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PUBLIC UTILITIES COMMISSION

515 L Street, Suite 1119
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March 24, 2010

File No. G.10-02-006

Curtis Jorritsma
Capital Projects Manager
City of Patterson
1 Plaza Circle
Patterson, CA 95363

Re: General Order 88-B Request for Authority to Alter M Street Highway–Rail Crossing, CPUC Crossing No. 108BA-106.50, DOT No. 757236K in the City of Patterson, Stanislaus County.

Dear Mr. Jorritsma:

This refers to your letter received by us on February 22, 2010, requesting authorization pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) track, leased to the California Northern Railroad Company (CFNR), in the City of Patterson (City), Stanislaus County. The crossing is identified as the M Street Highway-Rail Crossing, CPUC Crossing No. 108BA-106.50, DOT No. 757236K.

M Street is a two-lane local roadway in the City. M Street has no medians or sidewalks at the crossing. The M Street crossing has a single track frequented by CFNR freight trains. The track is less than 60 feet from the M Street/ State Route (SR) 33 intersection. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices.

The City states in its GO 88-B request letter that “There are several benefits by doing these improvements. The realignment removes many of the visibility issues that currently exist due to awkward angles at this intersection. The addition of the traffic signal will increase the overall safety of the intersection. Currently, many children and pedestrians cross SR33 in order to get to school or work. By having a controlled intersection with crosswalks, it will allow those crossing to do so in a much safer manner. The traffic signal will also make the drivers more aware of their surroundings and increase caution when travelling through or driving near the intersection. The use of preemption at this intersection will allow any traffic backed up on the tracks ample time to get clear in the event that a train or railcar is approaching.”

The proposed alterations, as indicated in the request letter and/or shown in the attachments, shall consist of:

- realigning the section of M Street east of the track to line it up perpendicular to SR 33, while also tying into Walnut Avenue;

- widening M Street through the crossing;
- installing a Commission Standard 9-A (flashing light signal assembly with automatic gate arm with additional lights on a cantilever over the road surface) warning device on the shoulder of the roadway on the east side of the track, and a Commission Standard 9 warning device on the shoulder of the roadway on the west side of the track;
- installing a raised concrete median on both sides of the crossing per plan;
- installing concrete panels for the railroad crossing surface;
- installing a sidewalk on the north side of M Street which will cross the track behind the warning device. ADA compliant detectable warning (tactile strips) surfaces shall be installed on the sidewalk per plan;
- installing traffic signals at the M Street/SR 33 intersection with advanced preemption. The City has determined that advanced preemption will require an additional 20 seconds of warning time for a total railroad warning time of 40 seconds. The traffic signals will operate in a limited service mode during preemption, with steady-red operation, and will have a left turn arrow protecting left turns for westbound traffic from M Street to southbound SR 33;
- installing a pre-signal on the east side of the track. The pre-signal shall be installed so that the lights of the pre-signal do not block the lamps of the highway-rail crossing warning devices;
- installing curbing in the vicinity of the shoulder-mounted warning devices as noted on the plan to provide necessary clearance requirements for the gate masts;
- installing all striping, at-grade pavement markings, and signage, including R10-6, R10-11, and W10-2 signs, noted in either the GO 88-B request and/or on the plan.

Staff has investigated the request by the City, and finds it adequately addresses compliance and safety. As the City, the California Department of Transportation (Caltrans), UPRR, and CFNR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter and attachments, and summarized above.

The city indicates that the roadway will be closed to vehicular traffic during construction, but that pedestrian access would be maintained during construction. Please note, we require that during periods when active warning devices are not present and functional, that pedestrians be prohibited from utilizing the crossing, or that a railroad flagger be present to control the crossing in the absence of active warning devices.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CAMUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders, and the CAMUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested parties in support of the time extension. If an extension is requested, staff from the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCES that the authorized work is completed by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

If you have any questions, please contact Marvin Kennix at (916) 324-7135 or email at mlk@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

Cc:

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