

ORIGINAL



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Transcript Exhibit(s)

Docket #(s): RR-20747A-10-0206

Exhibit #: A1-A2, S1

AZ CORP COMMISSION
DOCKET CONTROL

2010 OCT - 7 P 3:48

RECEIVED

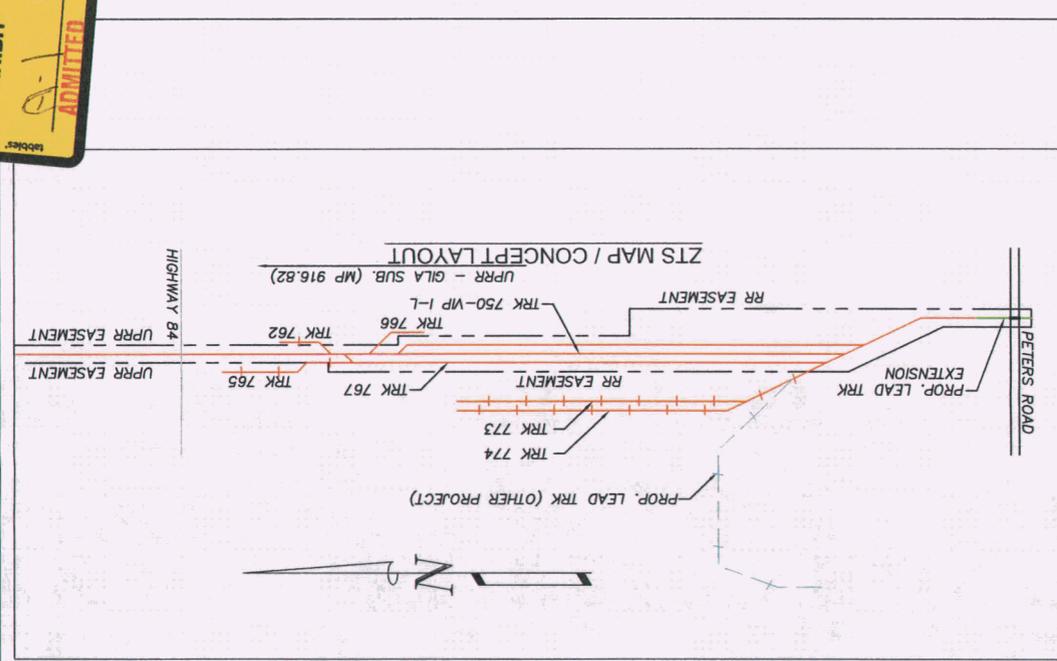
Arizona Corporation Commission

DOCKETED

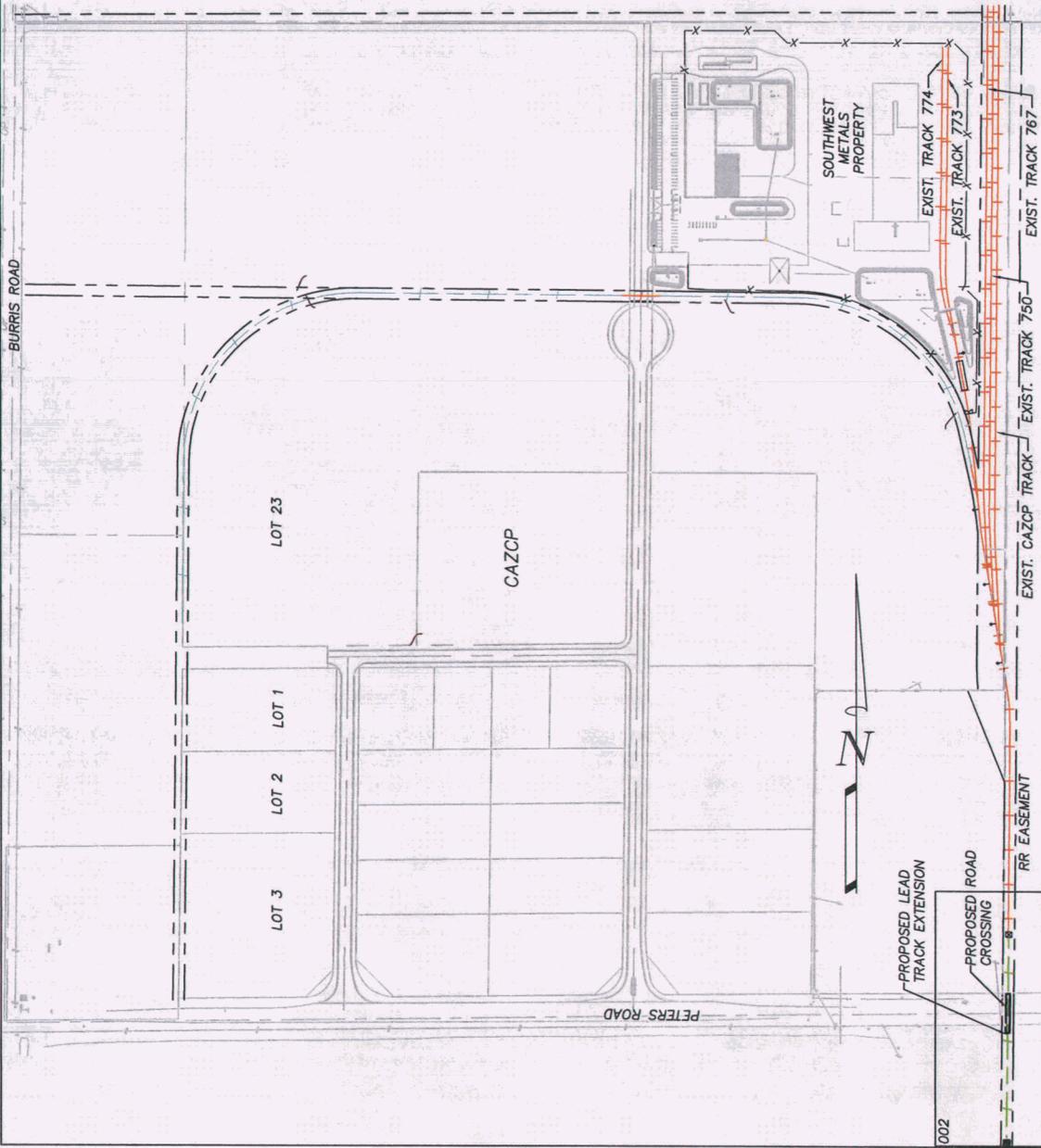
OCT 7 2010

DOCKETED BY	
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EXHIBIT
ADMITTED



10% Design



REVISION # BY DATE DESCRIPTION

REVISION #	BY	DATE	DESCRIPTION
001			
002			

DRAWN BY: MEP
CHECKED BY: MEP
DATE: January 5, 2010
SHEET NUMBER: 001 of 002 TRACKAGE TO SERVE: Central AZ Commerce Park

For Use In Agreement With:
UNION PACIFIC RAILROAD
And
Central AZ Commerce Park
Tucson Service Unit
Milpost 916.82, Gila Subdivision
Casa Grande, Maricopa Co., AZ



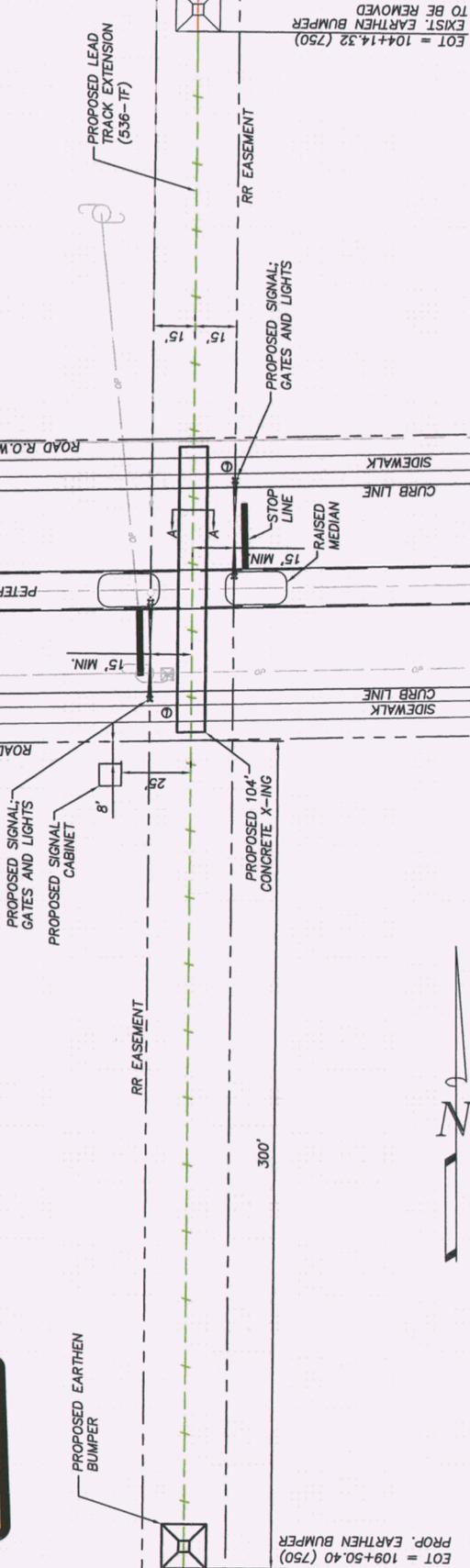
LEGEND:
Existing Railroad Owned Trackage
Existing Industry Owned Trackage
Prop. Industrial Park Owned/
UP-Industry Switched Trackage
Other Project Trackage
Fence



CALL BEFORE YOU DIG
1-800-338-9193
FIBER OPTIC CABLE

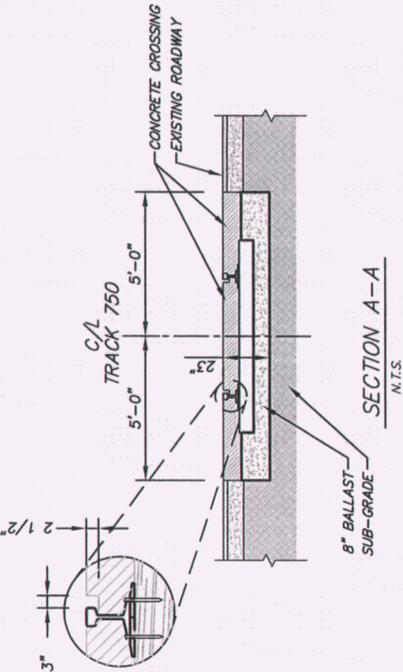
MOUNTAIN STATES CONTRACTING
6813 W. Fryer Drive
Glendale, AZ 85303
p: (602) 827-0743
f: (602) 842-0944





SCOPE OF WORK

WORK BY UPRR:
 NONE
 WORK BY MOUNTAIN STATES CONTRACTING:
 REMOVE 1-EARTHEN BUMPER, INSTALL 536-TF INCLUDING 104' CONCRETE CROSSING AND 1- EARTHEN BUMPER.
 OPERATING PLAN
 NOT APPLICABLE



MOUNTAIN STATES CONTRACTING
 6813 W. Frye Drive
 Glendale, AZ 85303
 P: (602) 827-0743
 F: (602) 842-0844

CALL BEFORE YOU DIG
 1-800-336-9193

FIBER OPTIC CABLE



LEGEND:
 Existing Railroad Owned Trackage
 Existing Industry Owned Trackage
 Prop. Industry Park Owned/
 UP-Industry Switched Trackage
 Other Project Trackage
 Fences



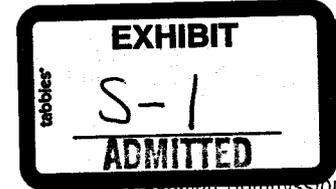
REVISION #	BY	DATE	DESCRIPTION
002	OF	002	TRACKAGE TO SERVE: Central AZ Commerce Park
001	MEP	MEP	For Use In Agreement With: UNION PACIFIC RAILROAD
001	MEP	MEP	And Central AZ Commerce Park
001	MEP	MEP	Tucson Service Unit
001	MEP	MEP	Milepost 916.82, Gila Subdivision
001	MEP	MEP	Casa Grande, Maricopa Co., AZ

DRAWN BY: MEP
 CHECKED BY: MEP
 DATE: January 5, 2010
 SHEET NUMBER: 002 OF 002 TRACKAGE TO SERVE: Central AZ Commerce Park

10% Design

ORIGINAL

STAFF MEMORANDUM



To: THE COMMISSION

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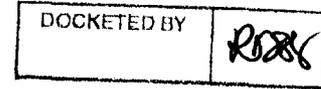
From: Steven M. Olea
Interim Director
Safety Division

2010 SEP -3 P 2: 13

SEP 3 2010

Date: September 3, 2010

ARRIVAL COMMISSION
DOCKET CONTROL



RE: IN THE MATTER OF THE APPLICATION OF THE CITY OF CASA GRANDE AND THE CENTRAL ARIZONA COMMERCE PARK, LLC TO ESTABLISH A NEW PUBLIC RAILROAD CROSSING ON PETERS ROAD IN THE CITY OF CASA GRANDE, PINAL COUTNY, ARIZONA, USDOT NO. 935-873-F.

DOCKET NO. RR-20747A-10-0206

Background

On May 19, 2010, the City of Casa Grande ("City") and the Central Arizona Commerce Park, LLC ("CAZCP") filed with the Arizona Corporation Commission ("Commission") an application for the establishment of a new public railroad crossing on Peters Road between Burriss Road and Thornton Road in Casa Grande, Pinal County, Arizona at USDOT No. 935-873-F.

The following is a break down of the proposed new crossing in this application, including information about the crossing that was provided to the Safety Division, Railroad Safety Section ("Staff") by the City and the CAZCP.

Geographical Information

The proposed new at grade crossing of Peters Road will be located in an area zoned for industrial development east of Burriss Road, which is located between State Route 84 and the Selma Highway, approximately 2.25 miles southwest of the City's downtown. This area is known as the Industrial Area Improvement District ("IAID"). The first expected development within the IAID is the CAZCP site which is approximately 580 acres located on the north side of Peters Road; 600 feet east of Burriss Road (see Exhibit A). The new railroad spur will cross Peters Road at-grade in a north-south direction.

CAZCP

The CAZCP is a 580 acre site, zoned for light/heavy industrial use that will offer rail service through an industrial track agreement with Union Pacific Railroad ("UP"). The CAZCP is strategically located with easy access to Interstate's 8 and 10, along with the freight interchange with UP (see Exhibit A). The CAZCP through its contractor will extend approximately 600 feet of track from existing industry owned tracks crossing Peters Road in order to serve the new development (see Exhibit B).

The CAZCP has entered into an agreement with the San Pedro Railroad Operating Company, L.L.C. ("SPROC") to perform the needed industrial park switching operations. The SPROC will provide services on an "as needed basis", with the nature and frequency of such services to be determined by SPROC's arrangements with each individual customer. The CAZCP will construct

and provide the initial track, interchange track, right-of-way, structures and other rail support systems in accordance with the industrial railroad standards mutually agreed upon between the CAZCP and UP. The UP will deliver freight cars to the CAZCP interchange tracks and the SPROC will operate the rail equipment/locomotive used to distribute the cars to the appropriate customer. SPROC will perform all of the track maintenance within the CAZCP.

Peters Road

Peters Road, a two lane east-west roadway will be improved to a four lane roadway with raised medians as part of the proposed new rail/highway grade crossing. The crossing project will include installing flashing lights, bells, curb-side automatic gates with raised medians complete with automatic gates, and a concrete surface. As of Staff's last inquiry, the type of detection circuitry has not been selected. The proposed measures are consistent with safety measures employed at similar at-grade crossings in the state. The estimated cost of the proposed new railroad crossing is \$350,000. This project will be funded entirely by the CAZCP. The SPROC or its contractor will maintain the warning devices.

Traffic data for Peters Road was provided by the CAZCP and by the City in the form of a Technical Memorandum, done by SouthWest Traffic Engineering, LLC, dated March 29th 2010. The data shows the Average Daily Traffic ("ADT") for 2010 to be 2,424 vehicles per day ("vpd"). The projected ADT's for 2030 are 31,272 vpd. No current or projected Level of Service ("LOS") for Peters Road was provided.

The American Association of State Highway and Transportation Officials Geometric Design of Highways and Streets, 2004, states that the LOS characterizes the operating conditions on a facility in terms of traffic performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. This is a measure of roadway congestion ranging from LOS A--least congested--to LOS F--most congested. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be.

The posted speed limit on Peters Road is 35mph.

Alternative routes from this crossing are as follows; to the north approximately one mile is State Route 84, and to the south approximately one mile is Selma Highway. Neither of these roadways is grade separated.

Train Data

Data provided by the CAZCP regarding train movements through this crossing are as follows:

Train Count: 1-2 trains per day on average (all freight trains/no passenger trains)

Train Speed: 10 mph

Thru Freight/Switching Moves: There will be thru freight as well as switching movements through the crossing.

Schools and Bus Routes

There are several schools located within the area of the crossing, they are;

Elementary Schools:

- ✓ Palo Verde Elementary School – 40 N. Roosevelt Avenue

- ✓ Saguario Elementary School – 1801 N. Center Street
- ✓ Evergreen Elementary School – 1000 N. Amarillo Street
- ✓ Ocotillo Elementary School – 501 S. Florence Street

Middle Schools:

- ✓ Casa Grande Middle School – 300 W. McMurray

High Schools:

- ✓ Desert Winds High School – 1362 N. Casa Grande Avenue

On August 19, 2010, Staff confirmed with Ms. Sandy Brown, Assistant Transportation Supervisor for Casa Grande, that there are four school buses and one van that use this roadway twice daily for a total of 10 crossings per day.

Hospitals

The nearest hospital or health facility to the Peters Road crossing is as follows;

Hospitals:

- ✓ Casa Grande Regional Medical Center, - 1800 E. Florence Blvd.

Hazardous Materials

The CAZCP gave the following response when asked about hazardous materials using the proposed crossing:

None known.

Zoning

Staff requested the CAZCP provide information regarding the type of zoning in areas adjacent to the proposed crossing. The following was the CAZCP's response:

The surrounding area is zoned for light and heavy industrial.

Spur Lines

The City and the CAZCP gave the following answer regarding spur lines that have been removed in the area:

None.

FHWA Guidelines Regarding Grade Separation

The Federal Highway Administration ("FHWA") Railroad-Highway Grade Crossing Handbook (Revised Second Edition August 2007) provides nine criteria for determining whether highway-rail crossings should be considered for grade separation or otherwise eliminated across the railroad right of way. The Crossing Handbook indicates that grade separation or crossing elimination

should be considered whenever one or more of the nine conditions are met. The nine criteria are applied to this crossing application as follows:

		Peters Road
The highway is a part of the designated Interstate Highway System	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
The highway is otherwise designed to have full controlled access	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
The posted highway speed equals or exceeds 70 mph	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
AADT exceeds 100,000 in urban areas or 50,000 in rural areas	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
Maximum authorized train speed exceeds 110 mph	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
An average of 150 or more trains per day or 300 million gross tons/year	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
Crossing exposure (trains/day x AADT) exceeds 1M in urban or 250k in rural; or passenger train crossing exposure exceeds 800k in urban or 200k in rural	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No
Expected accident frequency for active devices with gates, as calculated by the US DOT Accident Prediction Formula including five-year accident history, exceeds 0.5	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	N/A ¹
Vehicle delay exceeds 40 vehicle hours per day	Crossing Currently meets the criteria	No
	Crossing meets the criteria by 2030	No

¹ N/A = Not Applicable

Vehicular Delays at Crossings

Based on the proposed single track configuration, the CAZCP gave the following response about delay time for vehicles at the crossing in this application. The delay time 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.

Considering the low traffic volumes on Peters Road and the low number of projected trains on the proposed private rail line, traffic operations are expected to experience a minimal delay from the new rail crossing in the near term. (From the Technical Memorandum provided by SouthWest Traffic Engineering, LLC dated March 29, 2010).

While vehicle delays were not calculated by SouthWest Traffic Engineering, given the current (2,424) and future (31,272) vpd and a minimal amount of train movements per day (2), Staff believes the current and future delays fall well below the FHWA recommended threshold of 40 vehicle hours delay per day.

Another commonly used measure outlined in the FHWA Guidelines; the so-called Crossing Exposure Index (which is simply the product of the number of trains per day multiplied by the number of vehicles crossing daily) is not currently met at this crossing. The current crossing exposure index of 4,848 and the projected 2030 crossing exposure index of 62,544 are well below the threshold of 250,000 for a rural area. It should be noted that the criteria identified in the FHWA material are not mandates, but guidelines established by the FHWA, which serve to alert those having jurisdiction that potential problems may arise.

Grade Separation

With regard to a grade separation for this crossing, the City and the CAZCP gave the following response:

Both vehicular and train traffic are to low. No comparative studies have been done.

Staff has utilized the FHWA Guidelines to determine the potential need for grade separation at this crossing. Based on existing conditions, the crossing in this application meets none of the nine criteria for consideration of grade separation.

Staff Conclusions

Having reviewed all applicable data, Staff supports the CAZCP and the City's application. Staff believes that the proposed active warning devices for the crossing are in the public interest and are reasonable. Staff believes that the measures proposed are consistent with other similar at-grade crossings in the State and will provide for the public's safety. Therefore, Staff recommends approval of the application.



Brian H. Lehman
Railroad Safety Supervisor
Safety Division

Originator: BHL

COPIES of the foregoing mailed
this 3rd day of September, 2010 to:

Docket No. RR-20747A-10-0206

Jackob H. Anderson
Central Arizona Commerce Park LLC
3666 N. Miller Road, No. 105
Scottsdale, AZ 85251

John H. Dugan
San Pedro & Southwestern Railroad
14500 N. Northsight Blvd. Suite# 200
Scottsdale, AZ 85260

Paul F. Tober P.E.
City of Casa Grande
3181 N. Lear Avenue
Casa Grande, AZ 85222

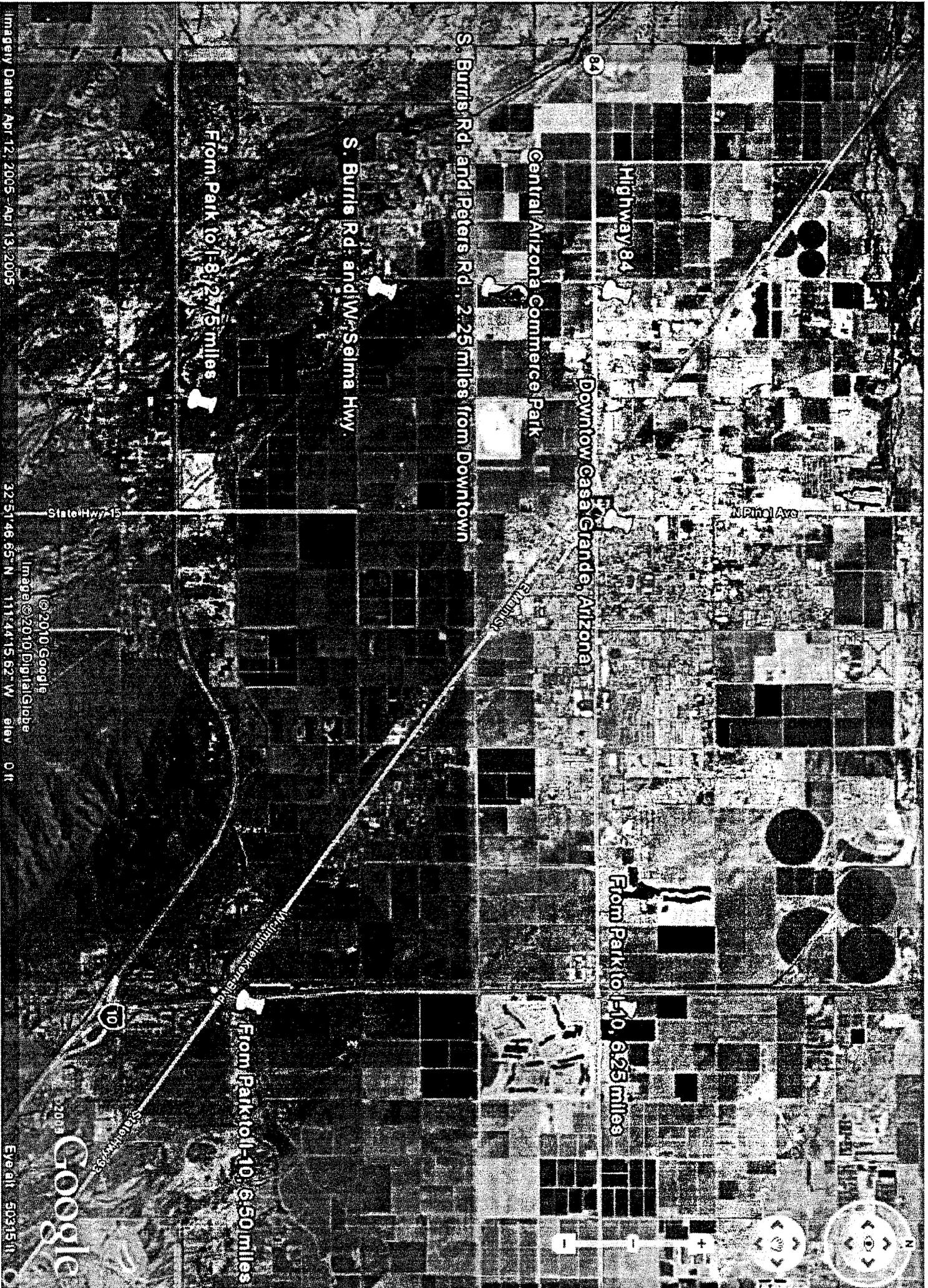
Brett D. Wallace City Attorney
City of Casa Grande
510 E. Florence Blvd.
Casa Grande, AZ 85122

Anthony Hancock Beaugureau, Zukowski, Hancock, Stoll & Schwartz, P
302 E. Coronado Rd
Phoenix, Arizona 85004 6/1/2010

Robert Travis Arizona Department of Transportation
205 South 17th Avenue, Mail Drop 618E
Phoenix, Arizona 85007 6/1/2010

Aziz Aman
Union Pacific Railroad
631 S 7th Street
Phoenix, AZ. 85034

Exhibit A



Highway 84

Central Arizona Commerce Park

Downtown Casa Grande, Arizona

N. Pinal Ave

From Park 101-10, 6.25 miles

S. Burris Rd. and Peters Rd. 2.25 miles from Downtown

S. Burris Rd. and W. Selma Hwy.

From Park 101-8, 2.75 miles

From Park 101-10, 6.50 miles

State Hwy 15

Imagery Date: Apr 12, 2005 - Apr 13, 2005

© 2010 Google
Image © 2010 DigitalGlobe
32°51'46.65" N 111°44'15.62" W elev. 0 ft

2010
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Eye alt. 50315 ft

Exhibit B

