

PUBLIC UTILITIES COMMISSION

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



July 21, 2016

File Number: XREQ 2016070002
Camino Diablo
Unincorporated Contra Costa County

Kevin Emigh
Assistant Public Works Director
Contra Costa County
255 Glacier Drive
Martinez, CA 94553

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Camino Diablo At-Grade Highway-Rail Crossing, CPUC Crossing No. 001B-67.10 and DOT No. 751846X in Unincorporated Contra Costa County

Dear Mr. Emigh:

This refers to your letter dated July 7, 2016, received by us on July 8, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Camino Diablo at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) track in Unincorporated Contra Costa County (County). The crossing is identified as CPUC Crossing No. 001B-67.10 and DOT No. 751846X.

The single track crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Currently no freight train runs over the crossing. The average daily traffic on Camino Diablo is 4,800 vehicles.

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

- Relocating the Commission Standard 9 in the northeast quadrant;
- Replacing the Commission Standard 9 in the southwest quadrant with a Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm);
- Installing a Commission Standard 8 (flashing light signal assembly) in the northwest quadrant;
- Relocating the railroad equipment signal cabinet;
- Widening Camino Diablo;
- Replacing the eastbound Camino Diablo travel lane with a left-through lane and a dedicated right turn lane;
- Installing a dike in the southeast and southwest quadrants;
- Installing an Americans with Disabilities Act (ADA) compliant concrete sidewalk through the north side of the crossing;

- Installing ADA compliant detectable warning strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Installing a concrete panel crossing surface;
- Installing raised concrete medians on both approaches;
- Re-grading Camino Diablo to create more level approaches;
- Installing traffic signals at the Camino Diablo and Byron Highway intersection;
- Installing a pre-signal for eastbound Camino Diablo;
- Installing new crosswalks on the north and east legs of the Camino Diablo and Byron Highway intersection;
- Installing ADA compliant curb ramps at the Camino Diablo and Byron Highway intersection;
- Installing advance railroad preemption for the Camino Diablo and Byron Highway intersection;
- Widening the Camino Diablo and Byron Highway intersection and installing dedicated left turn lanes on Byron Highway;
- Installing R3-1 Active “NO RIGHT TURN” blank out signs in the northeast and southeast quadrants;
- Installing a crosswalk at the Camino Diablo and Main Street intersection;
- Installing pedestrian barricades in the southwest quadrant;
- Installing ADA compliant curb ramps at the Camino Diablo and Main Street intersection;
- and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, R10-6 “STOP HERE ON RED” signs, R8-8 “DO NOT STOP ON TRACKS” signs, R26(CA) “NO PARKING” signs, and R13A(CA) “NO RIGHT TURN ON RED” signs.

Commission’s Rail Crossings and Engineering Branch (RCEB) staff has investigated the County’s request, and finds it adequately addresses compliance and safety. As the 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. The County must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

UPRR must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 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].

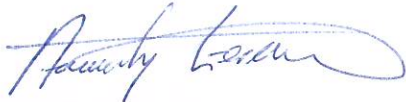
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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, UP 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/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, UP should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Felix Ko at (415) 703-3722 or felix.ko@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: Kevin Yoder, Union Pacific Railroad

