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Arizona Corporation Commission
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**ARIZONA CORPORATION COMMISSION
UNION PACIFIC'S RESPONSES TO STAFF'S SECOND SET OF DATA REQUESTS
DOCKET NO. RR-03639A-07-0520
Sacaton Street, Florence Street, Hermosilla Street
APRIL 4, 2008**

CW 2.1 Based on the current single track configuration at the crossings specified by this application, please provide the current traffic blocking delay per train. Please indicate the time in which vehicular traffic is delayed (1) to allow the train to pass at a crossing and (2) due to trains stopped on the track for any purpose. The delay is measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset.

Response: Delays for vehicular (roadway) traffic caused by trains occupying a crossing depend on the length and speed of each train traversing the crossing. Because each train can be unique for these values it would be impossible for Union Pacific accurately to provide the time of delay for vehicular traffic either while allowing trains to pass the crossing or because trains are stopped in the crossing. With that caveat, Union Pacific responds as follows:

Union Pacific operations are governed by maximum allowable speeds as identified by timetable. Trains at the crossings involved in this application operate at timetable speeds of 65 mph and the average length of trains is approximately 6,000 feet. At that train length and speed, the average delay for vehicular traffic (1) to allow the train to pass at these crossings, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, is approximately 1.549 minutes.

The average time vehicular traffic is delayed (2) due to trains stopped on the track for any purpose, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, varies according to the condition creating the blockage. These varied conditions include mechanical failure such as a broken air hose, a grade crossing accident, or operations such as trains meeting or passing. Given the variety of possible conditions causing trains to be

stopped on a crossing, Union Pacific does not catalog the average time vehicular traffic is delayed by stopped trains.

With that caveat, Union Pacific responds as follows: A.R.S. § 40-852 requires that, except in cases of unavoidable accident, a train blocking a crossing for more than 15 minutes must be cut to facilitate traffic flow. ACC Regulation R14-5-104(C)(7) and Union Pacific's operating practices allow a train to block a public grade crossing for no more than 10 continuous minutes, unless the train is continuously moving in the same direction during the entire time it occupies the crossing, or the blockage is caused by wrecks, derailments, acts of nature, mechanical failure, or other emergency conditions.

Source: Union Pacific's Engineering, in consultation with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110

CW 2.2 Based on anticipated double tracking at the crossings covered by this application and projected train traffic of 84 trains per day by 2016, please provide the projected (2016) blocking delay per train. Please indicate the time in which vehicular traffic is delayed (1) to allow the train to pass at a crossing and (2) due to trains stopped on the track for any purpose. The delay is measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset.

Response: Delays for vehicular (roadway) traffic caused by trains occupying a crossing depend on the length and speed of each train traversing the crossing. Because each train can be unique for these values it would be impossible for Union Pacific accurately to provide the time of delay for vehicular traffic either while allowing trains to pass the crossing or because trains are stopped in the crossing. With that caveat, Union Pacific responds as follows:

Union Pacific operations are governed by maximum allowable speeds as identified by timetable. Trains at the crossings involved in this application are projected to operate at timetable speeds of 65 mph and the average length of trains is projected to be approximately 8,000 feet. At that train length and speed, the average delay for vehicular traffic at these crossings in 2016 (1) to allow the train to pass at the crossing, measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, is projected to be approximately 1.899 minutes.

The average time vehicular traffic is delayed (2) due to trains stopped on the track for any purpose, measured from the point that the

warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset, varies according to the condition creating the blockage. These varied conditions include mechanical failure such as a broken air hose, a grade crossing accident, or operations such as trains meeting or passing. Given the variety of possible conditions causing trains to be stopped on a crossing, Union Pacific does not catalog the average time vehicular traffic is delayed by stopped trains.

With that caveat, Union Pacific responds as follows: A.R.S. § 40-852 requires that, except in cases of unavoidable accident, a train blocking a crossing for more than 15 minutes must be cut to facilitate traffic flow. ACC Regulation R14-5-104(C)(7) and Union Pacific's operating practices allow a train to block a public grade crossing for no more than 10 continuous minutes, unless the train is continuously moving in the same direction during the entire time it occupies the crossing, or the blockage is caused by wrecks, derailments, acts of nature, mechanical failure, or other emergency conditions.

Source: Union Pacific's Engineering, in consultation with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110

CW 2.3 Please provide the posted vehicular speed limit for the roads intersecting each crossing covered in this application.

Response:

Crossing	Posted Vehicular Speed Limit
Sacaton Street	25 mph *
Florence Street	25 mph *
Hermosilla Street	25 mph *

* The speed limits given are those posted for the roads intersecting these crossings. However as a practical matter, maximum speed for vehicular traffic at these crossings is approximately 15 mph because these crossings are within 150 feet of a stop condition.

Source: Jennifer Crumbliss, Senior Transportation Engineer with HDR Engineering, Inc. at 8404 Indian Hills Drive, Omaha, NE 68114

CW 2.4 Please provide information as to whether passenger buses (other than school buses) utilize th[ese] crossing[s] and the number of times a day a passenger bus crosses.

Response: Union Pacific does not have access to such information, but instead must rely on information provided by others. With that caveat, Union Pacific responds that it is not aware of any public passenger buses that utilize the crossings involved in this application.

Source:

- 1) Christine McMurdy, Public Works Department, City of Goodyear, 190 N. Litchfield Road, Goodyear, AZ 85338, (623) 932-1637
- 2) Karen Thomas, GIS Services Department, City of Maricopa, 45145 W. Madison Avenue, P.O. Box 610, Maricopa, AZ 85239, (520) 568-9098
- 3) Aaron Cart, GIS Department, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222, (520) 421-8625
- 4) Belinda Cota, Planning Department, City of Eloy, 628 N. Main Street, Eloy, AZ 85231, (520) 466-2578

CW 2.5 Please provide information as to whether vehicles carrying hazardous materials utilize th[ese] crossing[s] and the number of times a day a vehicle carrying hazardous materials crosses.

Response: Union Pacific has been unable to obtain any information responsive to this request. It is Union Pacific's understanding that any vehicle carrying hazardous materials may utilize public crossings unless otherwise posted, but Union Pacific knows of no way it can investigate or determine whether such vehicles use these crossings or with what frequency.

CW 2.6 Please indicate whether any spur lines have been removed within the last three years inside a 10 mile radius of any crossings covered in this application. Please include the reason for the removal, date of the removal and whether an at-grade crossing or crossings were removed in order to remove the spur line.

Response: Using the definition of a "spur line" or "spur track" as "a stub track of indefinite length diverging from a main track or other track," ACC Regulation R14-5-101(20), the following spur lines have been removed inside a 10-mile radius of the crossings covered in this application.

Spur Line Removed	Reason for Removal	Date of Removal
* AS&R spur at MP 913.82	Track no longer needed to serve industry	Approximately November, 2005
Apex Bulk 999-ft. spur at MP 916.00	Track no longer needed to serve industry	Unknown
Apex Bulk 109-ft. spur at MP 917.13	Track no longer needed to serve industry	Unknown
Casa Grande Dispatch 999-ft. spur at MP 918.00	Track no longer needed to serve industry	Unknown

* This was the only at-grade crossing removed in order to remove a spur line. See Arizona Corporation Commission Decision No. 68111 docketed September 9, 2005 authorizing closure of this spur crossing.

Source: Union Pacific's Engineering

CW 2.7 Please indicate which, if any, spur lines have been removed within the last three years inside a 10 mile radius of any crossings covered in this application were done at the direction or request of (1) the relevant road authority, (2) the industry served by the spur line, or (3) by the railroad.

Response: To the best of Union Pacific's present knowledge, all of the spur lines shown above were removed at the direction or request of the railroad.

Source: Union Pacific's Engineering

ORIGINAL AND THIRTEEN COPIES of the foregoing filed this 3 day of April, 2008, with:

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Phoenix, Arizona 85007

COPY of the foregoing e-mailed and mailed this 3 day of April, 2008, to:

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