Decrease in NOx emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
81	Decrease in NOx emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
82	Decrease in PM emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
83	Decrease in PM emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
84	Decrease in PM emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
85	Decrease in SOX emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
86	Decrease in SOX emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
87	Decrease in SOX emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			

Result No.:

Result Variable Description

Percentile Summary							Summary Statistics				
88	Decrease in CO2 emissions, first year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
89	Decrease in CO2 emissions, last year near term, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
90	Decrease in CO2 emissions, last year, kg										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0	0	0	0	0	0	0	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0	0	0	0	0	0	0	0			
91	Salvage value, GCX 1, thous \$ PV, MP 893.475										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279	36.3279			
92	Salvage value, GCX 2, thous \$ PV, MP 900.83										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253	33.0253			
93	Max queue length first year, GCX 1, PCE, MP 893.475										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
94	Max queue length first year, GCX 2, PCE, MP 900.83										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
95	Max queue length, l.y.n.t, GCX 1, PCE, MP 893.475										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			

Result
No.:

Result Variable Description

Percentile Summary							Summary Statistics				
96	Max queue length, l.y.n.t, GCX 2, PCE, MP 900.83										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
97	Max queue length, last year, GCX 1, PCE, MP 893.475										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			
98	Max queue length, last year, GCX 2, PCE, MP 900.83										
	1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis	
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN	
	50%	60%	70%	80%	90%	95%	Minimum	Maximum			
	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001			

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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 415519N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County COMAL	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near NEW BRAUNFELS		5. Street/Road Name & Block Number House Street _____ (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 8091	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None South Texas		10. Railroad Subdivision or District <input type="checkbox"/> None Austin Sub		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost _____ 0216.660 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.8079160		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -98.0222680	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 15	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 20 to 40		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 415519N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 30 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2010 AADT 180		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 3		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 415574N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County COMAL	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near NEW BRAUNFELS		5. Street/Road Name & Block Number RUSCH LANE (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1529	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0231.340 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6634998		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -98.1882552	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 20 to 40		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 415574N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 <u>1</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count <u>0</u>) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count <u>0</u> Specify Type _____ Count <u>0</u> Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) <u>0</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes <u>2</u> <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * <u>24</u> <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit <u>30</u> MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2000</u> AADT <u>547</u>		8. Estimated Percent Trucks <u>03</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>3</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 415585B
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County COMAL	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near NEW BRAUNFELS		5. Street/Road Name & Block Number FRIESENHAHN ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 2130	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0234.060 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6435472		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -98.2254726	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 20 to 40		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 415585B	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2000 AADT 470		8. Estimated Percent Trucks 00 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 3		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 441065K
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HAYS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SAN MARCOS		5. Street/Road Name & Block Number PEDESTRIAN TX STATE FOOTBA _____ (Street/Road Name) * (Block Number)		6. Highway Type & No. Ped	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost _____ 0208.532 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.8917560		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.9267000	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 19	1.B. Total Night Thru Trains (6 PM to 6 AM) 18	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 30 3.B. Typical Speed Range Over Crossing (mph) From 15 to 30		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 441065K	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 _____ Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane _____ <input type="checkbox"/> Incandescent Not Over Traffic Lane _____ <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) _____ <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count)
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes _____ <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year _____ AADT _____		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 441066S
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HAYS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SAN MARCOS		5. Street/Road Name & Block Number PRIVATE TX STATE BASEBALL (Street/Road Name) * (Block Number)		6. Highway Type & No. pvt	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0208.712 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.8893033		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.9275832	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 11	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 12 to 25		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 441066S	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 _____ Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane _____ <input type="checkbox"/> Incandescent Not Over Traffic Lane _____ <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) _____ <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count)
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes <u>2</u> <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year _____ AADT _____		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 03 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 441067Y
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HAYS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SAN MARCOS		5. Street/Road Name & Block Number TX STATE BASEBALL (Street/Road Name) * (Block Number)		6. Highway Type & No. PED	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0208.754 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.8884471		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.9274525	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 11	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 12 to 25		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/03/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 441067Y	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 _____ Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane _____ <input type="checkbox"/> Incandescent Not Over Traffic Lane _____ <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) _____ <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count)
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes _____ <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year _____ AADT _____		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 450660C
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County LIBERTY	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near DAYTON		5. Street/Road Name & Block Number County Road 621 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0621	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR: ATK, BNSF, KCS		
9. Railroad Division or Region <input type="checkbox"/> None Gulf Coast		10. Railroad Subdivision or District <input type="checkbox"/> None Beaumont Sub		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0404.650 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.0592280		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.9926030	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		30.C. Railroad Use *		30.D. Railroad Use *	
31.B. State Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16		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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 7	1.B. Total Night Thru Trains (6 PM to 6 AM) 7	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 450660C	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2001 AADT 60		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 06 / 30 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742681D
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County GONZALES	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near HARWOOD		5. Street/Road Name & Block Number SANDY PINE ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO0249	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None GLIDDEN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0147.990 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6687583		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.5636150	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 13	1.B. Total Night Thru Trains (6 PM to 6 AM) 12	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 06/30/2021		PAGE 2			D. Crossing Inventory Number (7 char.) 742681D	
Part III: Highway or Pathway Traffic Control Device Information						
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	2. Types of Passive Traffic Control Devices associated with the Crossing					
	2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____		
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * 0 Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics						
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No		4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2015 AADT 40		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 06 / 30 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742707D
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County GUADALUPE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SEGUIN		5. Street/Road Name & Block Number KRUEGER ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. PRIVATE	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None GLIDDEN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0171.850 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.5967819		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.9296541	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		30.C. Railroad Use *		30.D. Railroad Use *	
31.B. State Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16		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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 13	1.B. Total Night Thru Trains (6 PM to 6 AM) 12	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 06/30/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742707D	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 450			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1992 AADT 80		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742721Y
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County MEDINA	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near LA COSTE		5. Street/Road Name & Block Number CR 562 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0562	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost 0240.760 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.2708412		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -98.9038339	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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) * 9/14/2018 Added "in design" siding surface-WAN			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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10		1.B. Total Night Thru Trains (6 PM to 6 AM) 10		1.C. Total Switching Trains 0
1.D. Total Transit Trains 0		1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____		
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 55 3.B. Typical Speed Range Over Crossing (mph) From 27 to 55		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021	PAGE 2	D. Crossing Inventory Number (7 char.) 742721Y
Part III: Highway or Pathway Traffic Control Device Information		
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None	2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None
		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
		2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED
		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
		3.E. Total Count of Flashing Light Pairs 4
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required	3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No	3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
		3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance
		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____
		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None
Part IV: Physical Characteristics		
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____		
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75	7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information		
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid	2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local	3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
		5. Linear Referencing System (LRS Route ID) * 6. LRS Milepost *
7. Annual Average Daily Traffic (AADT) Year 2010 AADT 60	8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0
		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742754L
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County MEDINA	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near DHANIS		5. Street/Road Name & Block Number CR 5217 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 5217	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0265.820 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.3350392		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -99.2619202	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) * FIELD INVENTORY ON 5/25/04 BY TEXAS RAILRC		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742754L	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 20 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2010 AADT 30		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 04 / 26 / 2022	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742823S
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County UVALDE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near KNIPPA		5. Street/Road Name & Block Number CR 343 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0343	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0286.450 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.3151550		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -99.5760088	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 04/26/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 7428235	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 1 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 4
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type 2	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2005 AADT 60		8. Estimated Percent Trucks 02 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742854R
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County UVALDE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near CLINE		5. Street/Road Name & Block Number CR 212 (Street/Road Name) * (Block Number)		6. Highway Type & No. PRIVATE	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK _____ BNSF _____		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0319.390 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.2434860		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -100.0834875	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 13	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021	PAGE 2	D. Crossing Inventory Number (7 char.) 742854R
Part III: Highway or Pathway Traffic Control Device Information		
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	2. Types of Passive Traffic Control Devices associated with the Crossing	
	2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0
		2.C. YIELD Signs (R1-2) (count) 2
	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None	2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None
		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
		2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED
		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
		3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required	3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No	3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
		3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance
		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____
		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None
Part IV: Physical Characteristics		
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____		
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____	7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information		
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid	2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local	3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
		5. Linear Referencing System (LRS Route ID) *
		6. LRS Milepost *
7. Annual Average Daily Traffic (AADT) Year 1992 AADT 10	8. Estimated Percent Trucks 02 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0
		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742889S
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County CULBERSON	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near VALENTINE		5. Street/Road Name & Block Number LOBO ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. TBD	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0695.600 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.8907856		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -104.7822115	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		31.B. State Use *		30.C. Railroad Use *	
30.D. Railroad Use *		31.C. State Use *		State Phone# updated - date updated: 2018-08-16	
32.A. Narrative (Railroad Use) *		32.B. Narrative (State Use) *		30.D. Railroad Use *	
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742889S		
Part III: Highway or Pathway Traffic Control Device Information						
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 0 <input type="checkbox"/> W10-11 0 <input type="checkbox"/> W10-2 0 <input type="checkbox"/> W10-4 0 <input type="checkbox"/> W10-12 0		
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None		
Part IV: Physical Characteristics						
1. Traffic Lanes Crossing Railroad Number of Lanes 2		<input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2007 AADT 17		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742890L
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HUDSPETH	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SIERRA BLANCA		5. Street/Road Name & Block Number Pasture Road (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 2518	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0737.880 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 31.1796018		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -105.3729797	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 30 to 70		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742890L	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 30		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742892A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HUDSPETH	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SIERRA BLANCA		5. Street/Road Name & Block Number LASCA ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1026	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0752.230 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 31.2666371		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -105.5641648	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		31.B. State Use *		30.C. Railroad Use *	
30.D. Railroad Use *		31.C. State Use *		State Phone# updated - date updated: 2018-08-16	
32.A. Narrative (Railroad Use) *		31.D. State 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742892A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 10 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 20		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742894N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HUDSPETH	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SIERRA BLANCA		5. Street/Road Name & Block Number LASCA ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1025	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0760.310 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 31.2586484		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -105.6299456	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742894N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 100			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 20		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 02 / 07 / 2022	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742900P
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HUDSPETH	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near FT HANCOCK		5. Street/Road Name & Block Number ACALA ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1092	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR: ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0780.260 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 31.3389050		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -105.8966779	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 02/07/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 742900P	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 20 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 30		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742919G
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County BEXAR	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near MACDONA		5. Street/Road Name & Block Number Shepherd Road (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 5463	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None South Texas		10. Railroad Subdivision or District <input type="checkbox"/> None Del Rio Sub		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0228.130 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.3274394		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -98.7198986	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742919G	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No			2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		
2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____ / _____ <input type="checkbox"/> Not Required			3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) _____ / _____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
3.I. Bells (count) 0				3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None	
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____				4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	
4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None					
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) _____ / _____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	
7. Annual Average Daily Traffic (AADT) Year 1992 AADT 10		8. Estimated Percent Trucks 02 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0	
4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 15 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 742967W
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County KINNEY	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SPOFFORD		5. Street/Road Name & Block Number LAS MORAS ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0003	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK _____ BNSF _____		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0347.940 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.2261175		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -100.4974053	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16			
30.E. 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 742967W	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2008 AADT 20		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 763861J
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County TERRELL	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SANDERSON		5. Street/Road Name & Block Number BLANCO STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0011	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0506.724 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.1386950		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -102.3962630	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 6	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 55 3.B. Typical Speed Range Over Crossing (mph) From 20 to 50		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 763861J	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 100			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 10		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 763874K
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County VAL VERDE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near PUMPVILLE		5. Street/Road Name & Block Number FM 1865 PUMPVILLE ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. RM 1865	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost 0456.770 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.9435275		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -101.7375931	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 6	1.B. Total Night Thru Trains (6 PM to 6 AM) 6	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 763874K	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type R15-2P Count 2 Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 40 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 55 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2008 AADT 100		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 06 / 30 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 763904A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County FAYETTE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near FLATONIA		5. Street/Road Name & Block Number SOUTH KNEZEK ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0441	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None GLIDDEN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0116.470 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6808922		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.0588284	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *		31.A. State Use *	
30.B. Railroad Use *		30.C. Railroad Use *		30.D. Railroad Use *	
31.B. State Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16		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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 8	1.B. Total Night Thru Trains (6 PM to 6 AM) 7	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 27 to 55		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 06/30/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 763904A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 40		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 03 / 09 / 2022	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 763929V
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County FAYETTE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near FLATONIA		5. Street/Road Name & Block Number WHISTLEVILLE ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None GLIDDEN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0123.240 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6807140		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.1690939	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 03/09/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 763929V	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2001 AADT 50		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 764098R
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County VAL VERDE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near LANGTRY		5. Street/Road Name & Block Number LANGTRY ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0119	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0442.610 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.8148105		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -101.5691835	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 30 to 55		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764098R	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 495			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 20 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 90		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 764102D
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County VAL VERDE	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near COMSTOCK		5. Street/Road Name & Block Number OLD HIGHWAY 90 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1032	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____ ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost 0414.670 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.6942206		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -101.1880697	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764102D	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 10 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2008 AADT 60		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 764196G
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County BREWSTER	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near ALPINE		5. Street/Road Name & Block Number PRIVATE SEALE 77 RANCH (Street/Road Name) * (Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0592.660 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.3205878		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -103.4659603	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764196G	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1994 AADT 6		8. Estimated Percent Trucks 02 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR	D. DOT Crossing Inventory Number 764207S
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County PRESIDIO	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near MARFA		5. Street/Road Name & Block Number GOLF COURSE ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0023	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0631.344 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.3124348		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -103.9980009	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764207S	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 20		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 22 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 764212N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County PRESIDIO	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near MARFA		5. Street/Road Name & Block Number WEST WASHINGTON STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0022	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None VALENTINE SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0633.956 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.3106046		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -104.0408149	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/22/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764212N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 20		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 20 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR	D. DOT Crossing Inventory Number 764219L
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County HUDSPETH	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near SIERRA BLANCA		5. Street/Road Name & Block Number Scott Crossing Road (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0151	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR <u>ATK</u>		
9. Railroad Division or Region <input type="checkbox"/> None <u>TEXOMA</u>		10. Railroad Subdivision or District <input type="checkbox"/> None <u>VALENTINE SUB</u>		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0705.190 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A <u>UP</u>		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.9387116		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -104.9072920	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use * State Phone# updated - date updated: 2018-08-16			
30.E. 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) <u>60</u> 3.B. Typical Speed Range Over Crossing (mph) From <u>30</u> to <u>60</u>		
4. Type and Count of Tracks Main <u>1</u> Siding <u>0</u> Yard <u>0</u> Transit <u>0</u> Industry <u>0</u>				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 764219L	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 40		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 14 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794546D
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County CASS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near ATLANTA		5. Street/Road Name & Block Number CR 4224 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 4224	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR: ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None MID AMERICA		10. Railroad Subdivision or District <input type="checkbox"/> None LITTLE ROCK SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0027.265 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 33.0670428		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.1807276	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/14/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794546D	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 30		8. Estimated Percent Trucks 03 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 4		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 14 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794554V
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County CASS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near KILDARE		5. Street/Road Name & Block Number CR 1875 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1885	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None MID AMERICA		10. Railroad Subdivision or District <input type="checkbox"/> None LITTLE ROCK SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0035.860 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.9551627		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.2395494	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/14/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794554V	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 16 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 10 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2007 AADT 29		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 14 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794557R
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County CASS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near KILDARE		5. Street/Road Name & Block Number FM 248 (Street/Road Name) * (Block Number)		6. Highway Type & No. FM 0248	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None MID AMERICA		10. Railroad Subdivision or District <input type="checkbox"/> None LITTLE ROCK SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0038.190 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.9273095		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.2595580	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/14/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794557R	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> 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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 4
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 50 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 55 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2011 AADT 110		8. Estimated Percent Trucks 24 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 14 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794559E
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County MARION	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near JEFFERSON		5. Street/Road Name & Block Number Howe Road (Street/Road Name) * (Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR: ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None MID AMERICA		10. Railroad Subdivision or District <input type="checkbox"/> None LITTLE ROCK SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0041.900 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.8764243		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.2801486	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/14/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794559E	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 250			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1970 AADT 1		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 14 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794564B
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County MARION	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near JEFFERSON		5. Street/Road Name & Block Number STALLS ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 4004	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None MID AMERICA		10. Railroad Subdivision or District <input type="checkbox"/> None LITTLE ROCK SUB		11. Branch or Line Name <input type="checkbox"/> None _____	
12. RR Milepost _____ 0046.590 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.8171079		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -94.3121068	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 14	1.B. Total Night Thru Trains (6 PM to 6 AM) 13	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 75 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/14/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794564B	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2002 AADT 10		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 03 / 16 / 2022	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794695E
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County WOOD	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near HAWKINS		5. Street/Road Name & Block Number CR 3390 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 3390	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None MINEOLA SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0125.300 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.6157096		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -95.3139142	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 11	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 03/16/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 794695E	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 30 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2007 AADT 97		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794703U
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County WOOD	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near MINEOLA		5. Street/Road Name & Block Number WOODVALE FISHING CLUB LAKE (Street/Road Name) * (Block Number)		6. Highway Type & No. TBD	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR: ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None MINEOLA SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0130.200 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.6403881		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -95.3919858	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 11	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794703U	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1992 AADT 10		8. Estimated Percent Trucks 02 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794735A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County VAN ZANDT	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near EDGEWOOD		5. Street/Road Name & Block Number CR 1912 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 1912	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None MINEOLA SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0158.570 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.6954766		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -95.8677713	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 11	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 30 to 70		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794735A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 32 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1978 AADT 10		8. Estimated Percent Trucks 02 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794740W
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County VAN ZANDT	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near EDGEWOOD		5. Street/Road Name & Block Number CR 3525 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 3525	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None MINEOLA SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0161.610 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.7015271		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -95.9199375	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 11	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794740W	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
				2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
				3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	
3.I. Bells (count) 0		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			
		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
				5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
				6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2		<input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	
				3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	
				4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 24 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	
				4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
				5. Linear Referencing System (LRS Route ID) *	
				6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year 2007 AADT 111		8. Estimated Percent Trucks 03 _____ %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0	
				10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 11 / 17 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 794767F
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County KAUFMAN	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near TERRELL		5. Street/Road Name & Block Number BURCH STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. ST 0000	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None TEXOMA		10. Railroad Subdivision or District <input type="checkbox"/> None MINEOLA SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0181.820 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 32.7339915		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -96.2638598	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 11	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 1 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/17/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 794767F	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 <u>1</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count <u>0</u>) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count <u>2</u> Specify Type _____ Count <u>0</u> Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) <u>0</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes <u>2</u> <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * <u>30</u> <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>75</u>			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit <u>30</u> MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>1979</u> AADT <u>10</u>		8. Estimated Percent Trucks <u>02</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>0</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 27 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 920430A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County MEDINA	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near HONDO		5. Street/Road Name & Block Number CR 451 (Street/Road Name) * (Block Number)		6. Highway Type & No. CO 0451	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____, _____, _____ ATK, BNSF		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None DEL RIO SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost _____ 0253.710 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day _____		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 29.3522085		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -99.0621353	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 10	1.B. Total Night Thru Trains (6 PM to 6 AM) 10	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/27/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 920430A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		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) <input type="checkbox"/> None <input type="checkbox"/> W10-1 <u>2</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count <u>0</u>) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count <u>0</u> Specify Type _____ Count <u>0</u> Specify Type _____ Count <u>0</u>		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) <u>0</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes <u>2</u> <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit <u>30</u> MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2010</u> AADT <u>20</u>		8. Estimated Percent Trucks <u>03</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>0</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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 / 27 / 2021	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 920454N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County BREWSTER	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near MARATHON		5. Street/Road Name & Block Number LEE STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. TBD	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None SANDERSON SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0576.500 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.2075094		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -103.2541607	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 5	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/27/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 920454N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 40 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 80			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 30 _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 20		8. Estimated Percent Trucks 03 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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) 09 / 03 / 2020	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 975080N
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State TEXAS		3. County TRAVIS	
4. City / Municipality <input type="checkbox"/> In <input type="checkbox"/> Near AUSTIN		5. Street/Road Name & Block Number PEDESTRIAN AMTRAK (Street/Road Name) * (Block Number)		6. Highway Type & No. TBD	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None SOUTH TEXAS		10. Railroad Subdivision or District <input type="checkbox"/> None AUSTIN SUB		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0179.450 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	
21. Type of Train <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 2		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard	
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.2696600		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -97.7568700	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> 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.) 512-416-2635			

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 7	1.B. Total Night Thru Trains (6 PM to 6 AM) 7	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 35 to 70		
4. Type and Count of Tracks Main 1 Siding 0 Yard 1 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 09/03/2020	PAGE 2	D. Crossing Inventory Number (7 char.) 975080N
Part III: Highway or Pathway Traffic Control Device Information		
1. Are there Signs or Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	2. Types of Passive Traffic Control Devices associated with the Crossing	
	2.A. Crossbuck Assemblies (count)	2.B. STOP Signs (R1-1) (count)
		2.C. YIELD Signs (R1-2) (count)
		2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No	2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None	2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None
		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
		2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> 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 _____ Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane _____ <input type="checkbox"/> Incandescent Not Over Traffic Lane _____ <input type="checkbox"/> LED
		3.D. Mast Mounted Flashing Lights (count of masts) _____ <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
		3.E. Total Count of Flashing Light Pairs
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No
3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No		3.I. Bells (count)
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None		3.K. Other Flashing Lights or Warning Devices Count _____ Specify type _____
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance
		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____
		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None
Part IV: Physical Characteristics		
1. Traffic Lanes Crossing Railroad Number of Lanes _____	<input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No
		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____		
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°
8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No		
Part V: Public Highway Information		
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid	2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local	3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No
		4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
		5. Linear Referencing System (LRS Route ID) *
		6. LRS Milepost *
7. Annual Average Daily Traffic (AADT) Year _____ AADT _____	8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day _____
		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> 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.		