

PUBLIC UTILITIES COMMISSION

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



August 12, 2013

Mark G. Murphy
Traffic Operations Engineer
Traffic Engineering and Operations Division
Community and Economic Development Department
City of Modesto
1010 Tenth Street, Suite 3100
Modesto, CA 95353

XREQ2013070003

Re: General Order 88-B Request for Authority to Alter the B Street Highway–Rail Crossing, CPUC Crossing No. 001B-113.60 and DOT No. 752868B, in the City of Modesto, Stanislaus County.

Dear Mr. Murphy:

This refers to your letter dated July 1, 2013, received by us via email on July 1, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the B Street highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) track in the City of Modesto (City), Stanislaus County. The crossing is identified as CPUC Crossing No. 001B-113.60 and DOT No. 752868B.

At the crossing, B Street is an urban principal arterial roadway with four through lanes. There are no medians or sidewalks across the crossing. There is one track aligned in a northwest-southeast direction. Currently, there are 19 freight trains per day that frequent this crossing. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. This project is being done in conjunction with the Section 130 Program.

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

- installing a pre-signal on a cantilevered mast on the shoulder of the roadway 10 feet east of the warning device for the westbound approach on the east side of the track per plan. All pre-signal lamps shall be installed as to not block the visibility of the lamps of the warning devices;
- modifying the existing traffic signal system at 7th Street and B Street by performing the following (but not limited to): eliminating the current flashing red signals and implementing limited service, modifying the pork chop island in the southwest quadrant of the intersection, replacing and installing light poles, bringing the traffic signal system up to current standards (including protected left turns);
- installing advance preemption railroad circuitry;
- installing an advance preemption time of 37 seconds for the B Street/7th Street intersection traffic signals, which in addition to the minimum railroad warning time of 20 seconds and 1 second of clearance time, will provide a grand total railroad warning time of 58 seconds for the crossing;

- removing existing railroad limit line and installing new railroad limit line at a minimum of 40 feet east of the pre-signal mast per plan;
- installing a “STOP HERE ON RED” (R10-6) sign at the new railroad limit line on the east side of the track on the shoulder per plan;
- installing a “NO RIGHT TURN ON RED” (R13A(CA)) sign on the cantilevered portion of the pre-signal mast per plan;
- installing a “DO NOT STOP ON TRACKS” (R8-8) sign on the cantilevered portion of the pre-signal mast per plan;
- installing “WAIT HERE” pavement markings on each of the two lanes just east of the railroad limit line per plan;
- installing cross-hatching pavement markings from the railroad limit line, westward toward the tracks and to the B Street/7th Street intersection per plan;
- installing “KEEP CLEAR” pavement markings from the railroad limit line, westward toward the tracks and to the B Street/7th Street intersection in addition to the cross-hatching pavement markings per plan;
- removing striping where indicated per plan;
- installing new striping, new pavement markings (RXR), and other signage (not noted above) per plan;
- installing pedestrian curb ramps at the northwest, southwest and southeast corners of the intersection per plan;
- installing 302 feet of sidewalk extending westerly on Tuolumne Boulevard to match up with the existing sidewalk which will connect pedestrians to a new, pedestrian island with curb ramps located in the southwest quadrant of the intersection per plan;
- installing 143 feet of curb, gutter and sidewalk, including an access driveway for Union Pacific Railroad, along the south side of B Street (and southerly partly around the corner on 7th Street) per plan;
- installing Americans with Disabilities Act (ADA) compliant detectable warning (tactile strips) on the pedestrian curb ramps and 1 foot in advance of the warning device in the southwest quadrant, and at a minimum of 12 feet from the nearest rail in the southeast quadrant;
- installing a pedestrian barricade in the northwest and southeast quadrants of the intersection directing pedestrian traffic to the south and west respectively per plan;
- installing one Commission Standard 9 warning device to replace the existing warning device in the southwest quadrant at a minimum clearance of four feet three inches from the face of curb to the center of the warning device mast with additional flashing light signal pairs (sidelights) directed north and south at 7th Street per plan;
- installing 72 feet of concrete crossing surface;
- reconstructing the track through and adjacent to the crossing, including the reconstruction of the switch to the north as necessary.

The Commission’s Rail Crossings Engineering Section (RCES) 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.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].

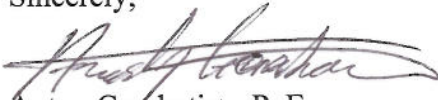
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence 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 *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/PUC/safety/Rail/Crossings/formg.htm>. 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. 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,


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

Cc: James H. Smith, Manager of Industry & Public Projects, UPRR
David O. Eshoo, Traffic Operations Assistant Engineer, City of Modesto
Bree Arnett, CPUC