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ARIZONA CORPORATION COMMISSION
UNION PACIFIC'S RESPONSES TO FIRST SET OF DATA REQUESTS
DOCKET NO. RR-03639A-07-0606

RECEIVED

Park Link Road and Missile Base Road in Pinal County, AZ
FEBRUARY 19, 2008

AZ CORP COMMISSION
DOCKET CONTROL

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

Response: *With the exception of Missile Base, 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:*

Crossing	Current ADT	Source
Park Link Road	315	CAAG 2005 Traffic Count data provided by John Kraft
Missile Base Road	1,716	2007 Traffic Counts by HDR

Source: 1) Jennifer Crumbliss, HDR Engineering, 8404 Indian Hills Drive, Omaha, NE 68114. (HDR Traffic Counts)
2) John Kraft @ Pinal County, PO Box 727, Florence, AZ 85232, (520) 866-6480.

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 Missile Base 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:*

Crossing	LOS
Park Link Road	Northbound (LOS=A), Southbound (LOS=A)
Missile Base Road	Northbound (LOS=A), Southbound (LOS=A)

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.*

Arizona Corporation Commission

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

Response: 1) *The 2007 Pinal County Comprehensive Plan on <http://www.co.pinal.az.us/PlanDev/PDCP/CPInfo.asp>*
2) *2006 Pinal County SATS (Small Area Transportation Study) on <http://www.co.pinal.az.us/PubWorks> under "Downloads"*
3) *2007 Final City of Casa Grande SATS on http://www.ci.casa-grande.az.us/dev_center/development_center.php*

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:*

Crossing	TO THE WEST	TO THE EAST
Park Link Road	15.34 miles to Picacho Blvd	6.04 miles to Missile Base
Missile Base Road	6.04 miles to Park Link Rd	5.40 miles to Marana Road

None of the adjacent crossings are grade separated.

Source: *HDR's use of the Union Pacific Straight-line Diagrams and 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 outside the context of Union Pacific's applications for grade crossing alterations.

Furthermore, Union Pacific believes the two 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:*

Pinal County has a 2006 Land Use Map that matches the field diagnostic observations. The observed land use from the field diagnostics are shown below:

Crossing	2007 Observed Land Use
Park Link Road	Rural Community & Industrial
Missile Base Road	Rural Community & Transitional

Pinal County planning departments can better answer the question of future developments. They review development impact studies and regulate zoning.

Source: 1) 2006 Pinal County SATS (Small Area Transportation Study) on <http://www.co.pinal.az.us/PubWorks> under "Downloads"
 2) 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 two 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 two 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: *There are several schools in Pinal County within the area of the two crossings in this application.*

*Santa Cruz High School @ 900 N. Main Street, Eloy, AZ 85231
 Toltec Elementary School @ 3315 N Toltec Road, Eloy, AZ 85231
 Toltec Middle School @ 12115 W Benito Drive, Eloy, AZ 85223
 Youth Haven Desert Ranch @ 16848 S.Vail Road, Picacho, AZ 85241
 Picacho Schools (K-8) @ 17865 S. Vail Road, Picacho, AZ 85241
 Red Rock School @ 33655 W. Aguirre Lake, Red Rock, AZ 85245*

Source:

- 1) *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.GoggleEarth.com also,*
- 2) *Juan Cruz, Roadway Designer with HDR in Tucson, physically verified hospital and school locations on June 14, 2007.*

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 buses, combined, cross the Park Link Road crossing 4 times per day during the week. Red Rock School buses cross the Missile Base Road crossing 16 times per day.*

Source:

- 1) *Jesse Rosel, Transportation Director for Santa Cruz High School located at 900 N. Main Street, Eloy, AZ 85231, (520) 466-2200*
- 2) *Linda Lawson, Admin Assistant for Toltec Elementary School located at 3315 N Toltec Road, Eloy, AZ 85231.(850) 466-2360*
- 3) *Marilyn Lyman, Office Manager for Youth Haven Desert Ranch located at 16848 S. Vail Road, Picacho, AZ 85241, (520) 466-3093*
- 4) *Juan Castillo, Director of Plan Operations for Picacho Schools located at 17865 S. Vail Road, Picacho, AZ 85241, (520)466-7942.*
- 5) *Jose Espinosa, Transportation Supervisor for Red Rock School located at 33655 W. Aguirre Lake, Red Rock, AZ 85245, (520) 682-3331*

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 hospital to these crossings is Casa Grande Regional Hospital (approximately 45 miles west of Park Link Road) and NW Medical Center in Marana (approximately 22 miles east of Missile BaseRoad). To our knowledge, none of these crossings is 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.GoggleEarth.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:

<i>Crossing</i>	<i>Crossing Surface</i>	<i>Signal</i>	<i>Total</i>
<i>Park Link Road</i>	\$ 30,880.00	\$216,157.00	\$247,037.00
<i>Missile Base Road</i>	\$ 30,880.00	\$216,157.00	\$247,037.00

Source: *Union Pacific's Engineering.*

ORIGINAL AND THIRTEEN COPIES
of the foregoing filed this 19th day of
February, 2008, with:

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COPY of the foregoing hand-delivered
this 19th day of February, 2008, to:

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