

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



April 18, 2012

File Number: G.12-03-013

Michael Chung  
Engineer IV  
County of San Joaquin  
Department of Public Works  
1810 E. Hazelton Avenue  
Stockton, CA 95201

**Re: General Order 88-B Request for Authority to Alter the Grant Line Road Highway-Rail Crossing, CPUC Crossing No. 001B-78.70, DOT No. 751862G, in the City of Tracy, San Joaquin County**

Dear Mr. Chung:

This refers to your letter dated March 28, 2012 and received by us on March 29, 2012 requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter an at-grade highway-rail crossing in the City of Tracy, San Joaquin County (County). The crossing is identified as Grant Line Road Highway-Rail Crossing, CPUC Crossing No. 001B-78.70, DOT No. 751862G.

The crossing is currently a single track crossing equipped with one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices. At this location, Grant Line Road is a two-lane road running east/west and intersects with Byron Road approximately 80 feet west of the crossing. Union Pacific Railroad (UPRR) runs less than 1 train per day at a maximum speed of 50 mph over the crossing.

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

- Installing a traffic signal and lighting system at the Byron Road and Grant Line Road intersection;
- Widening the north side of Grant Line Road to add a 12' wide right-turn lane and 4' wide paved shoulder;
- Widening the intersection radius on the southeast corner of Grant Line Road;
- Installing a new 120' long, 1' wide non mountable raised median on the east side of the crossing;
- Installing a new 16' long, 10' wide non mountable raised median on the west side of the crossing;

- Installing a new curb mounted Commission Standard 9A warning device for westbound traffic;
- Installing one curb mounted and one median mounted Commission Standard 9 warning devices for eastbound traffic;
- Installing a traffic pre-signal approximately 150 feet east of the crossing on Grant Line Road, to stop vehicles prior to the railroad tracks;
- Interconnecting pre-signal with the rail crossing devices;
- Interconnecting train detection circuitry to signal controller;
- Railroad pre-emption shall be 41 seconds advanced pre-emption with UPRR's warning devices;
- The railroad crossing surface shall be concrete panels;
- Installing a preemption activated CAMUTCD R3-1 "No Right Turn" blank-out sign on the southeast corner of the intersection for northbound traffic on Byron Road;
- Installing an amber constant flashing signal with a CAMUTCD W3-3a "Signal Ahead" sign on all three approaches to the intersection;
- Maintaining, removing or reinstalling existing striping, pavement markings, and signs as shown in the plans.

The County states in its GO88-B request letter that "The public will benefit from the proposed project through improvements to public safety and operation at the intersection and railroad crossing. Byron Road and Grant Line Road (east) connect at a skewed T-intersection with stop control on Byron Road and uncontrolled on westbound Grant Line Road. The skew is approximately 45 degrees. There are two southbound lanes and one northbound lane on the approaches of Byron Road. Grant Line Road has one westbound approach lane that serves both the northbound and southbound directions of Byron Road. In addition, UPRR track runs parallel to Byron Road on the east side and crosses Grant Line Road approximately 80 feet before the intersection. Vehicles do not stop on Grant Line Road because of the proximity of the railroad crossing. As a result, the intersection has a history of accidents due to the uncontrolled leg of Grant Line Road. Based on analysis of existing operating conditions, the current un-signalized condition shows that the p.m. peak operates at a LOS-E. With future signalized condition analysis, it was determined that a signalized control would improve the level of service at the intersection to LOS-B. This would reduce delays and congestion by allowing increase capacity for the entire intersection, provide public safety, and eliminate confusion with stop control at the intersection. A center concrete median is also installed to prevent vehicles from making u-turn when the crossing arm is down. The installation of a traffic signal with train preemption, and pre-signal will allow motorists to clear the track and intersection more efficiently and minimize accidents."

Commission staff has investigated the County's request, and finds it adequately addresses compliance and safety. As the County 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 CA MUTCD, published by the California Department of Transportation.

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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 three 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 County 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/static/transportation/crossings/formg.htm> This report may be submitted electronically to [rces@cpuc.ca.gov](mailto: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. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact David Stewart at (916) 928-2515 or [atm@cpuc.ca.gov](mailto:atm@cpuc.ca.gov).

Sincerely,



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

C: James H. Smith, UPRR