

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



April 29, 2014

Scott McBride  
Community Development Director  
City of Atwater  
750 Bellevue Road  
Atwater, CA 95301  
[smcbride@atwater.org](mailto:smcbride@atwater.org)

XREQ2014040002

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Applegate Road At-Grade Highway–Rail Crossing, CPUC Crossing No. 001B-142.90 and DOT No. 766165P in the City of Atwater, County of Merced.**

Dear Mr. McBride:

This refers to your letter received by us via email on April 11, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Applegate Road at-grade highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) tracks in the City of Atwater (City). The crossing is identified as CPUC Crossing No. 001B-142.90 and DOT No. 766165P.

At the crossing, Applegate Road, which becomes Winton Way, north of the adjacent signalized intersection, is a principal arterial north-south roadway with three lanes where the annual average daily traffic is 14,461 vehicles. There are no raised medians at the crossing. A sidewalk across the track is located on the east side of Applegate Road. There are two tracks, one mainline and one siding, aligned in a northwest-southeast direction. 16 freight trains frequent this crossing per day. There is a Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing lights over the roadway on a cantilevered arm) warning device on both sides of the crossing.

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

- Installing new traffic signals at the Applegate Road/Winton Way/Atwater Boulevard intersection. Signal phasing operations include a proposed railroad dwell sequence to continue operations for movement of traffic not headed across the tracks (limited service) during railroad preemption;
- Installing railroad advance preemption of the traffic signals. The City has calculated a total railroad warning time of 38 seconds; however, the actual preemption time will be further reviewed and evaluated by the City, UPRR, and Commission Staff before implementation;
- Constructing a 1 foot wide raised median on both sides of the crossing per plan;
- Installing Americans with Disabilities Act (ADA) compliant standard detectable warning surfaces (tactile strips) on the sidewalk approaches with the nearest edge 1 foot in advance of the warning device and a minimum of 12 feet from the nearest rail per plan;

- Constructing a 200 foot long southbound right turn lane on Winton Way per plan;
- Reconstructing a portion of the intersection to reduce the angles across the intersection for eastbound and westbound traffic on Atwater Boulevard in order to improve traffic lane alignment per plan;
- Changing the westbound right turn lane on Atwater Boulevard to a combined through-right turn lane per plan;
- Increasing the length of the eastbound right turn lane on Atwater Boulevard per plan;
- Constructing a northbound right turn flare from Applegate Road to Atwater Boulevard per plan;
- Installing curb and gutter per plan;
- Installing signage and striping per plan.

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 Temporary Traffic Control Zones, Section 8A.08, 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](mailto: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](mailto:rces@cpuc.ca.gov).

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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,



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

Cc:

**(SENT VIA EMAIL)**

Peggy Ygbuhay, Manager of Industry and Public Projects, UPRR, [pygbuhay@up.com](mailto:pygbuhay@up.com)

