

PUBLIC UTILITIES COMMISSION

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



February 12, 2015

File Number: XREQ 2015010002

Tim Eriksen
Public Works Director/City Engineer
City of Ukiah
300 Seminary Avenue
Ukiah, CA 95482

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Perkins Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 005-114.00 and DOT No. 499046U in the City of Ukiah, Mendocino County

Dear Mr. Eriksen:

This refers to your letter dated January 19, 2015, received by us on January 20, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Perkins Street at-grade highway-rail crossing (crossing) of the North Coast Railroad Authority (NCRA) track in the City of Ukiah (City), County of Mendocino. The crossing is identified as CPUC Crossing No. 005-114.00 and DOT No. 499046U.

The three track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one curb mounted Commission Standard 8 (flashing light signal assembly) warning devices. The gates have been removed from all warning devices because of no rail traffic over the crossing. NCRA is the State agency charged with bringing freight operations to the Highway 101 corridor. The average daily traffic on Perkins Street is 13,607 vehicles.

This project is part of the City's plan to construct a Caltrans Standard Class I multi-use path within the NCRA right-of way (ROW) starting on the south side of Gobbi Street and terminating on the south side of Clara Avenue at the intersection with Clara Avenue and Mason Street and west of the existing railroad crossing. Fencing will be used along the ROW to separate the pathway from the tracks.

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

- Constructing a 9-foot wide and 40-foot long raised concrete median with a pedestrian refuge on the western approach of the crossing;
- Temporarily removing the Commission Standard 9 warning device from the southwest quadrant ;

- Installing a new striped pedestrian crosswalk west of the crossing with Americans with Disabilities Act (ADA) compliant curb, sidewalk landing and detectable warning strips;
- Installing fencing between the multi-use path and railroad right-of-way to channel pathway users to the new pedestrian crosswalk;
- Installing ADA compliant detectable warning strips on all sidewalk approaches to the crossing, located a minimum of 12 feet from the centerline of the track;
- Installing California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant W11-15 combined bicycle/pedestrian and W11-15P "TRAIL XING" signs placed on each roadway approach to the crosswalk;
- Paving over the spur track on the east side of the crossing;
- Installing CA MUTCD compliant pavement markings and signage with "YIELD" markings placed 15 feet in front of the nearest track in the westbound approach direction and 40 feet west of the crosswalk in the eastbound approach direction with CA MUTCD R1-5 "YIELD HERE TO" pedestrians signs placed on the shoulder, adjacent to the street yield markings;
- Installing a CA MUTCD R8-8 "DO NOT STOP ON TRACKS" sign placed on the same post as the westbound R1-5 sign in the northeast quadrant; and
- Installing a CA MUTCD R1-1 "STOP" sign placed on both pathway approaches where the path intersects with the sidewalk at Perkins Street.

Before railroad operations can commence at the crossing, the City and NCRA will meet with the Commission's Rail Crossings and Engineering Branch (RCEB) staff to conduct a diagnostic review of the crossing to determine the railroad warning devices and other safety mitigation measures that will need to be installed to bring the crossing up to current standards.

Commission's RCEB staff has investigated the City's request, and finds it adequately addresses compliance and safety. As the City and NCRA 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.

NCRA 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, 2014 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 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. Any written request for a time extension must include

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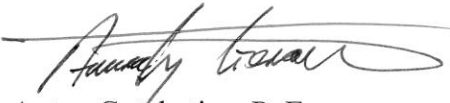
concurrence letters by involved parties in support of the time extension. If an extension is requested, the RCEB may reevaluate the crossing prior to granting an extension.

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.

At the conclusion of the project, NCRA should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov.

Sincerely,



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

(SENT VIA E-MAIL)

C: Mitch Stogner, NCRA

