

PUBLIC UTILITIES COMMISSION

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



May 14, 2014

Keith Helmuth
City Engineer
City of Madera
205 W. Fourth Street
Madera, CA 93637
Khelmuth@cityofmadera.com

XREQ2014040003

Re: General Order 88-B Request for Authority to Alter the Cleveland Avenue Highway–Rail Crossing, CPUC Crossing No. 001B-182.60 and DOT No. 760982W in the City of Madera, County of Madera.

Dear Mr. Helmuth:

This refers to your letter received by us via email on April 15, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Cleveland Avenue highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) track in the City of Madera (City). The crossing is identified as CPUC Crossing No. 001B-182.60 and DOT No. 760982W.

At the crossing, Cleveland Avenue is a minor arterial roadway with seven lanes where the annual average daily traffic is 21,553 vehicles. There is a raised median on both sides of the crossing and a sidewalk across the track on the north side of Cleveland Avenue. A sidewalk is located on south side of Cleveland Avenue, east of the track; however, no proper sidewalk is available west of the track connecting it to the one on the east side. There is one track aligned in a northwest-southeast direction. Sixteen freight trains frequent this crossing per day. There is a Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device on both medians and a Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning device on the shoulder on both sides of the crossing. 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:

- modifying the existing traffic signal system to provide advance preemption with limited service operation during preemption. The total railroad warning time, 38 seconds, will consist of the minimum warning time of 20 seconds plus 18 seconds of advance preemption time;
- providing railroad circuitry (by UPRR) to facilitate the City's installation of advance preemption;
- modifying the traffic signal system to provide protected left turn phases;
- installing a NO RIGHT TURN (R3-1) blank-out sign for northbound Gateway Drive traffic;
- installing a sidewalk (including a curb ramp) on the south side of Cleveland Avenue in the southeast corner of the Cleveland Avenue/Gateway Drive intersection per plan;

- installing a crosswalk across Gateway Drive connecting the southwest corner with the southeast corner of the intersection per plan;
- installing Americans with Disabilities Act (ADA) standard detectable warning surfaces (tactile strips) on the sidewalk approaches per plan;
- installing a Commission Standard 8 (flashing light signal assembly) warning device in the northwest quadrant of the crossing, and another in the southeast quadrant of the crossing, at a minimum clearance of two feet three inches north from the back of the sidewalk to the center of the warning device mast, and the other, two feet three inches south from the back of the sidewalk to the center of the warning device mast, respectively 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 Commission 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. Commission requests a concurrent copy of the updated inventory form be submitted to 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.

Sincerely,



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

Cc: Rosalva Ramirez, Assistant Engineer, City of Madera (r Ramirez@cityofmadera.com)
Peggy Ygbuhay, Manager of Industry and Public Projects, UPRR (pygbuhay@up.com)
Bree Arnett, CPUC

