APPENDIX E – BL-A-2, Edgemont to Dobson

Blue Line (A), Line Section 2, BL-A-2 Edgemont to Dobson

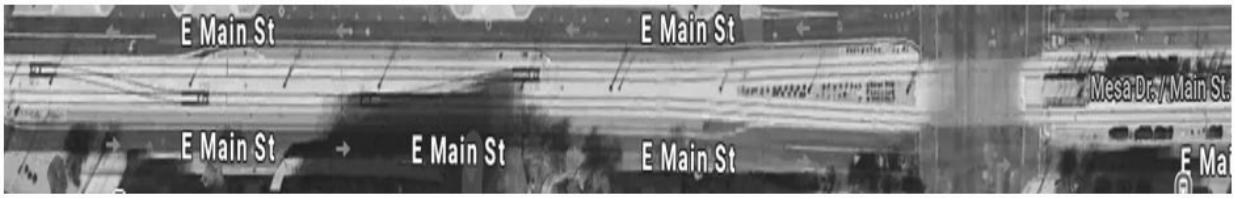
E.1 SECTION OVERVIEW

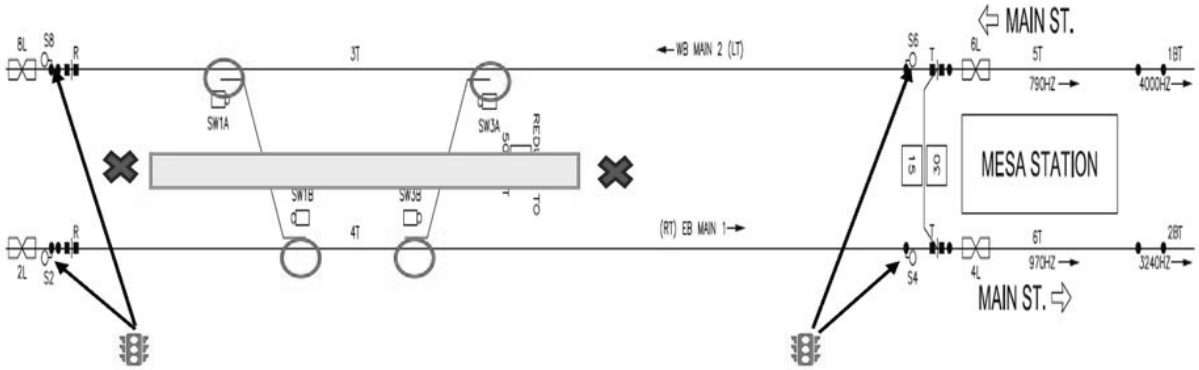
Locations: Hibbert Interlocking • Date Interlocking • Longmore Pocket • Dobson Interlocking
Line: Blue Line (A Line) – Central Mesa Section
Platforms:

- Mesa Dr / Main St – Eastbound / Westbound
- Center St / Main St – Eastbound / Westbound
- Country Club Dr / Main St – Eastbound / Westbound
- Alma School Rd / Main St – Eastbound / Westbound
- Sycamore St / Main St – Eastbound / Westbound

Track Type: Double-track alignment featuring primarily straight geometry with moderate curvature near the Longmore pocket-track area.

HIBBERT INTERLOCKING

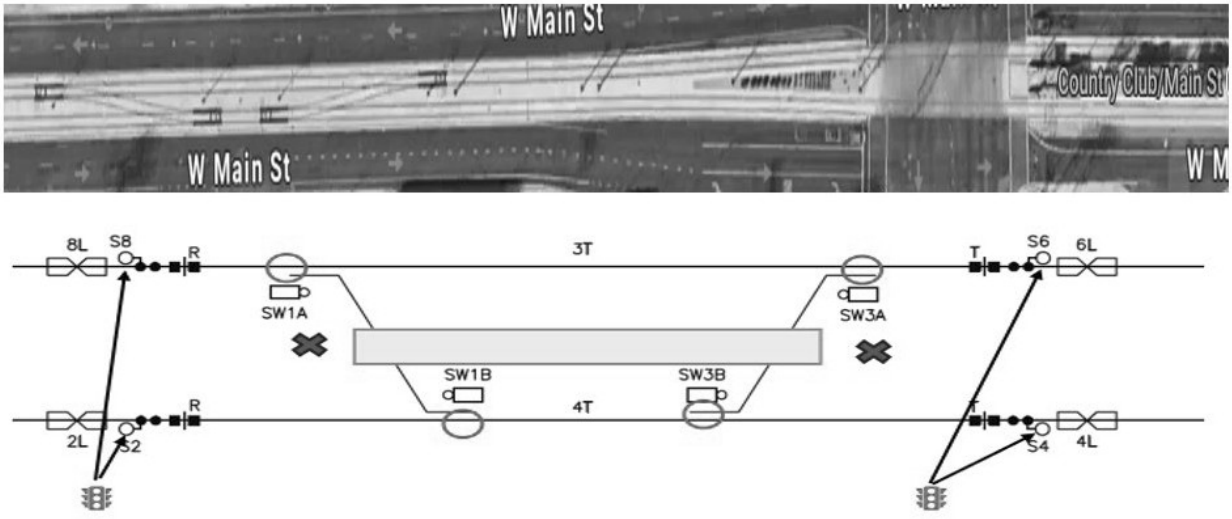




Crossover: Hibbert (Main Street & Hibbert Street)

Switch ID	Track	Description / Function
1A	Track 1	Facing-point crossover switch from Track 1 to Track 2 (eastbound direction).
1B	Track 2	Trailing-point crossover switch paired with 1A for westbound movements back to Track 1.
3A	Track 1	Trailing-point switch completing crossover from Track 1 to Track 2.
3B	Track 2	Facing-point switch paired with 3A for Track 2 to Track 1 alignment.

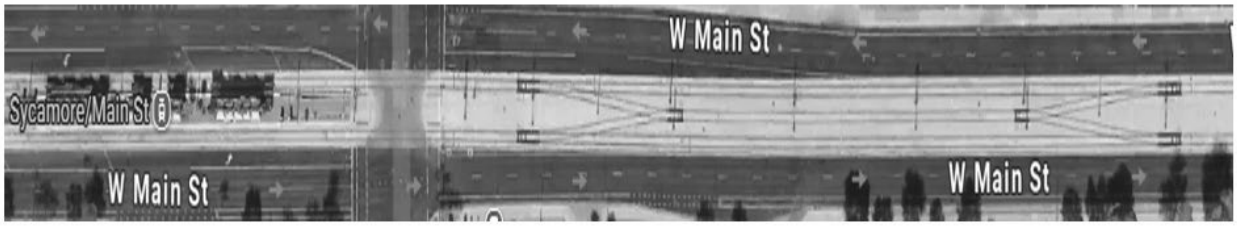
DATE CROSSOVER

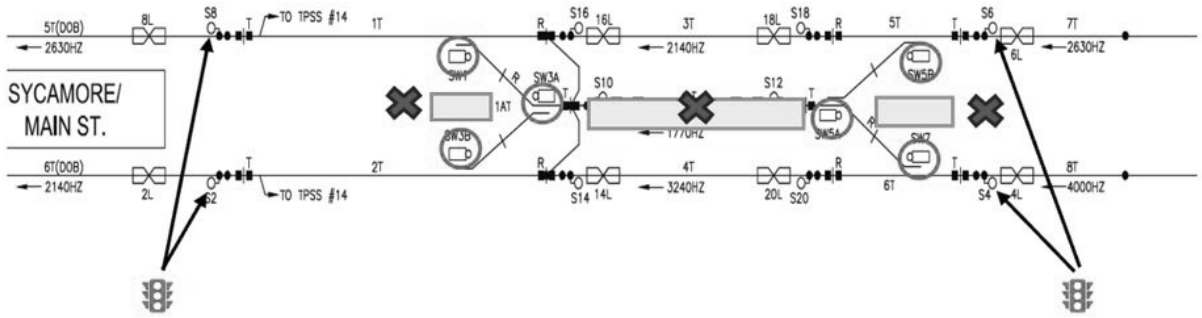


Crossover: Date (Main Street & Date Street)

Switch ID	Track	Description / Function
1A	Track 1	Facing-point crossover switch from Track 1 to Track 2 (eastbound direction).
1B	Track 2	Trailing-point crossover paired with 1A for westbound return movements.
3A	Track 1	Trailing-point switch completing crossover from Track 1 to Track 2.
3B	Track 2	Facing-point crossover paired with 3A for Track 2 to Track 1 alignment.

LONGMORE CROSSOVER

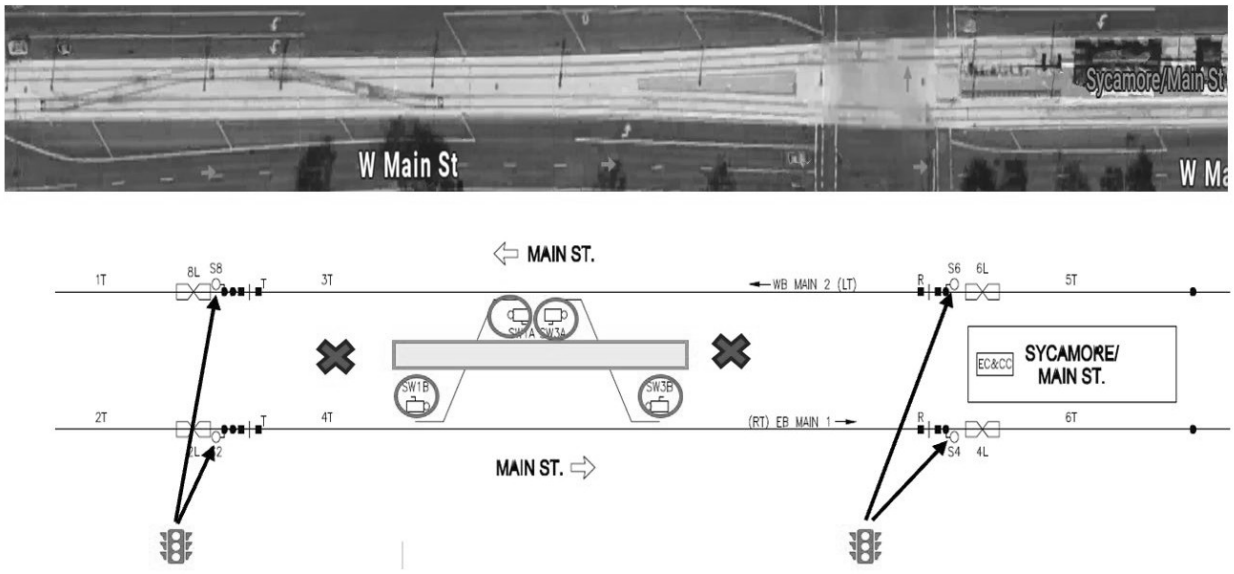




Crossover: Longmore (Main Street & Longmore Avenue)

Switch ID	Track	Description / Function
1	Track 1	Facing-point mainline switch providing crossover access from Track 1 to Track 2 (eastbound).
3A	Track 1	Pocket-track switch allowing entry from Track 1 into the center pocket track (east end connection).
3B	Track 2	Trailing-point crossover switch paired with 1 for westbound movements returning to Track 1.
5A	Track 1	Pocket-track switch allowing exit from pocket track to Track 1 (west end connection).
5B	Track 2	Trailing-point crossover switch paired with 7 for Track 2 to Track 1 alignment.
7	Track 2	Facing-point mainline switch providing crossover access from Track 2 to Track 1 (westbound).

DOBSON CROSSOVER



Crossover: Dobson (Main Street & Dobson Road)

Switch ID	Track	Description / Function
1A	Track 1	Facing-point crossover switch from Track 1 to Track 2 (eastbound direction).
1B	Track 2	Trailing-point crossover switch paired with 1A for westbound movements returning to Track 1.
3A	Track 1	Trailing-point crossover completing Track 1 to Track 2 alignment.
3B	Track 2	Facing-point crossover paired with 3A for Track 2 to Track 1 movements.

E.2 WORK ACTIVITY DESCRIPTION

This section includes active mainline track segments and crossover locations where multiple departments perform inspection, maintenance, and troubleshooting activities under full Roadway Worker Protection (RWP) coverage.

The alignment primarily consists of tangent (straight) track segments that provide adequate physical clearance for train operations. However, roadway workers must occupy only designated safe zones on adjacent unoccupied tracks during field activities. Train movements occur frequently in both eastbound and westbound directions, requiring continuous situational awareness, two-way OCC communication, and strict adherence to established RWP access and protection procedures.

E.3 INTERLOCKING AND POCKET PROTECTION PROCEDURES

Hibbert – Date – Longmore – Dobson are controlled interlockings governed by OCC. Protection and routing within this section follow the same operational control principles as BL-A-1:

- OCC authorization is required before track entry.
- All switches are electrically controlled and remotely aligned.
- Operators are held at the preceding platform until OCC confirms route clearance.
- Red aspects serve as absolute stop protection indicating maintenance occupancy.

The Longmore pocket track may be used for train storage or turnback's. All movements into or out of the pocket require OCC approval, confirmation of switch correspondence, and clear communication with maintenance crews on site.

E. 4 HAZARD AWARENESS SUMMARY

Hazard	Risk Description	Mitigation / Control
Dual train approach	Simultaneous eastbound/westbound movements reduce clearance awareness.	Assign lookout and maintain continuous OCC contact before movement authorization.
Pocket track misalignment	Improper switch position during entry/exit.	OCC to verify indication; visual confirmation by signal or track personnel before movement.
Vehicular proximity near Longmore	Adjacent street traffic poses added hazard during access.	Use spotters, high-visibility PPE, and channelized cone delineation.
Multiple interlockings within short distance	Increased coordination complexity between crews.	Stagger work limits; OCC to track simultaneous work authorizations.

Summary of Protection Controls

- OCC authorization required prior to entry.
- Absolute-stop protection via red aspect during maintenance.
- Pocket track and interlockings treated as active controlled territory.
- Safe zones limited to unoccupied track or defined clearance area.
- Increased vigilance required near Longmore and street-adjacent platforms.

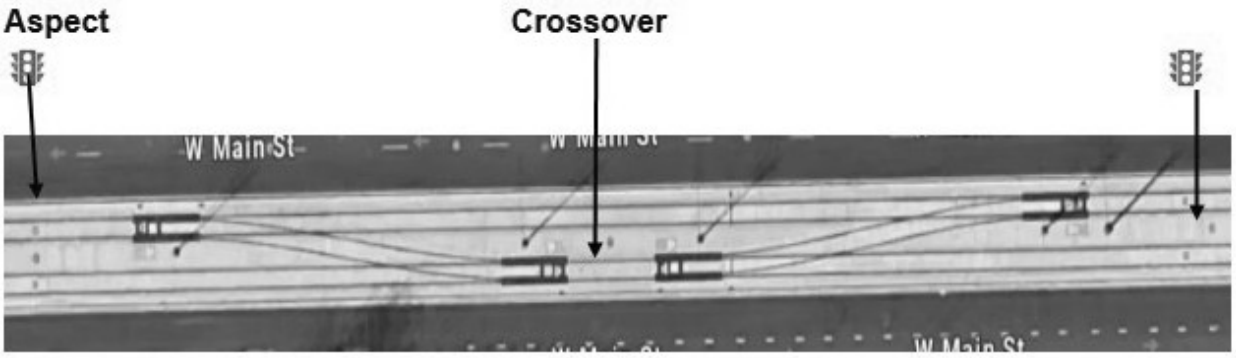
E.5 CROSSOVERS

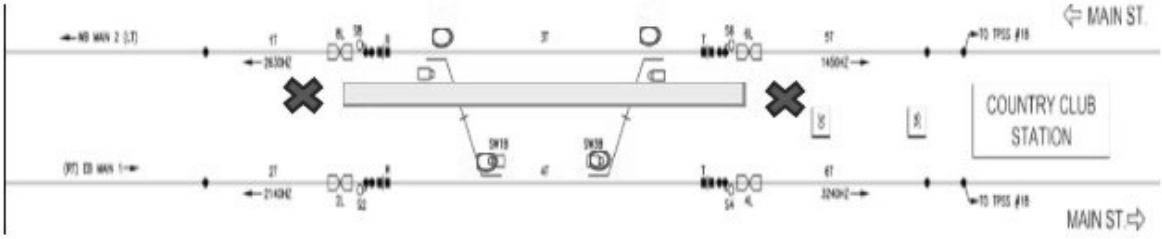
E.5.1 HIBBERT CROSSOVER



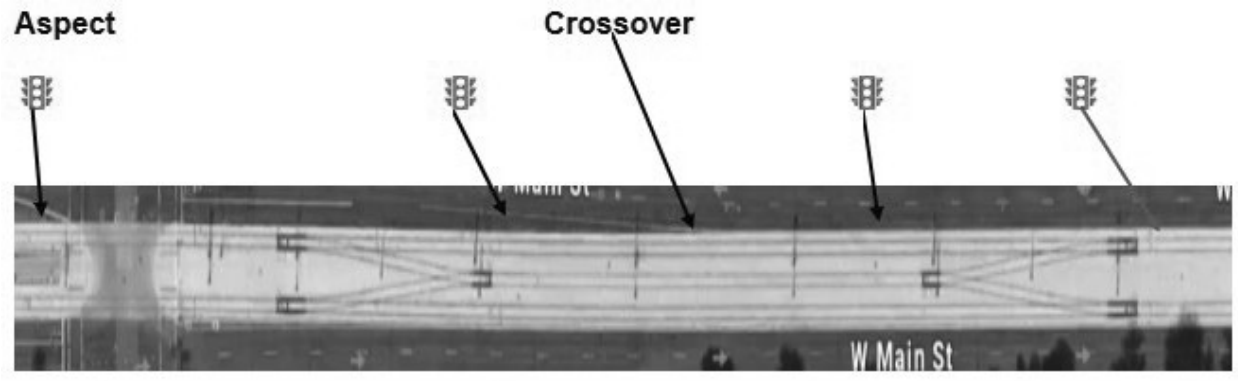
E.5.2 DATE CROSSOVER



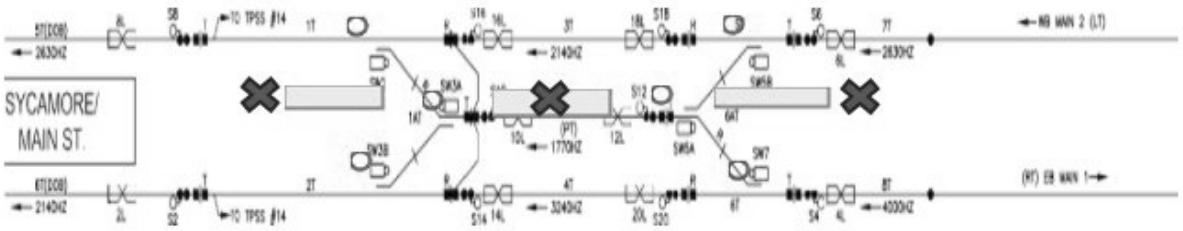

Aspect
Crossover
W Main St
W Main St
Alma School Station
Station
Country Club


MAIN ST
COUNTRY CLUB
STATION
MAIN ST



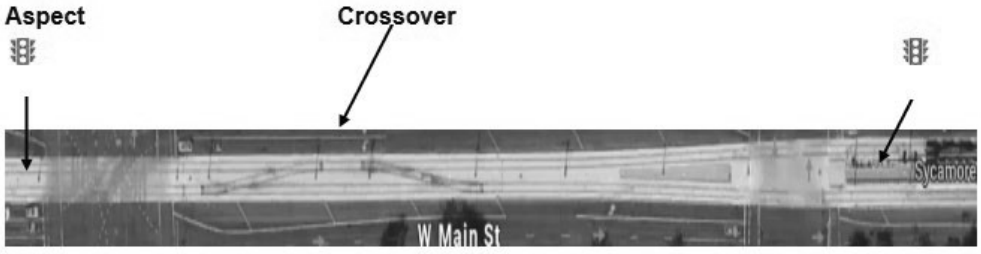


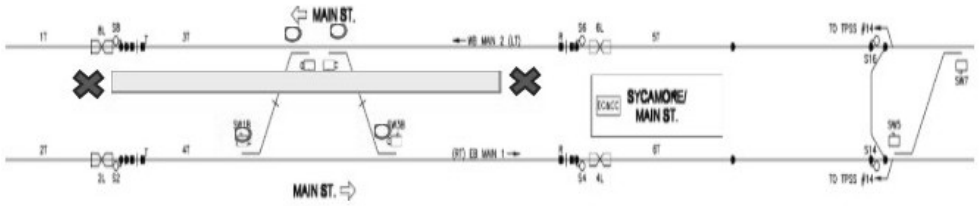
Sycamore Main ← ----------→ Alma School Main Station



E.5.3 DOBSON CROSSOVER







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