

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
SACRAMENTO, CA 95834-2939



October 19, 2010

File Number: G.10-09-011

Steven Tam, Traffic Engineer
City of Richmond
450 Civic Center Plaza, 2nd Floor
Richmond, CA 94804

Re: GO 88-B Request for Authority to Alter the Meade Street Highway-Rail Crossing, CPUC Crossing No. 001A-10.28-C, DOT No. 753795W in the City of Richmond, Contra Costa County.

Dear Mr. Tam:

This refers to your letter dated August 2, 2010 and received by us on August 8, 2010 requesting authorization pursuant to Commission General Order (GO) 88-B to alter an at-grade highway-rail crossing of the Union Pacific Railroad (UP) track in the City of Richmond (City), Contra Costa County. The crossing is identified as the Meade Street Highway-Rail Crossing, CPUC Crossing No. 001A-10.28-C, DOT No. 753795W. Subsequently, additional information necessary for consideration of the request was received on September 14, 2010.

The Meade Street crossing is currently a single-track spur crossing off the Martinez Subdivision, and is equipped with two Commission Standard 9-A (flashing light signal assemblies with automatic gate arms and additional flashing light signals over the roadway on cantilevered arms) warning devices. The crossing is used by multiple railroads to access the Union Pacific Railroad mainline. The Burlington Northern Santa Fe Railroad operates approximately 12 freight trains per day over this crossing and Richmond Pacific Railroad operates approximately four freight trains per day over this crossing.

Modification of this crossing is part of a city project to provide emergency vehicle access between the north and south regions of Richmond. The railroad tracks bisect the city and emergency vehicles cannot currently travel between the regions when long freight trains occupy the crossings. The Marina Bay Parkway highway-rail at-grade crossing, identified as CPUC Crossing No. 079-0.80, is planned to be grade separated in order to provide emergency vehicle access between the two zones. Prior to the Marina Bay Parkway crossing being grade separated, the City will construct a temporary bypass road (which may be in service for up to 10 years) connecting Regatta Boulevard with Meade Street, which will provide access between the regions without having to traverse the railroad tracks. After the Marina Bay Parkway crossing is grade separated from the railroad tracks, the temporary bypass road will be removed. The project to construct the temporary bypass road impacts the Meade Street and Regatta Boulevard (CPUC Crossing No. 001A-10.40-C) highway-rail crossings.

The City states in its GO 88-B request letter that "The proposed bypass road will allow vehicles to connect to Meade Street from Regatta Boulevard while train traffic is present. This connection will be especially beneficial to Emergency Vehicles responding to incidents."

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

- Removal of the previously abandoned spur track on the east side of the main tracks south of the crossing.
- Widening of Meade Street to accommodate the new bypass road.
- Construction of a new bypass road which connects to Meade Street east of the crossing. The bypass road will be stop controlled with Meade Street traffic having an unrestricted movement.
- Installation of “Keep Clear” pavement markings at the new bypass road/Meade Street intersection.
- Installation of an additional pair of flashing light signals pointed at the new bypass road.
- Installation of R3-2 “No Left Turn” and modified S4-2 “When Lights Are Flashing” signs for northbound bypass road traffic turning left towards the crossing.

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City and UP 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 crossing will be reevaluated when the temporary bypass road is removed.

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

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

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. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, 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.

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If you have any questions, please contact Felix Ko at (415) 703-3722 or fko@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, sweeping "D" and "G".

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

C: James Smith
Manager Industry & Public Projects
Union Pacific
9451 Atkinson St
Roseville, CA 95747