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RECEIVED ARIZONA CORPORATION COMMISSION  
UNION PACIFIC'S RESPONSES TO REVISED FIRST SET OF DATA REQUESTS

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2007 OCT 17 P 4: 11 DOCKET NO. RR-03639A-07-0517  
Maricopa Road, Porter Road, White & Parker Road,  
and Hartman Road in City of Maricopa, AZ

AZ CORP COMMISSION  
DOCKET CONTROL

OCTOBER 17, 2007

CW 1.1 Provide Average Daily Traffic Counts ("ADT") for each of the four locations.

**Response:** *With the exception of Hartman Road, as to which HDR provided the information, Union Pacific Railroad Company ("Union Pacific") must rely on information provided by others to provide ADT's. With that caveat, Union Pacific responds as follows:*

<i>Crossing</i>	<i>Current ADT</i>	<i>Source</i>
<i>Maricopa Road / SR 347</i>	<i>38,575</i>	<i>CAAG 2006 Traffic Counts data provided by Karen Wonders</i>
<i>Porter Road</i>	<i>3,000</i>	<i>2006 Traffic Impact Analysis Dunn Ranch</i>
<i>White &amp; Parker Road</i>	<i>919</i>	<i>CAAG 2006 Traffic Counts data provided by Karen Wonders</i>
<i>Hartman Road</i>	<i>366</i>	<i>2007 Traffic Counts by HDR</i>

**Source:** *Karen Wonders, City of Maricopa, Public Works @ 45145 W. Madison Ave. (PO Box 610), Maricopa, AZ 85239. (City of Maricopa Data); Jennifer Crumbliss, HDR Engineering, 8404 Indian Hills Drive, Omaha, NE 68114. (HDR Traffic Counts)*

CW 1.2 Please describe the current Level of Service ("LOS") at each intersection.

**Response:** *Union Pacific believes that the level of service analysis is concerned with mobility rather than safety. In addition, with the exception of Hartman Road, as to which HDR provided the information, Union Pacific must rely on information provided by others to calculate the level of service. With those caveats, Union Pacific responds as follows:*

<i>Crossing</i>	<i>LOS (September 2007)</i>
<i>Maricopa Road / SR 347</i>	<i>Northbound (LOS=A), Southbound (LOS=A)</i>
<i>Porter Road</i>	<i>Northbound (LOS=A), Southbound (LOS=A)</i>
<i>White &amp; Parker Road</i>	<i>Northbound (LOS=A), Southbound (LOS=A)</i>
<i>Hartman Road</i>	<i>Northbound (LOS=A), Southbound (LOS=A)</i>

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**Source:** *Traffic level of service calculations were performed using Synchro and SimTraffic programs under the direction of Heidi Schneider with HDR Engineering, Inc at 5210 E Williams Circle, Suite 503, Tucson, AZ 85711, (520) 584-3600. The train delay times utilized in the analysis were provided by Tom Domres, with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110 via Union Pacific.*

CW 1.3 Provide any traffic studies done by the road authorities for each area.

**Response:** *1) ADOT has a 2007 study for the Maricopa Road / John Wayne Hwy (SR 347) Feasibility Study (ADOT TRACS #347 PN 173 H7007) which included future projections for Maricopa Road, Porter Road, White & Parker Road and Hartman Road. ADOT Contact is Tim Wilson.  
2) 2006 City of Maricopa SATS (Small Area Transportation Study) Final Report is available on the internet site <http://www.cityofmaricopa.net/PWDept.htm>*

CW 1.4 Provide distances in miles to the next public crossing on either side of the proposed project location. Are any of these grade separations?

**Response:** *Union Pacific believes that the last question in CW 1.4 raises an issue that is irrelevant, namely, whether either of the next public crossings is a grade separation. With that caveat, Union Pacific responds as follows:*

<i>Crossing</i>	<i>TO THE WEST</i>	<i>TO THE EAST</i>
<i>Maricopa Road / SR 347</i>	<i>5.0 miles to Ralston Rd</i>	<i>2.5 miles to Porter Rd</i>
<i>Porter Road</i>	<i>2.5 miles to Maricopa Rd</i>	<i>1.25 miles to White/Parker Rd</i>
<i>White &amp; Parker Road</i>	<i>1.25 miles to White/Parker Rd</i>	<i>2.4 miles to Hartman Rd</i>
<i>Hartman Road</i>	<i>2.4 miles to White/Parker Rd</i>	<i>2.44 miles to Anderson Rd</i>

*None of the adjacent crossings mentioned above are currently grade separations.*

**Source:** *HDR's use of the Union Pacific Straight-line Diagrams and [www.MapQuest.com](http://www.MapQuest.com).*

CW 1.5 How and why was grade separation not decided on at this time? Please provide any studies that were done to support these answers.

**Response:** *Union Pacific understands that whether a grade separation is needed is primarily a question of mobility and convenience for vehicular traffic on the roadway, not safety. That is because an at-grade crossing can be safe without constructing a grade separation and eliminating the grade crossing. Based on this understanding, Union Pacific believes the question of whether a grade separation is*

*needed is irrelevant to Union Pacific's application to add a second mainline track at these grade crossings. With that caveat, Union Pacific responds as follows:*

*In addition to the foregoing, grade separation is not appropriate for determination at this time because the local communities and roadway authorities have not finally determined whether grade separations at these crossings are desired by those communities and authorities, what priority grade separations would have with respect to other public projects, when construction of grade separations could be begun and finished, and how grade separations would be funded. Union Pacific is aware that the local communities and roadway authorities are studying these matters (including ADOT's study concerning Maricopa Road) outside of the context of Union Pacific's applications for grade crossing alterations.*

*Furthermore, Union Pacific believes the four crossings involved in this application are safe without constructing grade separations. This conclusion is supported by the fact that the Federal Highway Administration authorizes the use of gates and lights at multiple-track grade crossings as proposed in this application.*

CW 1.6 If this crossing were to be grade separated, provide a cost estimate of the project.

*Response: Again, Union Pacific understands that whether a grade separation is needed is primarily a question of mobility and convenience for vehicular traffic on the roadway, not safety. That is because an at-grade crossing can be safe without constructing a grade separation and eliminating the grade crossing. Based on this understanding, Union Pacific believes the question of whether a grade separation is needed is irrelevant to Union Pacific's application to add a second mainline track at these grade crossings. In addition, any attempt to estimate the cost to construct a grade separation would be speculative in the absence of a detailed study of the particular crossing in question. With those caveats, Union Pacific responds as follows:*

*In connection with its recent application to upgrade the crossing of Union Pacific tracks at the intersection of Power and Pecos Roads, RR-03639A-07-0398, the Town of Gilbert estimated that a grade separation at that location would cost \$22 million. Depending on the particular crossing involved, a reasonable range for the costs of constructing a grade separation would be between \$20 million and \$40 million.*

CW 1.7 Please describe what the surrounding areas are zoned for near this intersection. i.e. Are there going to be new housing developments, industrial parks, etc.?

**Response:** *Union Pacific believes that the second part of CW 1.7 calls for speculation as to whether new housing developments, industrial parks, or other developments will occur in the future. In addition, Union Pacific does not have access to such information, but instead must rely on information provided by others. With those caveats, Union Pacific responds as follows:*

*The zoning in the area of these crossings is shown on the City of Maricopa Draft Zoning Map and is summarized below:*

<b>Crossing</b>	<b>Zoning</b>
<b>Maricopa Road / SR 347</b>	<b>Industrial and Business</b>
<b>Porter Road</b>	<b>Single Residence Min Lot area 12,000 sq ft &amp; Industrial</b>
<b>White &amp; Parker Road</b>	<b>General Rural and Business</b>
<b>Hartman Road</b>	<b>General Rural, Business and Single Residence</b>

*The City of Maricopa public works and Central Arizona Association of Governments' planning departments can better answer the question of future developments.*

**Source:** *The Central Arizona Association of Governments' Planning Department (CAAG) <http://www.caagcentral.org/GIS/gishome.html>*

CW 1.8 Please supply the following: number of daily train movements through the crossing, speed of the trains, and the type of movements being made (i.e. thru freight or switching). Is this a passenger train route?

**Response:** *The movements are the same for these four crossings.*

*Train Count: 48 total average trains per day (46 freight, 2 passenger)*

*Train Speed: 79 mph passenger / 70 mph freight*

*Thru Freight/Switching Moves: All moves through these four crossings are thru freight. (According to MTO Rob Henderson there are no switching moves at these crossings.)*

*These crossings are used by Amtrak twice per day, three times per week.*

**Source:** *Union Pacific's Manager of Train Operations, Rob Henderson.*

CW 1.9 Please provide the names and locations of all schools (elementary, junior high and high school) within the area of the crossing.

**Response:**

**Maricopa HS @ 45012 W Honeycutt Ave, Maricopa, AZ 85239**  
**Maricopa Wells MS @ 45725 W Honeycutt Ave, Maricopa, AZ 85239**  
**Santa Cruz Elementary @ 45012 W Honeycutt Ave, Maricopa, AZ 85239**  
**Maricopa Elementary @ 18150 N Alterra Pkwy, Maricopa, AZ 85239**  
**Pima Butte Elementary @ 42202 W Rancho El Dorado, Maricopa, AZ 85239**  
**Santa Rosa Elementary @ 21400 N Santa Rosa Drive, Maricopa, AZ 85239**

**Source:** *Sabrina Blanton, in transportation for the Maricopa County School District, located at 45012 W. Honeycutt Avenue, Maricopa, Arizona 85239, (520) 568-5120.*

CW 1.10 Please provide school bus route information concerning the crossing, including the number of times a day a school bus crosses this crossing.

**Response:** *The bus routes for all the Schools, combined, cross Maricopa Road a total of 116 times per day during the week, and cross Porter Road twice per day during the week. White & Parker Road and Hartman Road are not used.*

**Source:** *Sabrina Blanton, in transportation for the Maricopa County School District, located at 45012 W. Honeycutt Avenue, Maricopa, Arizona 85239, (520) 568-5120.*

CW 1.11 Please provide information about any hospitals in the area and whether the crossing is used extensively by emergency service vehicles.

**Response:** *The nearest hospitals to these crossings are either Chandler Regional Hospital (approximately 30 minutes away north) or Casa Grande Hospital (approximately 30 minutes away east). To our knowledge, none of these crossings are used extensively by emergency service vehicles.*

**Source:** *Jennifer Crumbliss, Senior Transportation Engineer with HDR, Engineering, Inc. at 8404 Indian Hills Drive, Omaha, NE 68114, (402) 926-7049 used the internet site [www.GoogleEarth.com](http://www.GoogleEarth.com) also, Juan Cruz, Roadway Designer with HDR in Tucson, physically verified hospital and school locations on June 14, 2007.*

CW 1.12 Please provide the total cost of improvements to each crossing.

**Response:**

<b><i>Crossing</i></b>	<b><i>Crossing Surface</i></b>	<b><i>Signal</i></b>	<b><i>Total</i></b>
<b><i>Maricopa Road / SR 347</i></b>	<b><i>\$69,480.00</i></b>	<b><i>\$290,315.00</i></b>	<b><i>\$359,795.00</i></b>
<b><i>Porter Road</i></b>	<b><i>\$61,760.00</i></b>	<b><i>\$333,757.00</i></b>	<b><i>\$395,517.00</i></b>
<b><i>White &amp; Parker Road</i></b>	<b><i>\$30,880.00</i></b>	<b><i>\$226,245.00</i></b>	<b><i>\$257,125.00</i></b>
<b><i>Hartman Road</i></b>	<b><i>\$46,320.00</i></b>	<b><i>\$220,000.00</i></b>	<b><i>\$266,320.00</i></b>

**Source:**        ***Union Pacific's Engineering.***

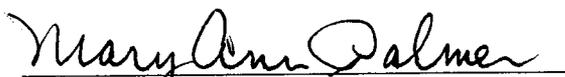
ORIGINAL AND THIRTEEN COPIES  
of the foregoing filed this 17<sup>th</sup> day of  
October, 2007, with:

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