

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
Sacramento, CA 95834



June 18, 2012

Stephen Fremming  
Assistant Engineer  
City of Turlock  
156 South Broadway, Suite 150  
Turlock, CA 95380

File No. G.12-05-017

**Re: General Order 88-B Request for Authority to Alter F Street Highway–Rail Crossing, CPUC Crossing No. 001B- 126.70, DOT No. 752480P, in the City of Turlock, County of Stanislaus.**

Dear Mr. Fremming:

This refers to your letter dated May 23, 2012, and received by us on May 25, 2012, requesting authorization, pursuant to California Public Utilities Commission (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 Turlock (City), County of Stanislaus. The crossing is identified as F Street Highway-Rail Crossing, CPUC Crossing No. 001B-126.70 and DOT No.752480P.

F Street, running northeast-southwest, is a two-lane collector roadway at the crossing. The crossing is approximately 210 feet west of the F Street/Golden State Boulevard intersection. Traffic on F Street is controlled by STOP signs where it intersects Golden State Boulevard; traffic on Golden State Boulevard at this intersection is uncontrolled. The F Street crossing has a single track aligned in a northwest-southeast direction, frequented by UPRR freight trains. There are no sidewalks or medians at the crossing. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. In its GO 88-B request, the City states “The proposed traffic signal, while increasing efficiency of the intersection as a whole, has the potential to temporarily queue vehicles along F Street all the way back to the railroad tracks. While the law prohibits drivers from stopping on the tracks, this action occurs nonetheless. Through the use of an interconnect cable and advance preemption the traffic signal will be able to provide the necessary clearance time to clear traffic from the tracks before the arrival of the train. This provides a significant public safety enhancement”.

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

- installing traffic signals at the intersection of F Street and Golden State Boulevard approximately 210 feet east of the railroad track per plan;
- installing an advance preemption time of 25 seconds (for a maximum preemption time of 45 seconds including a minimum railroad warning time of 20 seconds) for the F Street/Golden State Boulevard intersection. The traffic signals shall be designed to provide a steady-red operation and limited service mode during railroad preemption, and shall have a protected left-turn arrow;

- installing a two inch asphalt overlay for F Street that will extend from the F Street/Golden State Boulevard intersection to the crossing's concrete panel surface (east of the crossing) per plan;
- widening F Street approximately 6 feet on the north side of the street, east of the track, within the railroad right-of-way to achieve a total pavement width of 40 feet per plan;
- installing in front of the warning device, in the northeast quadrant of the crossing, a 6 inch high concrete curb, which shall have the face of the curb 4 feet, 3 inches from the center of the mast of the warning device. The length of the curb shall be approximately 10 feet in length and shall stop 10 feet east of the centerline of the track per plan;
- installing in front of the warning device in the southwest quadrant of the crossing, a 6 inch high concrete curb, which shall have the face of the curb 4 feet, 3 inches from the center of the mast of the warning device. The length of the curb shall be approximately 10 feet in length and shall stop 10 feet west of the centerline of the track per plan;
- installing a W10-2 parallel approach at-grade crossing warning sign on both the north and south sides of the intersection of F Street and South First Street, 100 feet from the intersection per plan;
- installing pavement markings (RXR) and striping per plan.

Commission's Rail Crossing Engineering Section (RCES) Staff (Staff) has investigated the request by the City, and finds it adequately addresses compliance and safety. As the City and UPRR (Parties) 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 the California Department of Transportation.

All Parties shall comply with all applicable rules, including other 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 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 *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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

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At the conclusion of the project UPRR should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. CPUC 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 Marvin Kennix at (916) 928-3809 or email at [mlk@cpuc.ca.gov](mailto:mlk@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

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

Cc: Jim Smith, Manager of Industry & Public Projects, Union Pacific Railroad