

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



May 6, 2013

File Number: XREQ 2013040020

Ade Oluwasogo
Supervising Transportation Engineer
City of Oakland
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

Re: General Order 88-B Request for Authority to Modify the Fruitvale Avenue Highway-Rail Crossing, CPUC Crossing No. 001D-9.80 and DOT No. 749707C in the City of Oakland, Alameda County.

Dear Mr. Oluwasogo:

This refers to your letter dated April 16, 2013, received by us on April 24, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order(GO) 88-B, to alter the Fruitvale Avenue at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) track in the City of Oakland (City), Alameda County. The crossing is identified as CPUC Crossing No. 001D-9.80 and DOT No. 749707C.

Fruitvale Avenue, running north-south from highways 580 to 880, is a four lane roadway. The crossing consists of two active tracks running east-west with passenger and freight trains running at 60 mph and 40 mph respectively. Due to the proximity of this crossing to both 580 and 880 highways, it experiences a large amount of vehicular traffic. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on both northbound and southbound approaches.

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

- Providing a new median barrier curb at the roadway centerline with appropriate no left turn signage
- Extending sidewalk that had previously been terminated at the railroad right of way to new concrete rail crossing
- Relocating the traffic signal stop bar for northbound traffic to just south of the UP tracks
- Installing limited visibility signal head for the northbound approach along Fruitvale Avenue at the intersection with San Leandro
- Installing a new signal head and appropriate no right turn on red signage for operation on the commercial driveway in the northeast quadrant
- Relocating Commission Standard 9 warning device 4 feet and 3 inches from the projected back of curb line on the northbound approach.
- Installing a Commission Standard No. 8 (Flashing Light Signal Assembly) warning device on the northeast quadrant.

- Installing Americans with Disabilities Act (ADA) compliant detectable warning strips on all four quadrants within proposed sidewalk and the front edge no closer than 15 feet from the nearest track centerline as shown in the plans
- Installing a Commission Standard No. 9/9A (Combination Flashing Light and Cantilever Signal Assembly with Automatic Gate Arm) warning device on the northwest quadrant
- Installing a Commission Standard No 8 warning device on the southwest quadrant
- Installing additional flashing signal pairs (sidelights) directed at the driveway on the northeast quadrant
- Installing approximately 100 lineal feet of concrete grade crossing panels
- Providing signal interconnect with existing preemption with rail crossing devices

The Commission's Rail Crossing Engineering Section (RCES) 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.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CAMUTCD) 2012 Edition, 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, RCES may reevaluate the crossing prior to granting an extension.

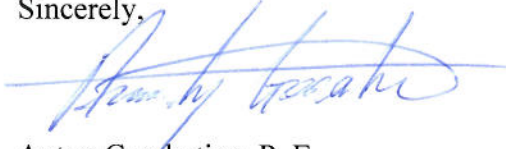
Within 30 days after completion of this project, the City shall notify RCES that the authorized work is completed by submitting a completed Commission Standard Form G Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted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

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

If you have any questions, please contact Siavash Mozaffari at (415) 703-1815 or sm4@cpuc.ca.gov.

Ade Oluwasogo
XREQ 2013040020 Fruitvale
May 6, 2013
Page 3 of 3

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabedian", written over a horizontal line.

Anton Garabedian, P. E.
Program and Project Supervisor
Rail Crossings Engineering Section
Safety and Enforcement Division

Cc: Jim Smith, Manager Industry & Public Projects, UPRR