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ORIGINAL

BEFORE THE ARIZONA CORPORATION COMMISSION

Arizona Corporation Commission

DOCKETED

OCT 19 2007

2007 OCT 19 P 1:03

ARIZONA CORPORATION COMMISSION
TUCSON, ARIZONA

DOCKETED BY

MM

COMMISSIONERS

- MIKE GLEASON, Chairman
- WILLIAM A. MUNDELL
- JEFF HATCH-MILLER
- KRISTIN K. MAYES
- GARY PIERCE

RR-03639A-07-0607

IN THE MATTER OF THE)	DOCKET NO. _____
APPLICATION OF UNION)	
PACIFIC RAILROAD TO ALTER)	UNION PACIFIC RAILROAD
THE CROSSING OF THE UNION)	COMPANY'S APPLICATION
PACIFIC RAILROAD AT PICACHO)	FOR AUTHORITY TO ALTER
BOULEVARD)	THE CROSSING OF THE UNION
)	PACIFIC RAILROAD AT PICACHO
)	BOULEVARD BY ADDING A
)	SECOND MAINLINE TRACK

Applicant Union Pacific Railroad Company ("Union Pacific"), whose post office address is 1255 South Campbell Avenue, Tucson, Arizona 85713, by and through its attorneys Beaugureau, Zukowski, Hancock, Stoll & Schwartz, P.C., pursuant to A.A.C. R14-3-106(F) and R14-3-107 and A.R.S. §40-337(B)(2), hereby applies for authority to alter public at-grade crossing DOT # 741 712W at Picacho Boulevard by adding a second mainline track thereto. By submitting this application, Union Pacific does not waive its rights with respect to any lack of jurisdiction or authority of the Arizona Corporation Commission, including, without limitation, the right to assert federal preemption.

The reasons for this application follow, supported by the Affidavit of James H. Smith, attached hereto as Exhibit A:

1. In recent years, the public's demand for rail freight service to, from and through Arizona and in the Southwest generally has grown steadily and dramatically.

1 2. To meet this growing public demand for movement of freight by rail, Union Pacific
2 needs to increase its capacity to move more freight to, from and through Arizona. The only way to
3 increase Union Pacific's capacity substantially is to add a second mainline track into and through
4 Arizona (the "double-track project"). Doing so is in the best interests of Union Pacific's 25,000
5 rail customers, the many other members of the public who use the freight shipped by those
6 customers, Union Pacific, and rail commerce to, from and through Arizona and throughout the 23
7 western states served by Union Pacific.
8

9 3. The addition of a second mainline track through Arizona will allow more
10 expeditious movement of freight by rail through the State, and will thus minimize traffic delays for
11 users of the roadways that cross Union Pacific's railroad tracks within the State.

12 4. No new railroad-roadway crossings will be constructed as part of the double-track
13 project. Instead, a second mainline track would be added only at crossings where a single mainline
14 track already exists.

15 5. This application seeks authority to construct a second mainline track at one crossing
16 in Pinal County, where Picacho Boulevard intersects at grade with Union Pacific's existing
17 mainline track. Union Pacific also seeks authority to construct a new siding track at the Picacho
18 Boulevard crossing so that it will then have 3 sets of tracks consisting of 2 mainline tracks and 1
19 siding track through the crossing. The crossing at Picacho Boulevard, and the proposed
20 improvements thereto, have been evaluated by a diagnostic team consisting of Union Pacific, the
21 Arizona Corporation Commission's Railroad Safety Staff, and the controlling roadway authority,
22 which is Pinal County.
23

24 6. Safety will be enhanced at this crossing in connection with the addition of a second
25 mainline track and new siding track by incorporating the most currently accepted standards in the
26 industry for at-grade crossing safety.

1 7. Attached to the Affidavit of James H. Smith, Exhibit A filed herewith, is a set of
2 exhibits with regard to the Picacho Boulevard crossing and the proposed improvements sought by
3 this application, which consists of the following:

- 4 a. cover sheet;
- 5 b. overview map;
- 6 c. aerial map of the crossing location, providing details of the crossing
7 including traffic data for 2007 and the location of existing track, proposed tracks, existing at-grade
8 crossings, any schools, hospitals, fire stations, and development in the area;
- 9 d. notes of the diagnostic field review and recommendations of the diagnostic
10 team;
- 11 e. four photographs, one taken looking toward each direction at the crossing;
- 12 f. summary of crossing data, including traffic data for 2007 as well as accident
13 history, which is none;
- 14 g. work proposed for the roadway and the track, and whether a grade
15 separation has been proposed or planned by the controlling roadway authority; and
16 h. detailed plans of improvements to be made.

17 8. Union Pacific will bear the entire cost of all improvements to be made at the
18 Picacho Boulevard crossing. Those costs are projected to be as follows:
19
20

21

Crossing	Crossing Surface	Signal	Total
Picacho Boulevard	\$ 30,880.00	\$265,100.00	\$295,980.00

22
23

24 For the foregoing reasons, Union Pacific respectfully applies to the Commission for
25 authority to alter, at Union Pacific's own cost, the foregoing public grade crossing as specified
26 herein, so as to accommodate the addition of a second mainline track.

1 RESPECTFULLY SUBMITTED this 19th day of October, 2007.

2 BEAUGUREAU, ZUKOWSKI,
3 HANCOCK, STOLL & SCHWARTZ, P.C.

4 By: Terrance L. Sims

5 Anthony J. Hancock

6 Terrance L. Sims

7 302 East Coronado Road

8 Phoenix, Arizona 85004

9 Attorneys for Applicant Union

10 Pacific Railroad Company

11 ORIGINAL AND THIRTEEN COPIES
12 of the foregoing filed this 19th day of
13 October, 2007, with:

14 Arizona Corporation Commission
15 1200 West Washington Street
16 Phoenix, Arizona 85007

17 COPY of the foregoing mailed this
18 19th day of October, 2007, to:

19 Mr. David Raber

20 Mr. Brian Lehman

21 Mr. Chris Watson

22 Railroad Safety Section

23 Arizona Corporation Commission

24 2200 North Central Avenue, #300

25 Phoenix, Arizona 85007

26 Janice M. Alward, Esq.

Charles H. Hains, Esq.

Kenya Collins, Esq.

Legal Division

Arizona Corporation Commission

1200 West Washington Street

Phoenix, Arizona 85007

27 Mary Ann Palmer
28 Mary Ann Palmer

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2 western states served by Union Pacific.

3 5. The addition of a second mainline track through Arizona will allow more
4 expeditious movement of freight by rail through the State, and will thus minimize traffic delays for
5 users of the roadways that cross Union Pacific's railroad tracks within the State.

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14 improvements thereto, have been evaluated by a diagnostic team consisting of Union Pacific, the
15 Arizona Corporation Commission's Railroad Safety Staff, and the controlling roadway authority,
16 which is Pinal County.

17 8. Safety will be enhanced at this crossing in connection with the addition of a second
18 mainline track and new siding track by incorporating the most currently accepted standards in the
19 industry for at-grade crossing safety.

20 9. Attached hereto is a set of exhibits with regard to the Picacho Boulevard crossing
21 and the proposed improvements sought by this application, which consists of the following:

- 22 a. cover sheet;
- 23 b. overview map;

1 c. aerial map of the crossing location, providing details of the crossing
2 including traffic data for 2007 and the location of existing track, proposed tracks, existing at-grade
3 crossings, any schools, hospitals, fire stations, and development in the area;

4 d. notes of the diagnostic field review and recommendations of the diagnostic
5 team;

6 e. four photographs, one taken looking toward each direction at the crossing;

7 f. summary of crossing data, including traffic data for 2007 as well as accident
8 history, which is none;

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14 Picacho Boulevard crossing. Those costs are projected to be as follows:

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Picacho Boulevard	\$ 30,880.00	\$265,100.00	\$295,980.00

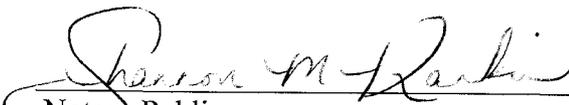
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James H. Smith

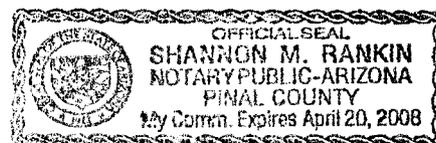
SUBSCRIBED AND SWORN TO before me this 17 day of October, 2007.



Notary Public

My Commission Expires:

April 20, 2008



1 ORIGINAL AND THIRTEEN COPIES
2 of the foregoing filed this 19th day of
3 October, 2007, with:

4 Arizona Corporation Commission
5 1200 West Washington Street
6 Phoenix, Arizona 85007

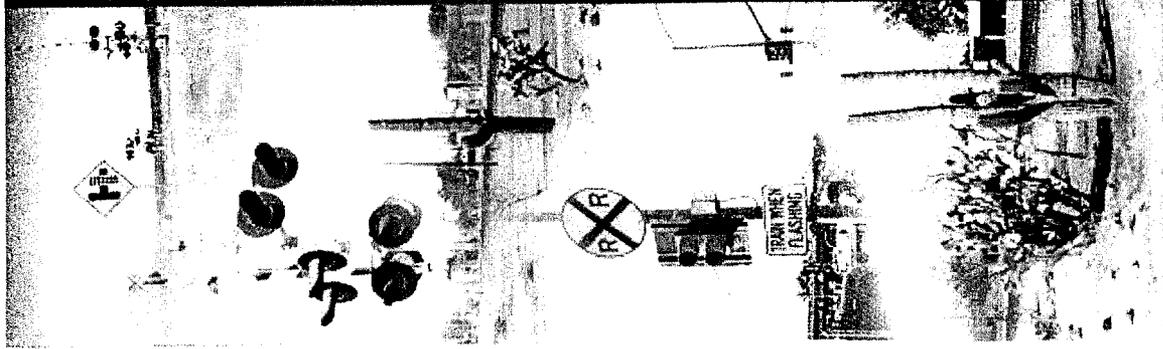
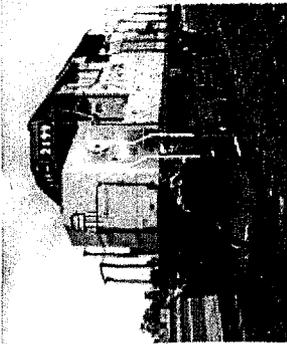
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18 Kenya Collins, Esq.
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20 Arizona Corporation Commission
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22 Phoenix, Arizona 85007

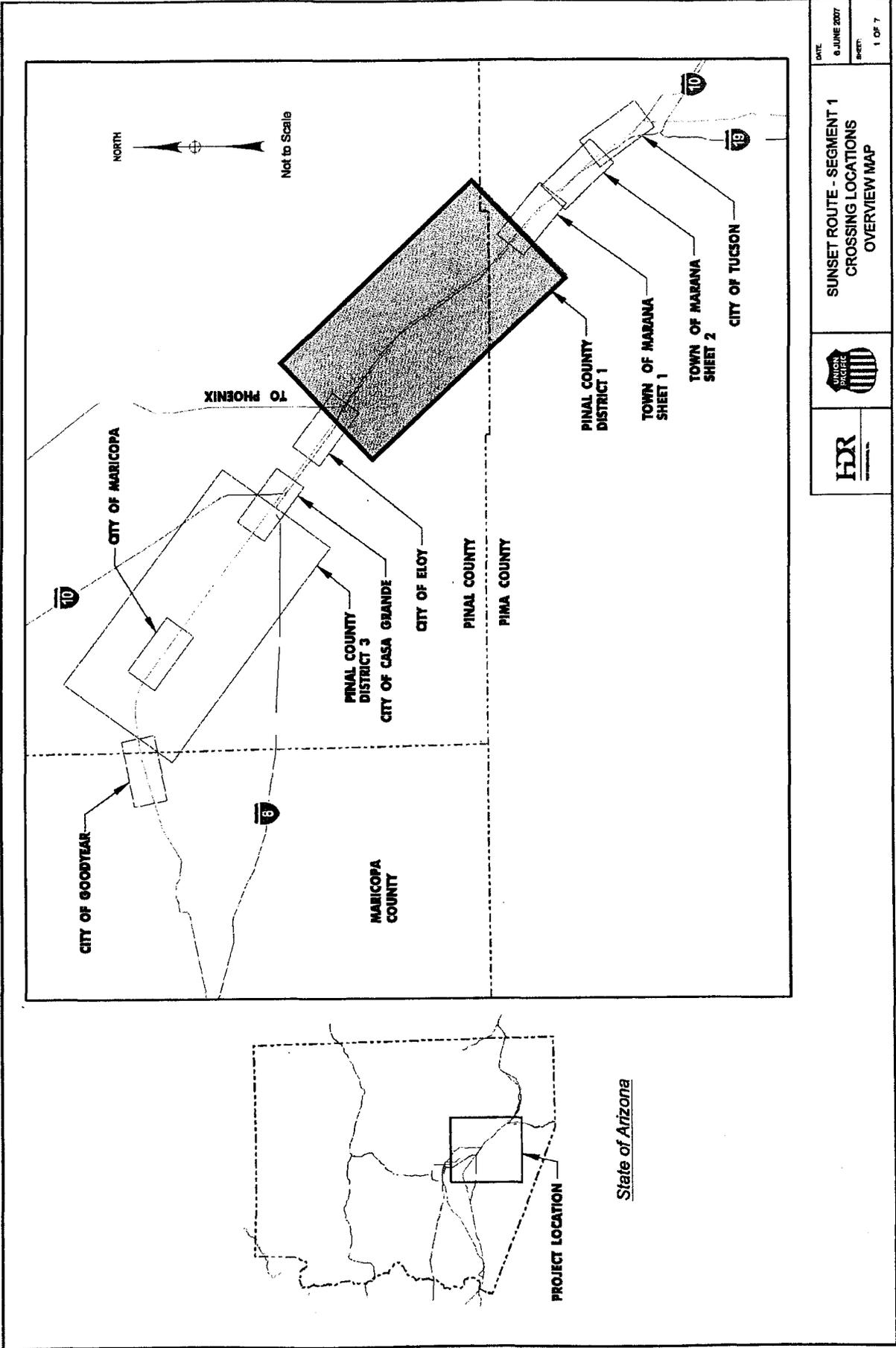
23 
24 Mary Ann Palmer
25 Mary Ann Palmer
26

Picacho Boulevard



ACC Presentation

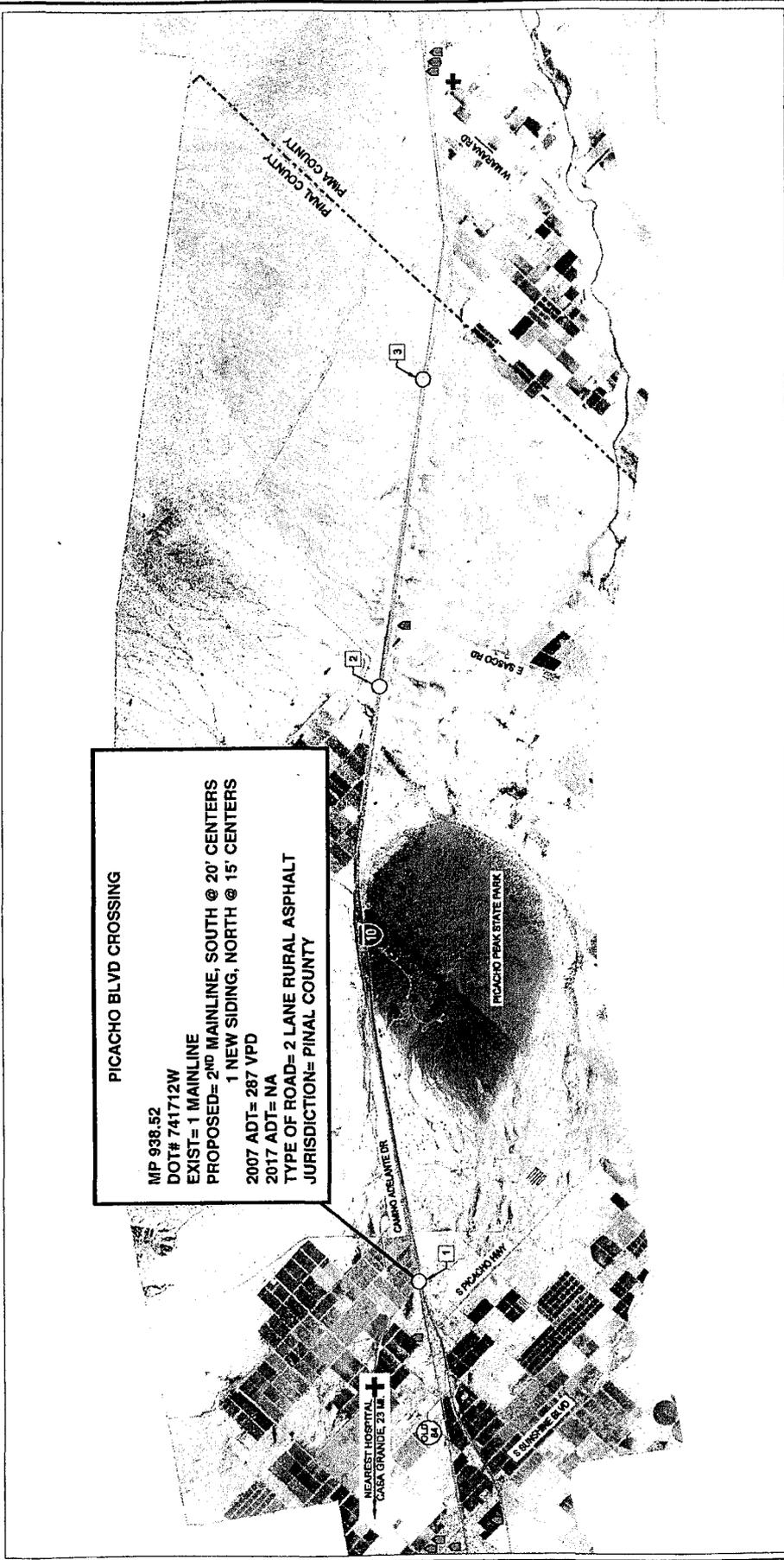
**Picacho Boulevard
(DOT# 741712W, M.P.938.52)**



		DATE: 6 JUNE 2007
		SHEET: 1 OF 7
SUNSET ROUTE - SEGMENT 1 CROSSING LOCATIONS OVERVIEW MAP		

SEGMENT 1 - PHASE 1

SEGMENT 1 - PHASE 2



PICACHO BLVD CROSSING
 MP 938.52
 DOT# 741712W
 EXIST= 1 MAINLINE
 PROPOSED= 2ND MAINLINE, SOUTH @ 20' CENTERS
 1 NEW SIDING, NORTH @ 15' CENTERS
 2007 ADT= 287 VPD
 2017 ADT= NA
 TYPE OF ROAD= 2 LANE RURAL ASPHALT
 JURISDICTION= PINAL COUNTY

CROSSING LOCATIONS

1	MP 938.52 - PICACHO BLVD
2	MP 938.25 - PARK LINK ROAD
3	MP 938.25 - ASBIE BASE ROAD

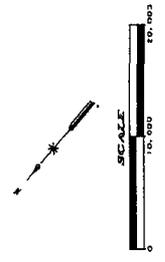
LEGEND

---	EXISTING TRACK
---	PROPOSED TRACK
○	EXISTING AT-GRADE CROSSING
⊙	SCHOOL
+	HOSPITAL
⊕	FIRE STATION
- - -	COUNTY LIMITS

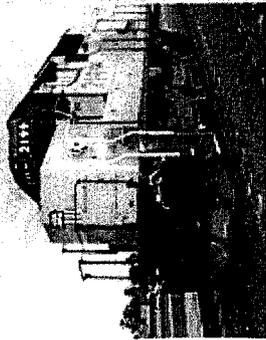
SOURCE: AERIAL PHOTOGRAPHY PROVIDED BY GOOGLE EARTH, 2007
 DATE: 6 JUNE 2007
 SHEET: 7 OF 7



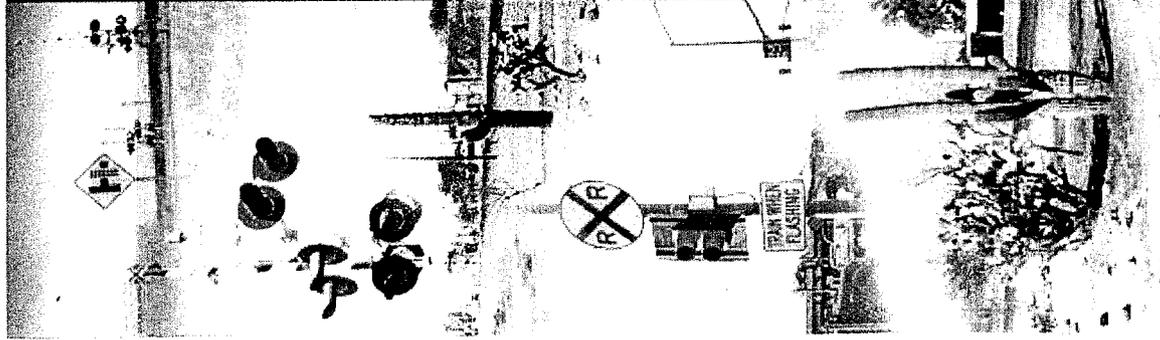
HDR
 HERRINGTON DESIGN GROUP, INC.



SUNSET ROUTE - SEGMENT 1
PINAL COUNTY, DISTRICT 1
CROSSING LOCATIONS



Picacho Boulevard (DOT# 741712W, M.P.938.52)



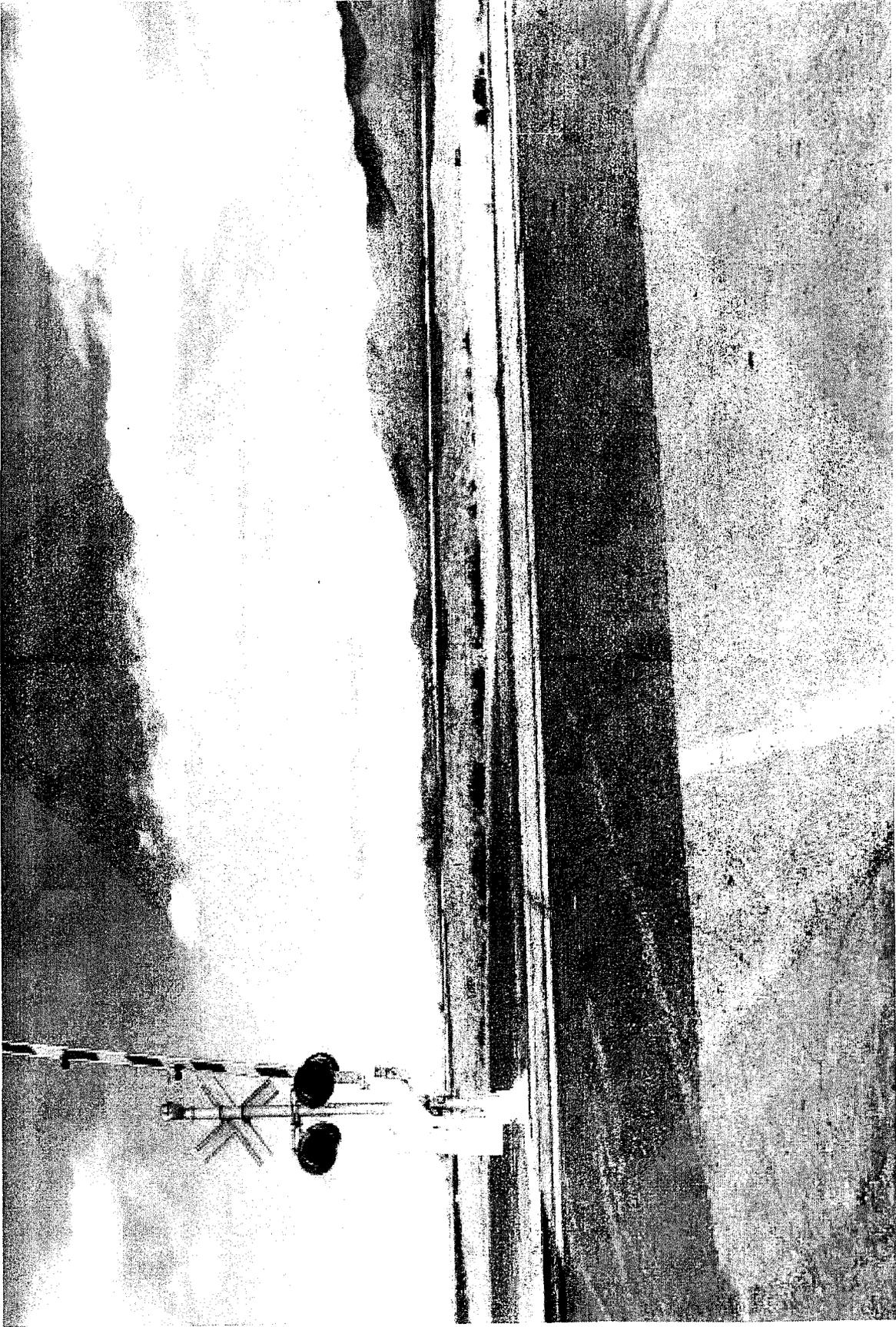
Diagnostic Field Reviews/Recommendations

September 13, 2006

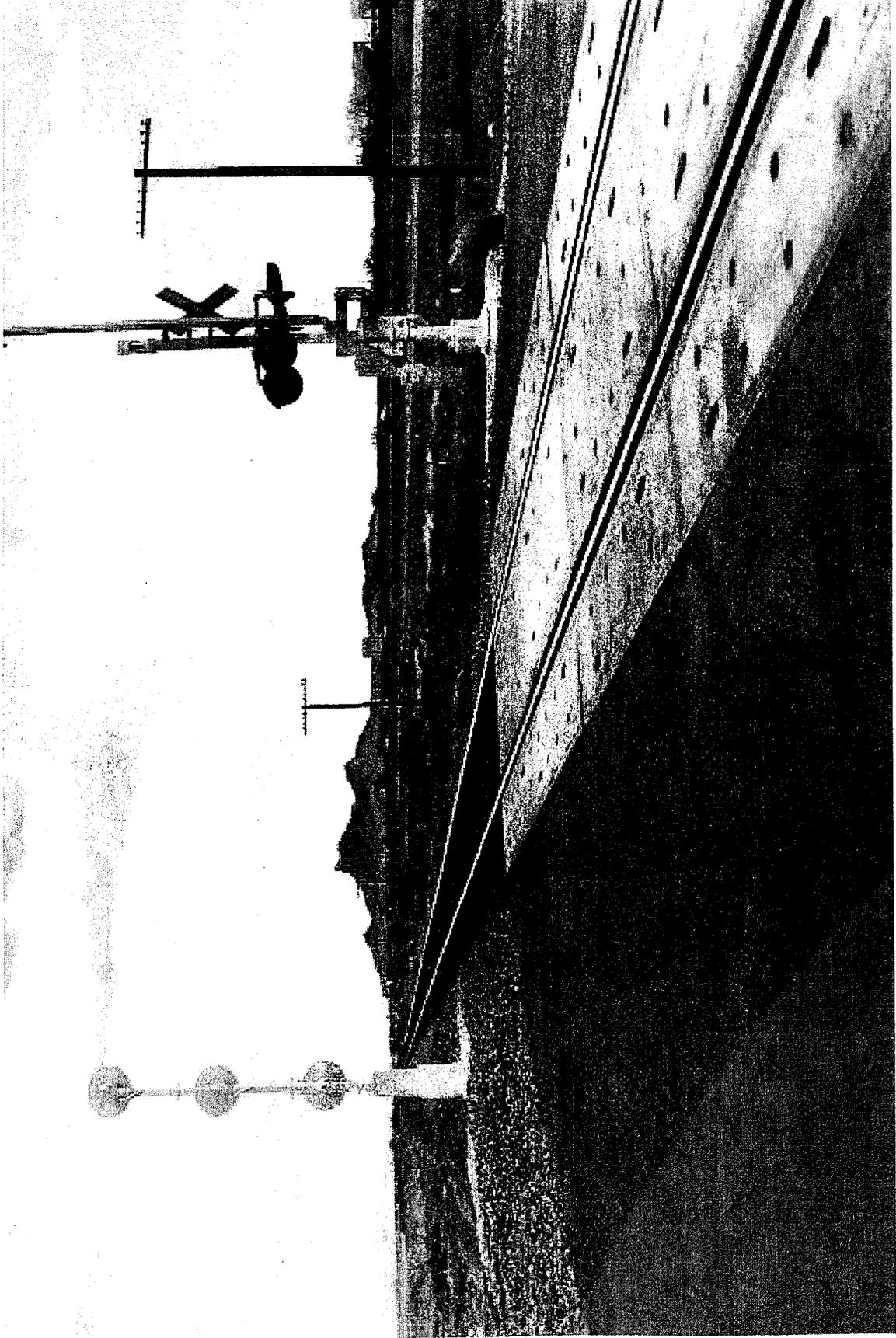
Introduced double tracking project to Pinal County

February 28, 2007

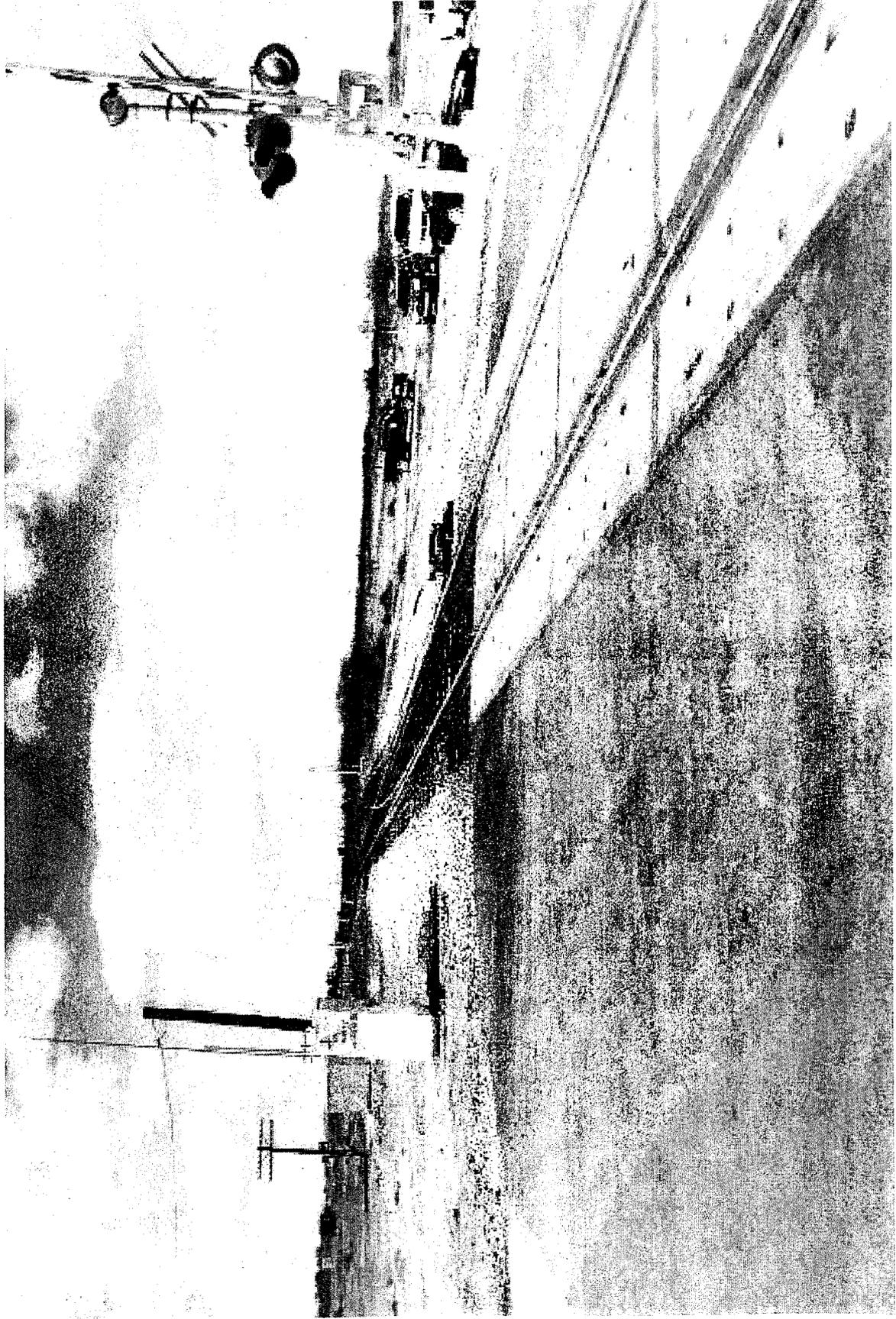
1. Met w/ Pinal County and ACC Staff
2. Existing warning devices in good working order
3. County scheduling new pavement markings
4. No observed drainage issues
5. Sufficient room to tie-in proposed roadway profile on north & south sides
6. No advance warning signs on Camino Adelante Drive for turning vehicles — need to provide
7. “3 Tracks” Crossings signs to be installed
8. Upgrade and relocate warning devices to accommodate new track



UPRR Field Photographs February 28, 2007
Crossing MP 938.52 (Picacho Boulevard) Looking North



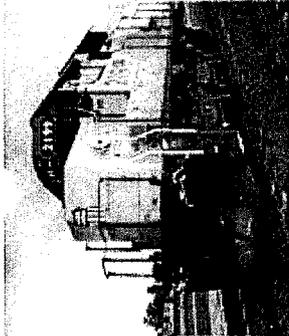
UPRR Field Photographs February 28, 2007
Crossing MP 938.52 (Picacho Boulevard) Looking East



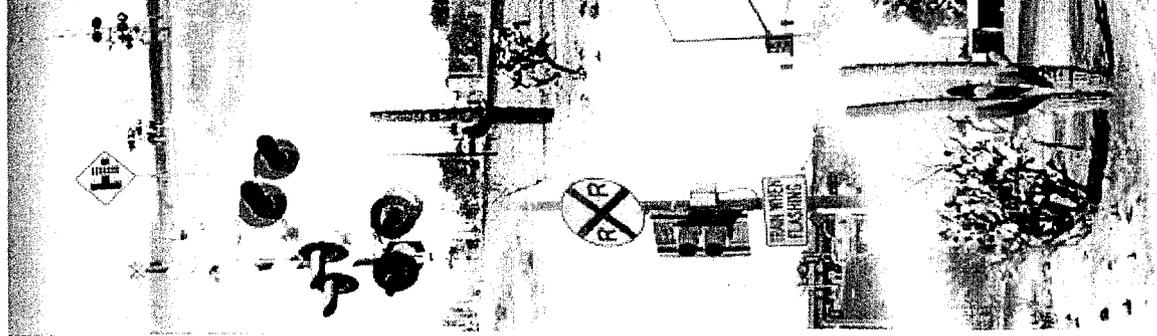
UPRR Field Photographs February 28, 2007
Crossing MP 938.52 (Picacho Boulevard) Looking West



UPRR Field Photographs February 28, 2007
Crossing MP 938.52 (Picacho Boulevard) Looking South



Picacho Boulevard (DOT# 741712W, M.P. 938.52)



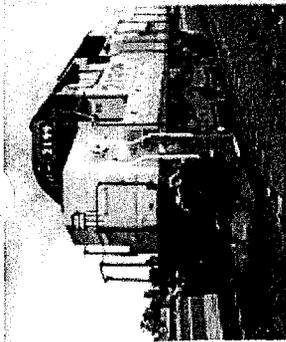
Crossing Data Summary

Roadway

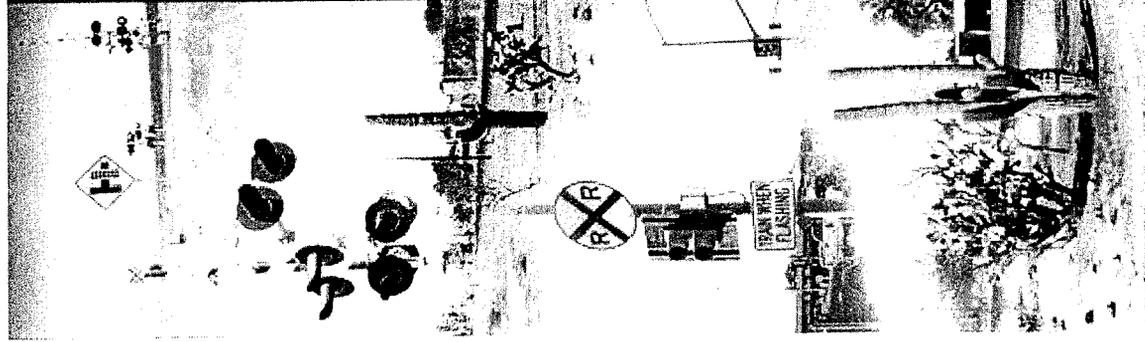
1. 2-Lane Rural Asphalt at-grade crossing
2. Existing Flashers, Gates, and Bells
3. 2007 Traffic – 287 vpd
(Source: 2007 Traffic Counts by HDR)
4. 2017 Projected Traffic – NA
5. Speed Limit – 40 mph

Track

1. Existing Single Mainline
2. New Mainline on South side, 1 New Siding on North side
3. Accident History – NONE
(Source: June 2007 FRA Database)



Picacho Boulevard (DOT# 741712W, M.P.938.52)



Proposed Work

Roadway

1. Re-profile portion of 2-Lane Rural Asphalt Pavement
2. Upgrade to New Flashers, Gates, and Bells w/Flashing Light Advance Signal
3. Replace Pavement Markings
4. Add W10-3 signs on Camino Adelante Drive
5. Add R8-8 sign "Do Not Stop on Tracks"
6. Add 10' x 40' Concrete Panel Crossing Surface
7. Detour Traffic to Highway 87 Crossing

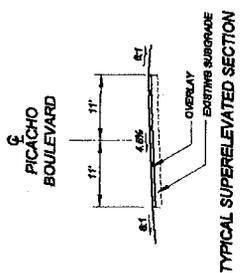
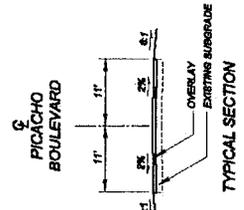
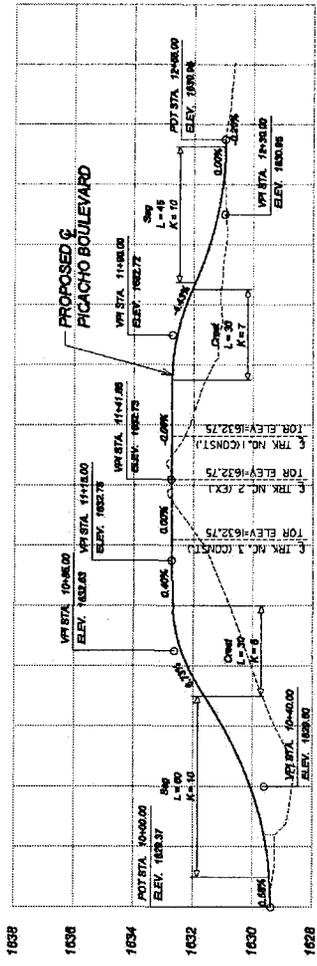
Track

1. New Mainline on South side, 1 New Siding on North side
2. Install New Train Signal Equipment

Grade Separation

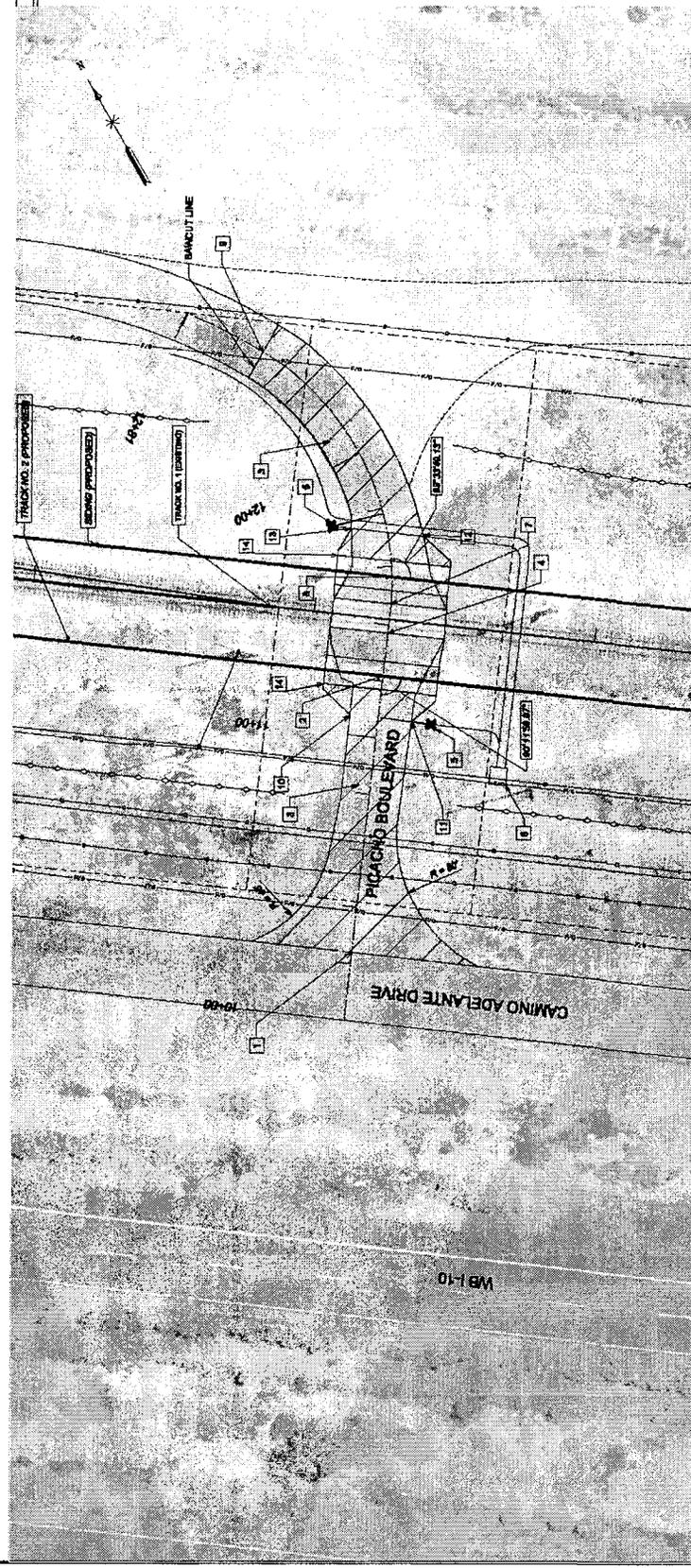
None Proposed by Pinal County

(Source: Discussion w/County on 2/28/07)



10+00 11+00 12+00 13+00

SCALE:
VERTICAL: 1" = 2'
HORIZONTAL: 1" = 20'



- CONSTRUCTION NOTES**
- BEGIN CONSTRUCTION STA. 10+24.04 TIE TO EXISTING FEATHER TO MATCH (SEE DETAIL C).
 - CONSTRUCT 10" X 40" CONCRETE CROSSING PAD (SEE DETAIL B).
 - CONSTRUCT PAVEMENT OVERLAY. (SEE DETAIL A).
 - END CONSTRUCTION STA. 11+37.07, TIE TO EXISTING.
 - PROVIDE STAKED LOCATION FOR PROPOSED SIGNAL FOUNDATION FOR LAMP.
 - CONSTRUCT SUBBALLAST PAD FOR SIGNAL HOUSE AND DRIVE FROM ADJACENT (SEE DETAIL D).
 - BEGIN CONSTRUCTION STA. 11+47.43 TIE TO EXISTING.
 - CONSTRUCT 10" X 40" CONCRETE CROSSING PAD (SEE DETAIL B).
 - END CONSTRUCTION STA. 12+00.00 TIE TO EXISTING FEATHER TO MATCH (SEE DETAIL C).
 - STA. 11+07, 11' LT., ELEV. = 1832.30
 - STA. 11+07, 11' RT., ELEV. = 1832.30
 - STA. 11+72, 12' RT., ELEV. = 1832.49
 - STA. 11+70, 12' LT., ELEV. = 1832.49
 - ROTATE PAVEMENT TO MATCH CONCRETE PANEL.

NOTE:

- SEE SIGNING AND PAVEMENT MARKING SHEET FOR MORE INFORMATION.
- SEE TRAFFIC CONTROL SHEET FOR STAGING/TOUR INFORMATION.
- SEE VOLUME 1 - ROADWAY DETAILS FOR DETAIL.

UNION PACIFIC RAILROAD
 OFFICE OF ASSISTANT VICE PRESIDENT
 Engineering Design

PROJECT: SUNSET ROUTE - SEGMENT 1 - VOLUME 8
 ROADWAY CROSSING PLAN & PROFILE
 PICACHO BOULEVARD (MP 854.08)

DATE: 30 MAR 2007
 SHEET NUMBER: 1000
 FOOT OF 1000: DOT # 741712W

PRELIMINARY
 NOT FOR CONSTRUCTION DATE: 04/25/07

SCALE: 1" = 20'

6/14/2007
 P:\017118.dwg
 S:\6_R348.52_PP_Pleehoeschoenfeld.dgn
 UPRR.dwg

