

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834



November 15, 2011

Brian Fraglio, P.E.
Director of Public Works/Town Engineer
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

File No. G.11-10-001

Re: General Order 88-B Request for Authority to Alter King Road Highway–Rail Crossing, CPUC Crossing No. 001A-114.00, DOT No. 750576X in the City of Loomis, County of Placer.

Dear Mr. Fraglio:

This refers to your letter dated October 4, 2011, and received by us on October 6, 2011 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 in the City of Loomis (City), County of Placer. The crossing is identified as King Road Highway-Rail Crossing, CPUC Crossing No. 001A-114.00, DOT No. 750576X.

King Road, running east-west, is a major collector roadway at the crossing and throughout the City. The King Road crossing has a single track, aligned in a northeast - southwest direction, frequented by UPRR freight and Amtrak passenger trains. There is an unimproved sidewalk on the north side of the roadway across the track, and no sidewalk on the south side of the roadway. There are no medians at the crossing. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices.

The City states in its GO 88-B request letter that “The public will benefit from the proposed project through improvements to safety and convenience. The installation of traffic signal control at the King Road intersection with Swetzer Road, and additional railroad preemption and interconnection, will allow motorists to more efficiently and safely gain access to King Road from Swetzer Road, and clear the tracks in the event a train approaches while queuing is experienced.”

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

- Installing a new traffic signal at the King Road/Swetzer intersection and interconnecting it with the existing traffic signal at the King Road/Taylor Road intersection and with the UPRR crossing facilities to achieve railroad preemption per plan;
- installing advance preemption of 31 seconds (for a maximum preemption time of 51 seconds including a minimum warning time of 20 seconds) for the King Road intersections with Swetzer Road and Taylor Road per plan;
- installing a new median on both sides of the track per plan;
- installing a Commission Standard 8 (flashing light signal assembly) on the new median on the west side of the track per plan;
- installing a new and ADA compliant sidewalk that crosses the track on the north side of King Road per plan;
- installing a pedestrian barricade on the south side of King Road on both sides of the track per plan;

- installing new curb ramps, dike/berms, signage, and striping, and relocating the W10-1 sign for the eastbound approach per plan.

Staff has investigated the request by the City and finds it adequately addresses compliance and safety. As the City and UPRR 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.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (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 three 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.

At the conclusion of the project UPRR should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at mlk@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

Cc: Terrel Anderson, Manager Industry & Public Projects, Union Pacific Railroad