

## PUBLIC UTILITIES COMMISSION

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



September 15, 2014

File Number: XREQ 2014090001

Gwen Owens, P.E.  
Deputy Director of Public Works Department  
City of Galt  
495 Industrial Drive  
Galt, CA 95632

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter Elm Avenue/Orr Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 001BEL-62.44 and DOT No. 752742U in the City of Galt, County of Sacramento.**

Dear Ms. Owens:

This refers to your letter dated August 28, 2014, received by us on August 29, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Elm Avenue/Orr Road at-grade highway-rail crossing (crossing) of Union Pacific Railroad (UPRR) track in the City of Galt (City), Sacramento County (County). The crossing is identified as CPUC Crossing No. 001BEL-62.44 and DOT No. 752742U.

The single track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. McFarland Street runs parallel to the tracks and is STOP sign controlled intersection adjacent to and west of the crossing. The Industrial Drive terminates in a T-intersection with Elm Avenue and is STOP sign controlled, approximately 1,000-feet east of the crossing. UPRR and BNSF Railway Company (BNSF) run approximately 24 freight trains per day at a maximum speed of 70 mph and the National Railroad Passenger Corporation (Amtrak) runs approximately 4 passenger trains per day at a maximum speed of 79 mph over the crossing. The average daily traffic on Elm Avenue/Orr Road is 6,610 vehicles.

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

- Constructing a two-foot wide and 100-foot long raised median on the eastern approach of the crossing;
- Constructing a two-foot wide and 30-foot long raised median on the western approach of the crossing;
- Constructing a mountable curb in the northeast quadrant of the crossing between the end of the existing sidewalk and curb mounted Commission Standard 9 warning device;

- Constructing a 4-foot wide pedestrian barricade at the end of the sidewalk in the northeast quadrant of the crossing with a Sacramento County Standard 4-61 “USE SIDEWALK ON OTHER SIDE OF STREET” sign;
- Installing a sign at the northwest corner of the intersection of Industrial Drive and Elm Avenue instructing pedestrians to “USE SIDEWALK ON THE SOUTH SIDE OF ELM AVENUE TO CROSS RAILROAD TRACK AT MCFARLAND STREET”;
- Removing the driveway in the northeast quadrant of the crossing and replacing it with a Americans with Disabilities Act (ADA) compliant sidewalk with a curb and gutter; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2, W10-5, and W10-5P “LOW GROUND CLEARANCE” advance warning signs, and RXR and railroad limit pavement markings as shown on plans.

Commission’s Rail Crossings Engineering Branch (RCEB) staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City, County 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, attachments, and summarized above.

UPRR must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2012 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic 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. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the RCEB may reevaluate the crossing prior to granting an extension.

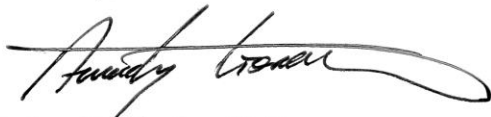
Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to [rces@cpuc.ca.gov](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. Commission 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 David Stewart at (916) 928-2515 or [atm@cpuc.ca.gov](mailto:atm@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a long horizontal flourish extending to the right.

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

(SENT VIA E-MAIL)

C: Peggy Ygbuhay, UPRR  
Michael Penrose, County of Sacramento

