BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFO

FILED
05/08/25
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A2505003

Application of the City of Mountain House for an Order Authorizing a Public Railroad Crossing of the Union Pacific Railroad Tracy Subdivision Track with Mountain House Parkway (milepost 75.54) within the City of Mountain House, County of San Joaquin, State of California.

Application No. _____

APPLICATION

The City of Mountain House, a municipal corporation of California (hereinafter referred to as the District), hereby submits this Application to the California Public Utilities Commission (hereinafter referred to as the CPUC) for an order approving the construction of one new at-grade crossing, the extension of Mountain House Parkway, across and over the Union Pacific Railroad Tracy Subdivision (hereinafter referred to as the Railroad), near milepost (MP) 75.54 (DOT # 971 765 E) in Mountain House, County of San Joaquin, State of California (see Exhibit A).

BACKGROUND

The City of Mountain House Master Planned Community (hereinafter referred to as the Project) is currently under construction and encompasses up to 16,000 homes. Approximately 4,500 of these homes will be located north of the Railroad, which bisects Mountain House. These homes are bordered by Old River to the north and the Railroad to the south. As part of this Project as authorized by CPUC Decision 06-06-052, June 26, 2006, the Central Parkway grade separation over the Union Pacific Railroad (UPRR) track was constructed in 2008 to improve access from one side of the Railroad to the other. The Central Parkway will be the primary means of travel for the public living north of the Railroad once the Project is finished. All the current and future residents must cross the Railroad to access all roads leaving the area including Byron Road, I-205, and I-580.

Prior to the construction of the Central Parkway grade separation in 2008, there were five existing at-grade crossings in the Project area of Mountain House. The five at-grade crossings were as follows: Kelso Road, CPUC 001B-74.20, DOT #751855W, a public crossing; MP 74.94, DOT #751856D, a private crossing; MP 75.18, DOT #751857K, a private crossing; Henderson Road, CPUC 001B-75.60, DOT #751858S, a public crossing; and Wicklund Road, CPUC 001B-76.40, DOT #751859Y, a public crossing. The two private crossings have since been physically removed; Kelso Road is to be abandoned and removed; Henderson Road is to be abandoned and removed; and Wicklund Road is to be abandoned and removed.

All of these crossings were included in the Environmental Impact Report (EIR) that was completed in 1994. The 1994 EIR included an additional at-grade crossing, for a total of three (3) at-grade crossings at project completion. Initially, UPRR did not comment on the 3 at-grade crossings proposed in the 1994 EIR. More recently, UPRR did state their concern about the number of at-grade crossings to Trimark Communities, the Developer of the Mountain House Master Plan. These discussions led to a compromise. Only two (2) at-grade crossings are now planned for the Mountain House Community: Mountain House Parkway and Great Valley Parkway. UPRR generated an agreement letter dated January 14, 2008, (see Exhibit E) that indicates UPRR is in concurrence with the

Mountain House “Project” that provides the new grade-separated crossing of Central Parkway, the removal of Kelso Road public at-grade crossing (in exchange for the new at-grade crossing at Great Valley Parkway), the installation of the new Mountain House Parkway at-grade crossing, the removal of the two private at-grade crossings, and the removal of both Henderson and Wicklund public at-grade crossings.

In support of its Application, Applicant respectfully shows:

1. The identity of the Applicant: The City of Mountain House, Incorporated in the County of San Joaquin, a political subdivision of the State of California.

2. Correspondence and communications concerning this Application should be directed to:

Steve Pinkerton
City Manager
City of Mountain House
251 E. Main Street
Mountain House, CA 95391
Phone: (209) 831-2300
Email: spinkerton@sjgov.org

3. Pursuant to the requirements of Rule 3.7 of the Public Utilities Commission’s Rules of Practice and Procedure, Applicant provides the following information:

   a. The new Mountain House Parkway at-grade crossing will be located adjacent to Byron Road at Mountain House Parkway, Mountain House, California, and the proposed railroad milepost will be 75.54 with DOT # 971 765 E.

   b. A Project aerial location map prepared by the Applicant and legal description are attached as Exhibits A and D, respectively.

   c. Three existing public at-grade crossings, one at MP 74.20, Kelso Road (DOT # 751 855 W), one at MP 75.60, Henderson Road (DOT #751858S), and the other at MP 76.40, Wicklund Road (DOT #751859Y), will be abandoned and removed as part of the UPRR agreement letter dated January 14, 2008.

d. Two private at-grade crossings, one at MP 74.94 (DOT #751856D) and the other at MP 75.18 (DOT #751857K), have been removed as part of the UPRR agreement letter dated January 14, 2008.

e. A separation of grade is not practicable and is not economically or physically feasible at the proposed at-grade crossing. The at-grade crossing has been planned for over 30 years, and it has been evaluated and approved through two separate CEQA processes. Today the land is zoned and improved with roads and public utility infrastructure. Converting the proposed Mountain House Parkway at-grade crossing into a grade-separated crossing would have a severe economic impact, resulting in the loss of developable acreage. In addition to the cost of an additional 300-foot-long grade-separated crossing, a controlled access interchange would be required to connect the residences of Mountain House to Byron Road. A controlled access interchange would require rezoning of land uses and condemnation of private property. Furthermore, there is already significant public utility infrastructure now in the ground that would have to be relocated for a grade-separated crossing.

f. The Mountain House Parkway at-grade crossing consists of four lanes in the westbound direction (one left turn lane, two through lanes, and one right turn lane) and two lanes in the eastbound direction (both through lanes) with a non-mountable concrete curb island (median), 10 feet wide, separating the two traffic directions. There will be an Americans with Disabilities Act (ADA)–compliant sidewalk on the west side of the roadway separated from the roadway by decomposed granite surface and concrete curbs. The sidewalk will be continuous through the crossing and behind the warning devices. Warning devices include two Commission Standard 9's with side flashing lights for the eastbound traffic direction, with one on the left in the median island and one on the right side behind the curb. The two Commission Standard 9's for the westbound traffic direction will have one placed on the left in the median island and one on the right side behind the curb. The future posted roadway speed at all crossings will be 45 mph. Standard MUTCD advance warning signs, pavement markings and striping, and

ADA-compliant tactile warning strips at the pedestrian sidewalks 17 feet from centerline of track will be provided. A new dedicated right turn lane from northbound Byron Road to Mountain House Parkway will be provided. The pedestrian sidewalk crossing will have a Commission Standard 8 for the crossing on the opposite side of the track from the Commission Standard 9. Standard UPRR concrete crossing panels will be used for the roadway surface across the tracks. The new crossing will have preemption for the adjacent intersection of Byron Road and Mountain House Parkway. Preemption plans and calculations are included in Exhibit F.

g. Details of the proposed railroad crossing, which include plan and profile, are attached as Exhibit B.

h. A profile of the roadway is shown on the plan attached as Exhibit C.

4. The undersigned certifies that a copy of this Application has been sent to the following:

California Public Utilities Commission
Docket Office
505 Van Ness Avenue, Room 2001
San Francisco, CA 94102

City of Mountain House
251 E. Main Street
Mountain House, CA 95391

Union Pacific Railroad Company
9451 Atkinson Street
Roseville, CA 95747

IT IS REQUESTED THAT the Public Utilities Commission of the State of California grant an order authorizing the City of Mountain House to construct and maintain a public at-grade crossing at Mountain House Parkway.

Dated 4/29/2025

Respectfully submitted,

DocuSigned by:
Steve Pinkerton
4DAD8C075F124D8...

Steve Pinkerton
City Manager
City of Mountain House
251 E. Main Street
Mountain House, CA 95391
Phone: (209) 831-2300
Email: spinkerton@sjgov.org

EXHIBITS

List of Application Exhibits

A. Project Vicinity Maps
B. UPRR Crossing Plan and Railroad Profile
C. Mountain House Parkway Profile and Roadway Plans with Henderson Road and Wicklund Road Removal Plans
D. Crossing Legal Description
E. UPRR Agreement Letter Dated January 14, 2008 and UPRR Concurrence
F. Preemption Calculations and Traffic Signal Plans
G. Scoping Memo
H. Verification

Supporting Documentation

Notice of Availability
Certificate of Service

Exhibit A

Project Vicinity Maps

IMPROVEMENT PLANS

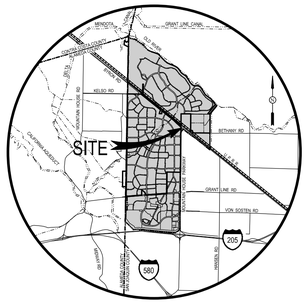
BYRON ROAD & MOUNTAIN HOUSE PARKWAY

RAILROAD CROSSING IMPROVEMENTS

DOT #971765E UPRR TRACY SUBDIVISION MP 74.54

MOUNTAIN HOUSE

SAN JOAQUIN COUNTY, CALIFORNIA



VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION:

1. OWNER/DEVELOPER: MOUNTAIN HOUSE DEVELOPERS, LLC.
230 S. STERLING WAY
MOUNTAIN HOUSE, CALIFORNIA 94391
(925) 580-0777
DAVID SARGENT

2. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, STE. 350
SAN RAMON, CALIFORNIA 94583
(925) 866-0322
TERRY REEVES, RCE 75174

3. SOILS ENGINEER: ENGEO INCORPORATED
580 NORTH WILMA AVENUE, SUITE A
RIPON, CA. 95366
(209) 835-0610
STEVE HARRIS, RGE 2804

4. RAILROAD ENGINEER: HDR
100 PRINGLE AVENUE, SUITE 400
WALNUT CREEK, CA 94596
(925) 974-2500

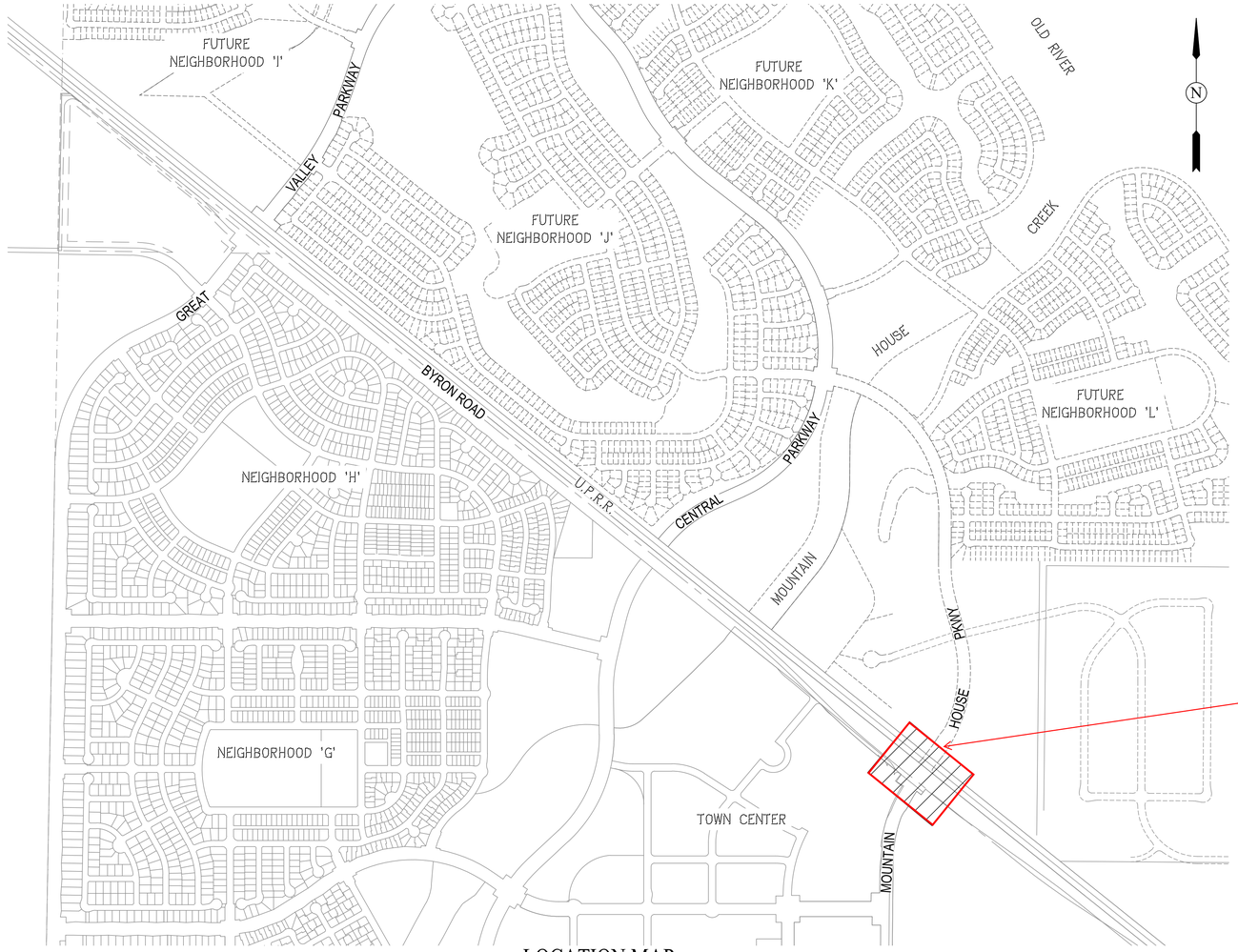
5. SIGNAL ENGINEER: WOOD RODGERS
4670 WILLOW ROAD, SUITE 125
PLEASANTON, CA 94588
(925) 847-1556
KARRIE MOSCA, RCE 60815

BASIS OF BEARINGS:

THE BASIS OF BEARINGS IS TAKEN AS SOUTH 25°58'39" EAST BETWEEN STATION "MH1" AND "MH2", AS SAID STATIONS ARE SHOWN ON THE RECORD OF SURVEY FILED APRIL 14, 2004 IN BOOK 35 OF SURVEYS AT PAGE 129, SAN JOAQUIN COUNTY RECORDS, AND IS BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE 3, NAD83 (EPOCH 2002.0). DISTANCES SHOWN ARE GRID DISTANCES. TO OBTAIN GROUND DISTANCE, DIVIDE GRID DISTANCE BY THE COMBINED SCALE FACTOR OF 0.99993260 (CALCULATED AT STATION "MH1").

BENCHMARK:

"MH1", FOUND GEODETIC WELL MONUMENT PER RECORD OF SURVEY IN BOOK 35 OF SURVEYS, AT PAGE 129. ELEVATION 40.271 (NAVD 88).



LOCATION MAP
NO SCALE

INDEX OF SHEETS:

No.	Descriptions	Date	App.

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

COMMUNITY SERVICES DISTRICT

Approved By: DEVON CROVE
Title: PE# 80774 ENGINEER V

DATE: SEPT 17, 2024 | DRAWN BY: LWL | PROJ. ENGR: LWL | PROJ. MGR: TRR

REGISTERED PROFESSIONAL ENGINEER TERENCE R. REEVES 75174 CIVIL STATE OF CALIFORNIA

cbg CIVIL ENGINEERS . SURVEYORS . PLANNERS
SAN RAMON . (925) 866-0322
SACRAMENTO . (916) 375-1877
WWW.CBANDG.COM

MOUNTAIN HOUSE

BYRON ROAD & MOUNTAIN HOUSE PARKWAY

IMPROVEMENT PLANS - RAILROAD CROSSINGS
COVER SHEET

Comp. File No. IP01.dwg

Plan File No. 0731A

SHEET: 1 OF: 12

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PRELIMINARY
NOT FOR CONSTRUCTION

HDR

UNION PACIFIC

DRAWN BY: BPK	UNION PACIFIC RAILROAD	Office of Assistant Vice President Engineering Design
CHECKED BY: MRS	LOCATION:	Mountain House, California Tracy Sub. MP 74.1 - 75.5
DATE: 7/29/16	DWG TITLE:	MOUNTAIN HOUSE CROSSINGS
SHEET NUMBER of TXX		

PLOT DATE: Jul 13, 2016 - 6:13pm FILE: C:\pwworking\sac\d0843767\Exh-VicinityXings.dwg

exh-vicinityxings.dwg

Exhibit B

UPRR Crossing Plan and Railroad Profile

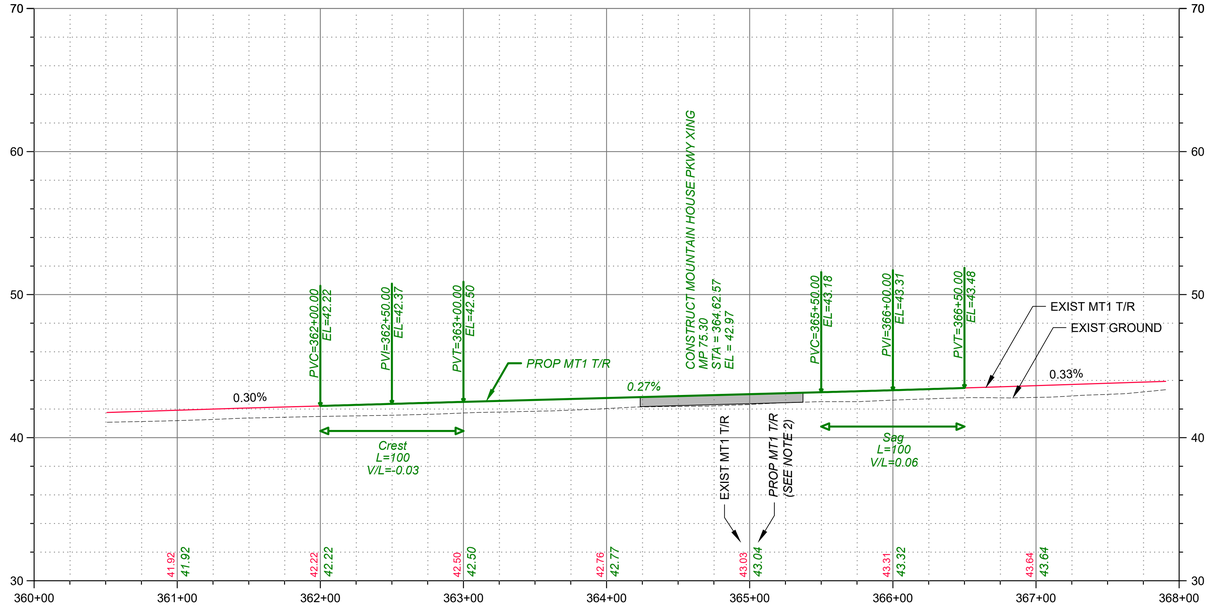
UNION PACIFIC RAILROAD
TRACY SUBDIVISION
DOT #971765E

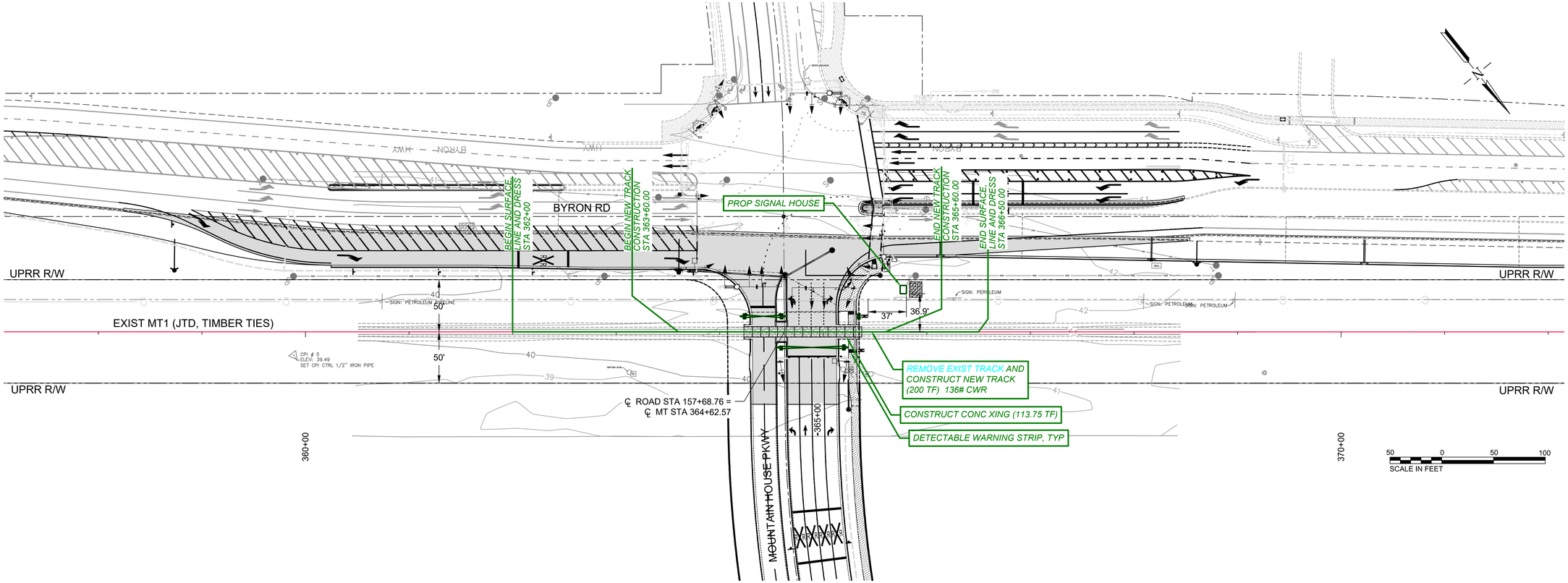
← TO TRACY
(TIMETABLE EAST)

TO MARTINEZ →
(TIMETABLE WEST)

NOTES:

1. ALL WORK DIRECTLY RELATED TO THE RAILROAD INFRASTRUCTURE WILL BE DONE BY THE RAILROAD.
2. THE FINAL TOP-OF-RAIL ELEVATION MAY INCREASE FROM THE EXISTING. THE CONTRACTOR SHOULD ADJUST IN THE FIELD IN A WAY AS TO NOT CREATE A HUMP IN THE CROSSING SURFACE.





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AT LEAST TWO DAYS BEFORE YOU DIG
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No.	Descriptions	Date	Appr.

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT

Approved By: NADER B. SHAREGHI
R.C.E. (7891)
Title: PUBLIC WORKS DIRECTOR

DATE:	DRAWN BY:	PROJ. ENGR.	PROJ. MGR.
MAR 17, 2021	AG	BK	CG

REGISTERED PROFESSIONAL ENGINEER
KENNETH PATRICK GASKE
No. C24502
CIVIL
STATE OF CALIFORNIA

HDR
3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

MOUNTAIN HOUSE

BYRON ROAD RAILROAD CROSSINGS

MOUNTAIN HOUSE PKWY (MP 75.54)
RAIL PLAN AND PROFILE

Comp. File No. T05.dwg

Plan File No.

SHEET: 11 OF: 12

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UNION PACIFIC RAILROAD
TRACY SUBDIVISION
DOT #971765E

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← TO TRACY
(TIMETABLE EAST)

TO MARTINEZ →
(TIMETABLE WEST)

℄ MT. HOUSE PKWY

FLASHING LIGHTS WITH SIDE FLASHING LIGHTS FOR WESTBOUND AND EASTBOUND TRAFFIC APPROACHES

8'
0.7'
5.25'
4.75'
5.25'
15'
90°
15'
10'
10' TYP
8.125' TYP

3' DETECTABLE WARNING STRIP, TYP
2.25'
PED. CPUC STANDARD NO.8 FLASHING LIGHT
2'
15'
DECOMPOSED GRANITE
℄ UPRR TRACY SUB DOT #971765E

CPUC STANDARD NO. 9 RAILROAD FLASHING LIGHTS, 18' GATE

CPUC STANDARD NO. 9 RAILROAD FLASHING LIGHTS, 17' GATE

CONCRETE XING PANELS 113.75 TF

10'
15'
CPUC STANDARD NO. 9 RAILROAD FLASHING LIGHTS, 29' GATE
0.5'
8'
4.75'
5.25'
1.1'
158+00

SIGN TO BE MOUNTED ON POST NEXT TO TRAFFIC SIGNAL HEAD, SEE DETAIL SHEET 10

15'
2' TYP
5'
CPUC STANDARD NO. 9 WITH RAILROAD FLASHING LIGHTS, 31' GATE
UTILITY CASING PIPE
2'
5.25' TYP
4.5'
8'
3.1'

SIGN TO BE MOUNTED TO NOT BLOCK FLASHING LIGHTS (3.5' FROM GROUND TO BOTTOM OF SIGN)

SIGN TO BE MOUNTED TO MAINTAIN CLEAR VISIBILITY OF RAILROAD FLASHERS (3.5' FROM GROUND TO BOTTOM OF SIGN & 3' FROM POST TO FACE OF CURB)

13' 12' 10' 12' 12' 12' 14'

40
UPRR R/W

N

5 0 5 10
SCALE IN FEET

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No.	Descriptions	Date	Appr.

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

COMMUNITY SERVICES DISTRICT

Approved By: NADER B. SHAREGHI RCE (78917) PUBLIC WORKS DIRECTOR

Title:

DATE:	DRAWN BY:	PROJ. ENGR.	PROJ. MGR.
MAR 17, 2021	AG	BK	CG

REGISTERED PROFESSIONAL ENGINEER
KENNETH PATRICK GASKE
No. C24502
CIVIL
STATE OF CALIFORNIA

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

MOUNTAIN HOUSE

BYRON ROAD RAILROAD CROSSINGS

MOUNTAIN HOUSE PKWY (MP 75.54)
DETAIL PLAN - DIMENSIONS

Comp. File No. T06.dwg

Plan File No.

SHEET: 12 OF: 12

Exhibit C

Mountain House Parkway Profile

and

Roadway Plans

with

Henderson Road and Wicklund Road

Removal Plans

SEE MOUNTAIN HOUSE PARKWAY IMPROVEMENT PLANS

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	50.00'	90°26'42"	78.93'
C2	50.00'	89°33'18"	78.15'
C3	1.00'	146°45'03"	2.56'
C5	1.00'	90°26'57"	1.58'
C6	1.00'	89°33'03"	1.56'
C7	1.00'	89°33'25"	1.56'
C8	1.00'	90°26'35"	1.58'

10' 0' 5' 10' 20' 40'

GRAPHIC SCALE

LEGEND:

- EXISTING AC PAVEMENT
- PROPOSED AC PAVEMENT (SEE SHEET 2 FOR PAVEMENT SECTION)
- PROPOSED SIDEWALK (PER MHCSD STD. DETAIL SC-01)
- SIGNAL HOUSE ACCESS LOCATION
- DECOMPOSED GRANITE

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NOTE: RAILROAD GRADE CROSSING WARNING DEVICES SHOWN ON MOUNTAIN HOUSE PARKWAY CROSSING DETAIL SHEET 12

MOUNTAIN HOUSE PARKWAY

UNION PACIFIC RAILROAD
DOT #971765E
TRACY SUBDIVISION

*** CAUTION ***
CONTRACTOR TO USE CAUTION IN THE VICINITY OF THE EXISTING GAS MAIN

TRAFFIC SIGNAL POLES SHOWN FOR REFERENCE. SEE SIGNAL PLANS BY WOOD RODGERS FOR ULTIMATE SIGNAL POLE LOCATIONS.

BYRON ROAD

BYRON ROAD IMPROVEMENTS SEE SHEET 6

CONSTRUCTION NOTES:

1. TYPE 'B' CURB & GUTTER (SPILL) PER MHCSD DETAIL SC-05 (SEE SHEET 2 FOR DETAIL).
2. TYPE 'C' CURB & GUTTER (CATCH) PER MHCSD DETAIL SC-05 (SEE SHEET 2 FOR DETAIL).
3. CURB TRANSITION FROM TYPE 'C' CURB & GUTTER TO FLUSH CURB (SEE SHEET 2 DETAIL B).
4. FLUSH CURB & SIDEWALK (SEE SHEET 2 DETAIL A FOR FLUSH CURB).
5. 2' WIDE AC STRIP
6. 10' X 8' TRACK CONCRETE PANELS 113.75-TF (SEE SHEETS 11-12 FOR DETAILS).
7. CURB RAMP PER CALTRANS STD DETAIL A88A, CASE G, WITH BLACK DETECTABLE WARNING SURFACE AND ¼" ROUNDED LIP AT GUTTER FLOW LINE.
8. PVC SLEEVES. 1 @ 6" CLASS 200. 2 @ 2" ELECTRICAL CONDUIT.
9. 4'x4' DECOMPOSED GRANITE PAD
10. TYPE 'D' CURB & GUTTER (SPILL) PER MHCSD DETAIL SC-05 (SEE SHEET 2 FOR DETAIL).
11. CURB TRANSITION FROM TYPE 'D' CURB & GUTTER TO FLUSH CURB (SEE SHEET 2 DETAIL C).
12. 2' CONFORM PER MHCSD DETAIL SC-23.
13. MEDIAN CATCH CURB & GUTTER (SEE SHEET 2 DETAIL D).
14. SEE DETAIL E SHEET 2 FOR CURB TRANSITION DETAIL.

COMMUNITY SERVICES DISTRICT

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

No.	Descriptions	Date	Appr.

Approved By: DEVON CROVE
Title: ENGINEER V

DATE: SEPT 17, 2024
DRAWN BY: LWL
PROJ. ENGR: LWL
PROJ. MGR: TRR

REGISTERED PROFESSIONAL ENGINEER TERRENCE R. REEVES 75174 CIVIL STATE OF CALIFORNIA

cbg
CIVIL ENGINEERS · SURVEYORS · PLANNERS
SAN RAMON (925) 866-0322
SACRAMENTO (916) 375-1877
WWW.CBANDG.COM

MOUNTAIN HOUSE

BYRON ROAD & MOUNTAIN HOUSE PARKWAY

IMPROVEMENT PLANS - RAILROAD CROSSINGS PLAN

Comp. File No. IP05.dwg

Plan File No. 0731A

SHEET: 5 OF: 12

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20' 0' 10' 20' 40' 80'

GRAPHIC SCALE

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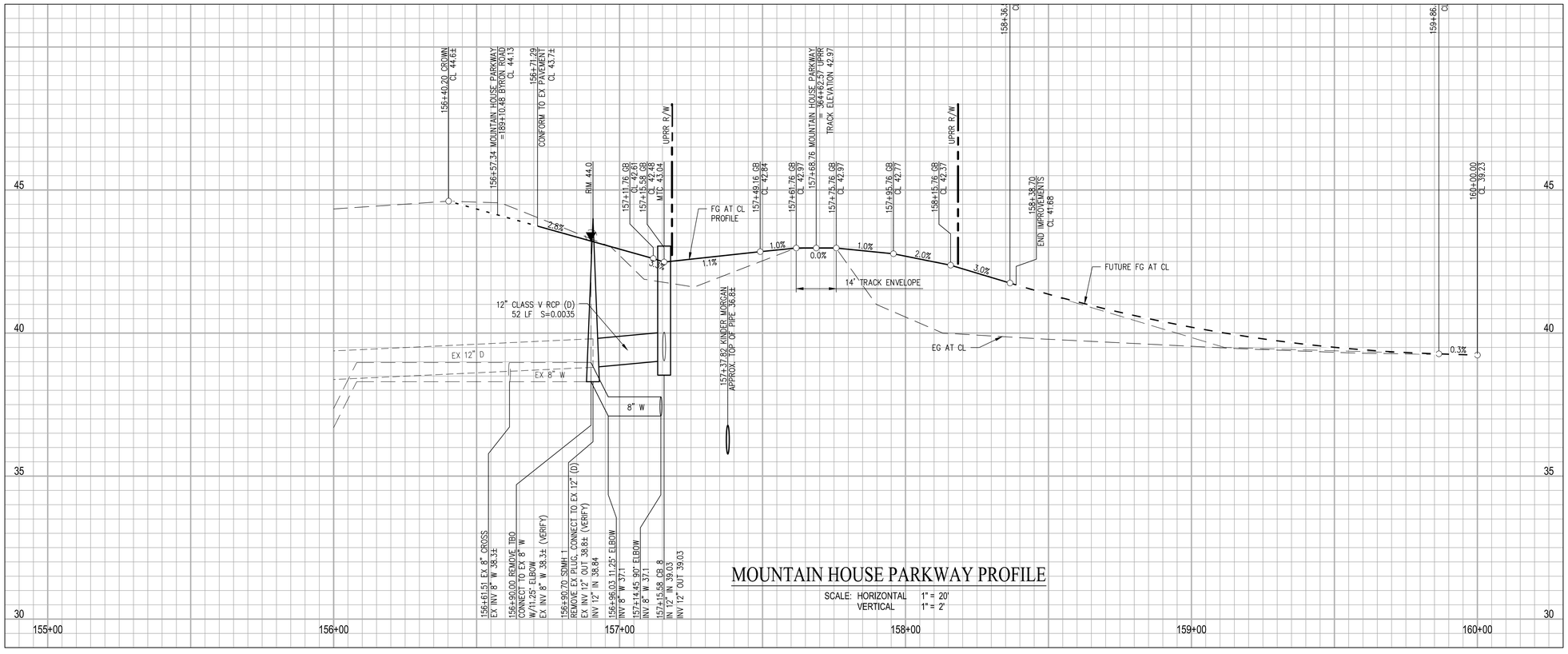
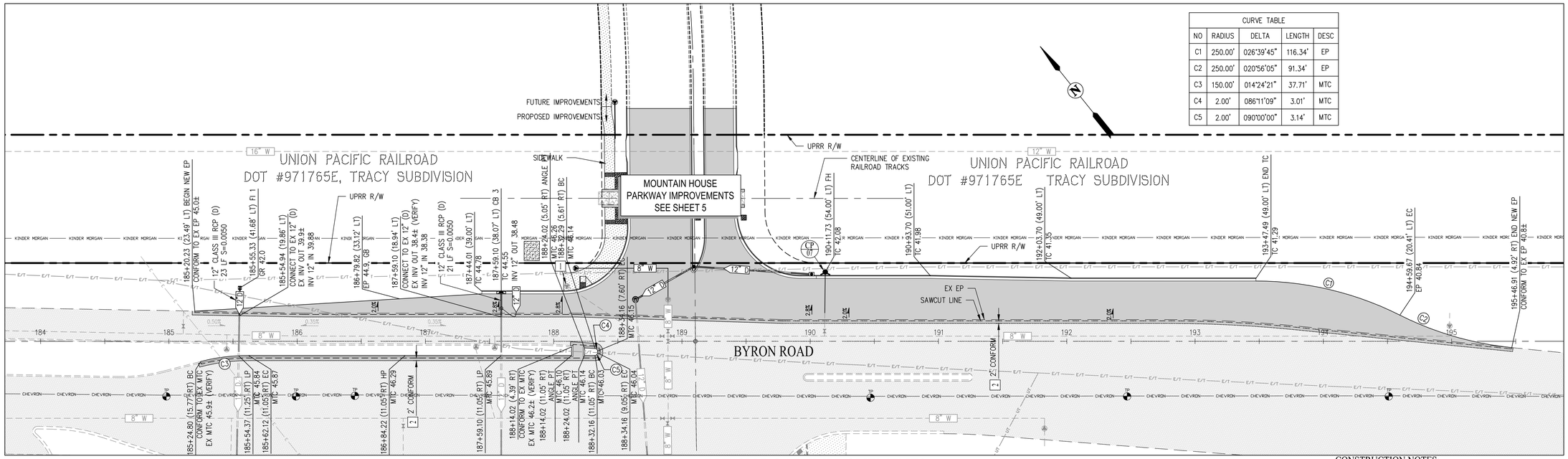


MOUNTAIN HOUSE PARKWAY PROFILE

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 2'

CURVE TABLE				
NO	RADIUS	DELTA	LENGTH	DESC
C1	250.00'	026°39'45"	116.34'	EP
C2	250.00'	020°56'05"	91.34'	EP
C3	150.00'	014°24'21"	37.71'	MTC
C4	2.00'	086°11'09"	3.01'	MTC
C5	2.00'	090°00'00"	3.14'	MTC



BYRON ROAD IMPROVEMENTS

SCALE: 1" = 40'

CONSTRUCTION NOTES:

1. RELOCATE EX BLOW OFF VALVE OUT OF SIDEWALK.
2. 2' CONFORM PER MHCSD DETAIL SC-23.

No.	Descriptions	Date	App.

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT

Approved By: DEVON CROWE
Title: DISTRICT ENGINEER

DATE: SEPT 17, 2024
DRAWN BY: LWL
PROJ. ENGR: LWL
PROJ. MGR: TRR

REGISTERED PROFESSIONAL ENGINEER TERRENCE R. REEVES 75174 CIVIL STATE OF CALIFORNIA

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MOUNTAIN HOUSE

BYRON ROAD & MOUNTAIN HOUSE PARKWAY

IMPROVEMENT PLANS - RAILROAD CROSSINGS
MOUNTAIN HOUSE PARKWAY PROFILE & BYRON ROAD IMPROVEMENTS

Comp. File No. IP06.dwg
Plan File No. 0731A
SHEET: 6 OF: 12

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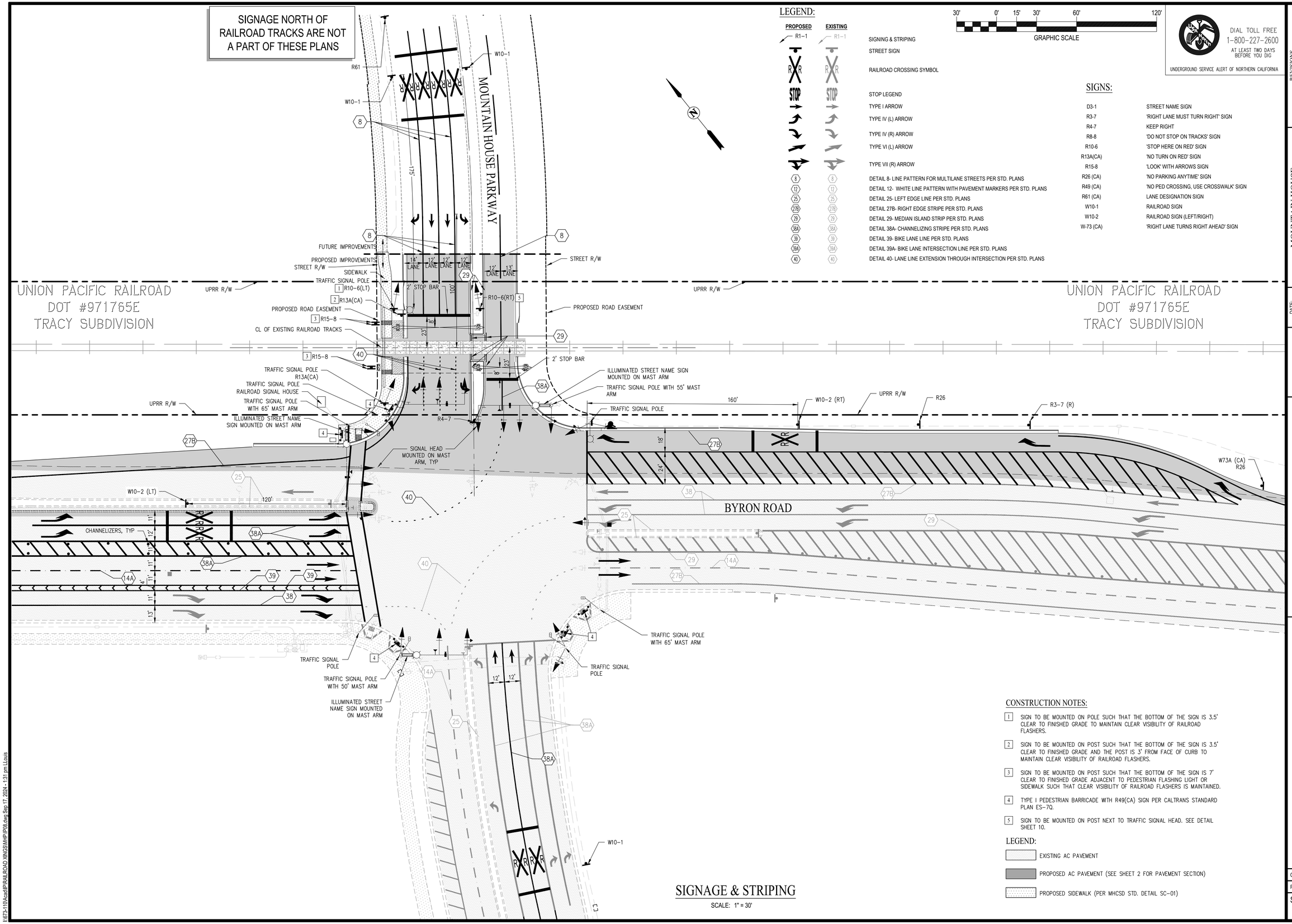
SIGNAGE NORTH OF RAILROAD TRACKS ARE NOT A PART OF THESE PLANS



LEGEND:

PROPOSED	EXISTING	
R1-1	R1-1	SIGNING & STRIPING
		STREET SIGN
R R	R R	RAILROAD CROSSING SYMBOL
STOP	STOP	STOP LEGEND
		TYPE I ARROW
		TYPE IV (L) ARROW
		TYPE IV (R) ARROW
		TYPE VI (L) ARROW
		TYPE VII (R) ARROW
8	8	DETAIL 8- LINE PATTERN FOR MULTILANE STREETS PER STD. PLANS
12	12	DETAIL 12- WHITE LINE PATTERN WITH PAVEMENT MARKERS PER STD. PLANS
25	25	DETAIL 25- LEFT EDGE LINE PER STD. PLANS
27B	27B	DETAIL 27B- RIGHT EDGE STRIPE PER STD. PLANS
29	29	DETAIL 29- MEDIAN ISLAND STRIP PER STD. PLANS
38A	38A	DETAIL 38A- CHANNELIZING STRIPE PER STD. PLANS
39	39	DETAIL 39- BIKE LANE LINE PER STD. PLANS
39A	39A	DETAIL 39A- BIKE LANE INTERSECTION LINE PER STD. PLANS
40	40	DETAIL 40- LANE LINE EXTENSION THROUGH INTERSECTION PER STD. PLANS

30' 0' 15' 30' 60' 120'
GRAPHIC SCALE

DIAL TOLL FREE
1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA

SIGNS:

D3-1	STREET NAME SIGN
R3-7	'RIGHT LANE MUST TURN RIGHT' SIGN
R4-7	KEEP RIGHT
R8-8	'DO NOT STOP ON TRACKS' SIGN
R10-6	'STOP HERE ON RED' SIGN
R13A(CA)	'NO TURN ON RED' SIGN
R15-8	'LOOK' WITH ARROWS SIGN
R26 (CA)	'NO PARKING ANYTIME' SIGN
R49 (CA)	'NO PED CROSSING, USE CROSSWALK' SIGN
R61 (CA)	LANE DESIGNATION SIGN
W10-1	RAILROAD SIGN
W10-2	RAILROAD SIGN (LEFT/RIGHT)
W-73 (CA)	'RIGHT LANE TURNS RIGHT AHEAD' SIGN

CONSTRUCTION NOTES:

1. SIGN TO BE MOUNTED ON POLE SUCH THAT THE BOTTOM OF THE SIGN IS 3.5' CLEAR TO FINISHED GRADE TO MAINTAIN CLEAR VISIBILITY OF RAILROAD FLASHERS.
2. SIGN TO BE MOUNTED ON POST SUCH THAT THE BOTTOM OF THE SIGN IS 3.5' CLEAR TO FINISHED GRADE AND THE POST IS 3' FROM FACE OF CURB TO MAINTAIN CLEAR VISIBILITY OF RAILROAD FLASHERS.
3. SIGN TO BE MOUNTED ON POST SUCH THAT THE BOTTOM OF THE SIGN IS 7' CLEAR TO FINISHED GRADE ADJACENT TO PEDESTRIAN FLASHING LIGHT OR SIDEWALK SUCH THAT CLEAR VISIBILITY OF RAILROAD FLASHERS IS MAINTAINED.
4. TYPE I PEDESTRIAN BARRICADE WITH R49(CA) SIGN PER CALTRANS STANDARD PLAN ES-7Q.
5. SIGN TO BE MOUNTED ON POST NEXT TO TRAFFIC SIGNAL HEAD. SEE DETAIL SHEET 10.

LEGEND:

- EXISTING AC PAVEMENT
- PROPOSED AC PAVEMENT (SEE SHEET 2 FOR PAVEMENT SECTION)
- PROPOSED SIDEWALK (PER MHCSD STD. DETAIL SC-01)

SIGNAGE & STRIPING

SCALE: 1" = 30'

No.	Descriptions	Date	Appr.

REVISIONS

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT

Approved By: _____ DEVON CROWE RCE 88075 ENGINEER V

Title: _____ Date: _____

DATE: SEPT 17, 2024 | DRAWN BY: LWL | PROJ. ENGR: LWL | PROJ. MGR: TRR

PROFESSIONAL ENGINEER * REGISTERED * TERRENCE R. REEVES 75174 CIVIL STATE OF CALIFORNIA

cbg CIVIL ENGINEERS · SURVEYORS · PLANNERS

SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM

MOUNTAIN HOUSE

BYRON ROAD & MOUNTAIN HOUSE PARKWAY

IMPROVEMENT PLANS - RAILROAD CROSSINGS SIGNAGE & STRIPING

Comp. File No. IP08.dwg

Plan File No. 0731A

SHEET: 8 OF: 12

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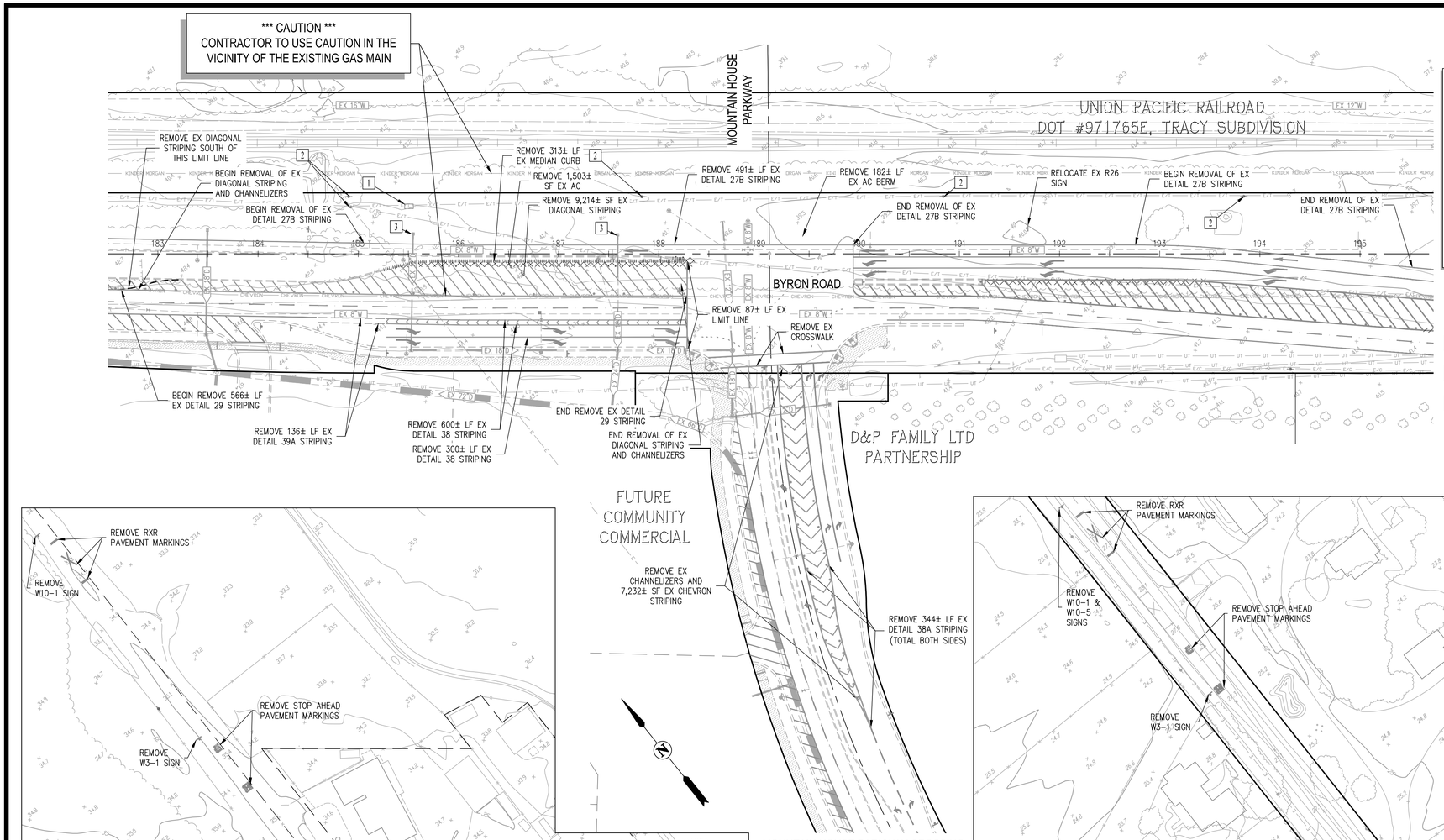
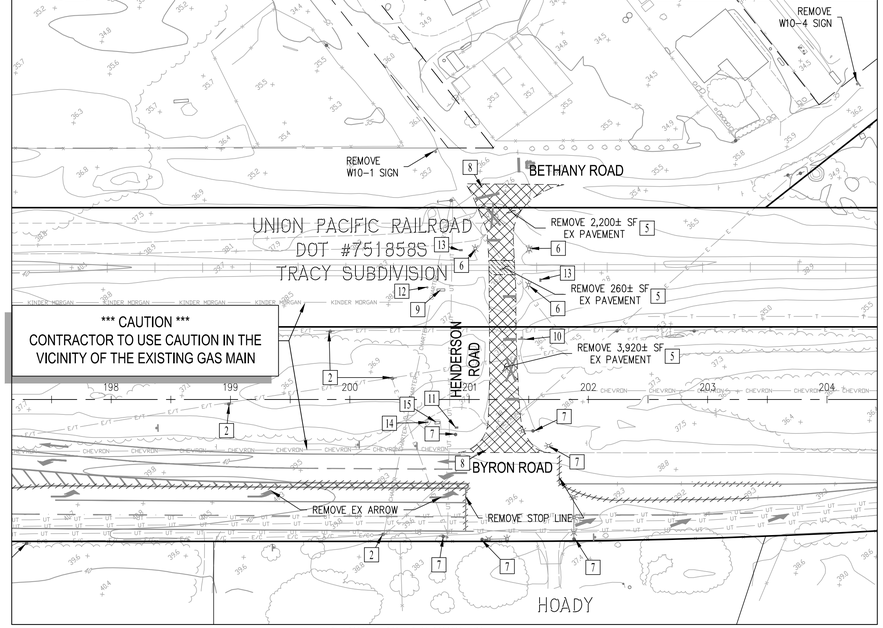
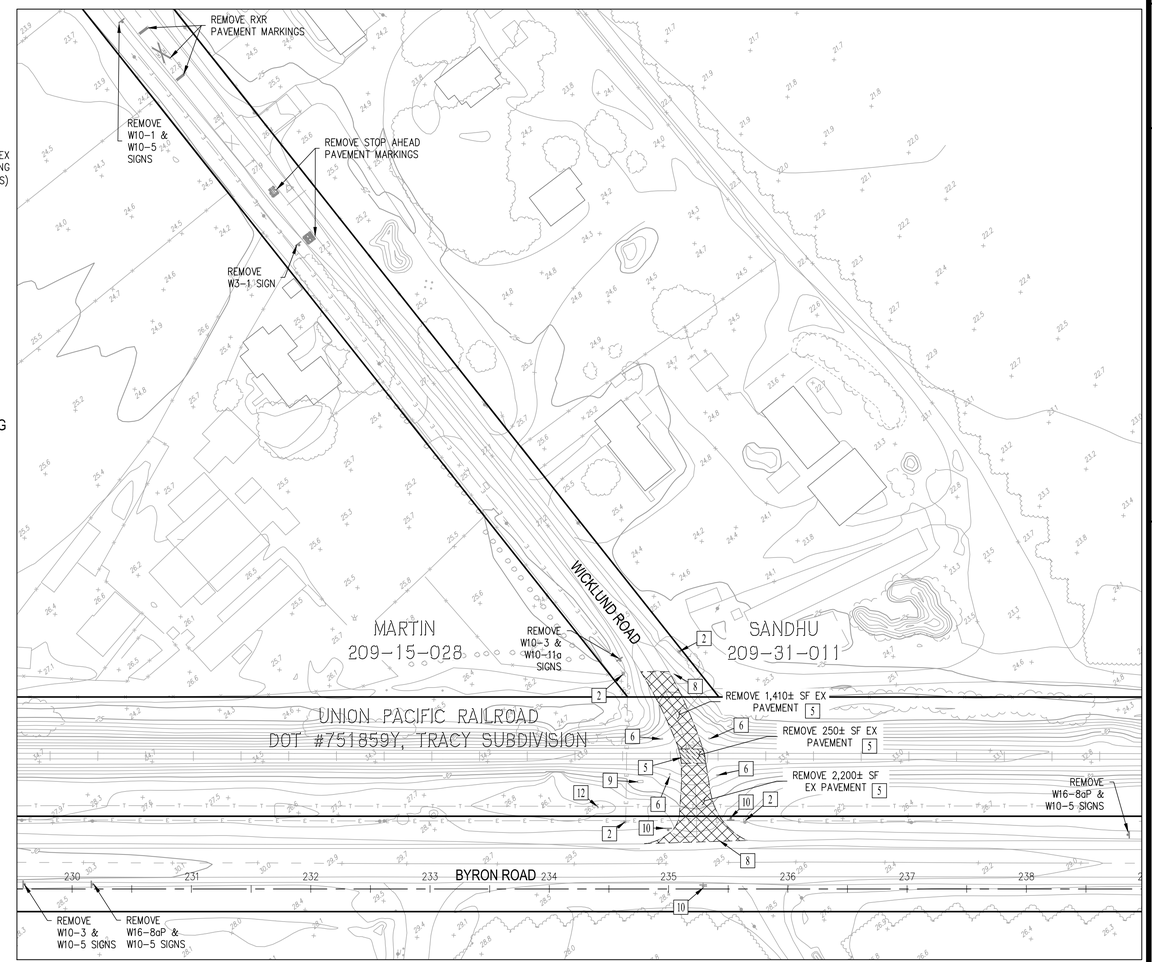


MOUNTAIN HOUSE PARKWAY CROSSING



HENDERSON ROAD CROSSING



WICKLUND ROAD CROSSING

THE EXISTING CROSSING CLOSURES AT HENDERSON ROAD AND WICKLUND ROAD IS TO TAKE PLACE SIMULTANEOUSLY WITH THE OPENING OF THE MOUNTAIN HOUSE PARKWAY CROSSING. HENDERSON ROAD AND WICKLUND ROAD CROSSINGS WILL BE CLOSED TO TRAFFIC AFTER MOUNTAIN HOUSE PARKWAY CROSSING IS OPENED AND UNTIL THE EXISTING CROSSINGS AND APPROACHES ARE REMOVED.

LEGEND:

- EXISTING AC PAVEMENT TO REMAIN (GRIND & OVERLAY AS NEEDED – 2" MAX)
- REMOVE EXISTING AC PAVEMENT (BY MHD)
- REMOVE EXISTING AC PAVEMENT (BY UPRR)

DEMOLITION NOTES:

1. EXISTING UTILITY BOX TO REMAIN. PROTECT IN PLACE.
2. EXISTING UTILITY POLE TO REMAIN. PROTECT IN PLACE.
3. EXISTING MEDIAN TC TO REMAIN. PROTECT IN PLACE.
4. EXISTING DROP INLET TO BE REMOVED AND RELOCATED. SEE SHEET 6 FOR RELOCATION.
5. MHD TO REMOVE EX AC PAVEMENT UP TO 2' OF RAILROAD TRACKS. UPRR TO REMOVE EX AC PAVEMENT WITHIN 2' OF RAILROAD TRACKS.
6. EXISTING RAILROAD CROSSING DEVICE TO BE REMOVED BY UPRR.
7. EXISTING TRAFFIC SIGNAL TO BE REMOVED.
8. INSTALL TYPE 'A' BARRICADE PER MHCSD STANDARD DETAIL SG-04 (SEE SHEET 3).
9. EXISTING RAILROAD SIGNAL HOUSE TO BE REMOVED BY UPRR.
10. REMOVE EX SIGN & POST.
11. EXISTING UTILITY BOX TO BE REMOVED.
12. EXISTING METERED PEDESTAL TO BE REMOVED BY UPRR.
13. EXISTING UTILITY BOX TO BE REMOVED BY UPRR.
14. EXISTING METERED PEDESTAL TO BE REMOVED.
15. EXISTING TRAFFIC SIGNAL CABINET TO BE REMOVED.

DEMOLITION PLAN

SCALE: 1" = 60'

60' 0' 30' 60' 120' 240'

GRAPHIC SCALE

No.	Descriptions	Date	Appr.
	PRELIMINARY PLANS NOT FOR CONSTRUCTION		

COMMUNITY SERVICES DISTRICT

Approved By: DEVON GROVE RCE 80774 ENGINEER

Title:

DATE: SEPT 17, 2024 | DRAWN BY: LWL | PROJ. ENGR. LWL | PROJ. MGR. TRR

REGISTERED PROFESSIONAL ENGINEER — LEMUEL R. REEVES — 75174 — CIVIL — STATE OF CALIFORNIA

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MOUNTAIN HOUSE

BYRON ROAD & MOUNTAIN HOUSE PARKWAY

IMPROVEMENT PLANS - RAILROAD CROSSINGS DEMOLITION PLAN

Comp. File No. IP04.dwg

Plan File No. 0731A

SHEET: 4 OF: 12

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Exhibit D

Crossing Legal Description

SEPTEMBER 19, 2024
JOB NO. 673-034

EXHIBIT A
LEGAL DESCRIPTION
ROADWAY EASEMENT
MOUNTAIN HOUSE PARKWAY

REAL PROPERTY SITUATE IN THE CITY OF MOUNTAIN HOUSE, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF A 100 FOOT WIDE STRIP OF LAND DESCRIBED IN THAT DEED TO SAN PABLO AND TULARE RAILROAD COMPANY RECORDED DECEMBER 27, 1920, IN BOOK A OF DEEDS, VOLUME 447, AT PAGE 266, SAN JOAQUIN COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTHEASTERN LINE OF SAID STRIP OF LAND, SAID POINT BEING ALSO THE WESTERN CORNER OF THE PARCEL OF LAND DESCRIBED IN THAT GRANT DEED RECORDED NOVEMBER 28, 2018, AS DOCUMENT NUMBER 2018-130022, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE COMMON LINE OF SAID LANDS, SOUTH 51°15'35" EAST 392.51 FEET TO THE **POINT OF BEGINNING;**

THENCE, FROM SAID POINT BEGINNING, CONTINUING ALONG SAID COMMON LINE, SOUTH 51°15'35" EAST 127.00 FEET;

THENCE, LEAVING SAID COMMON LINE, SOUTH 38°17'44" WEST 60.31 FEET;

THENCE, ALONG THE ARC OF A TANGENT 40.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 89°16'15", AN ARC DISTANCE OF 62.32 FEET TO A POINT ON THE NORTHEASTERN LINE OF THE PARCEL OF LAND DESCRIBED IN THAT GRANT DEED RECORDED APRIL 13, 2005, AS INSTRUMENT NUMBER 2005-086246, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY, SAID PARCEL BEING A PORTION OF BYRON ROAD (WIDTH VARIES);

THENCE, ALONG SAID NORTHEASTERN LINE, NORTH 51°15'35" WEST 176.58 FEET;

THENCE, LEAVING SAID NORTHEASTERN LINE, EASTERLY ALONG THE ARC OF A NON-TANGENT 30.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 03°17'34" WEST, THROUGH A CENTRAL ANGLE OF 48°24'43", AN ARC DISTANCE OF 25.35 FEET;

THENCE, NORTH 38°17'43" EAST 77.49 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 13,107 SQUARE FEET OF LAND, MORE OR LESS.

DISTANCES LISTED HEREIN ARE GROUND DISTANCES. TO OBTAIN GRID DISTANCES MULTIPLY BY THE COMBINED SCALE FACTOR OF 0.99993260.

ATTACHED HERETO IS EXHIBIT B, A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION

2/19/2025

MATHEW A. STEWARD, P.L.S.
L.S. NO. 9036

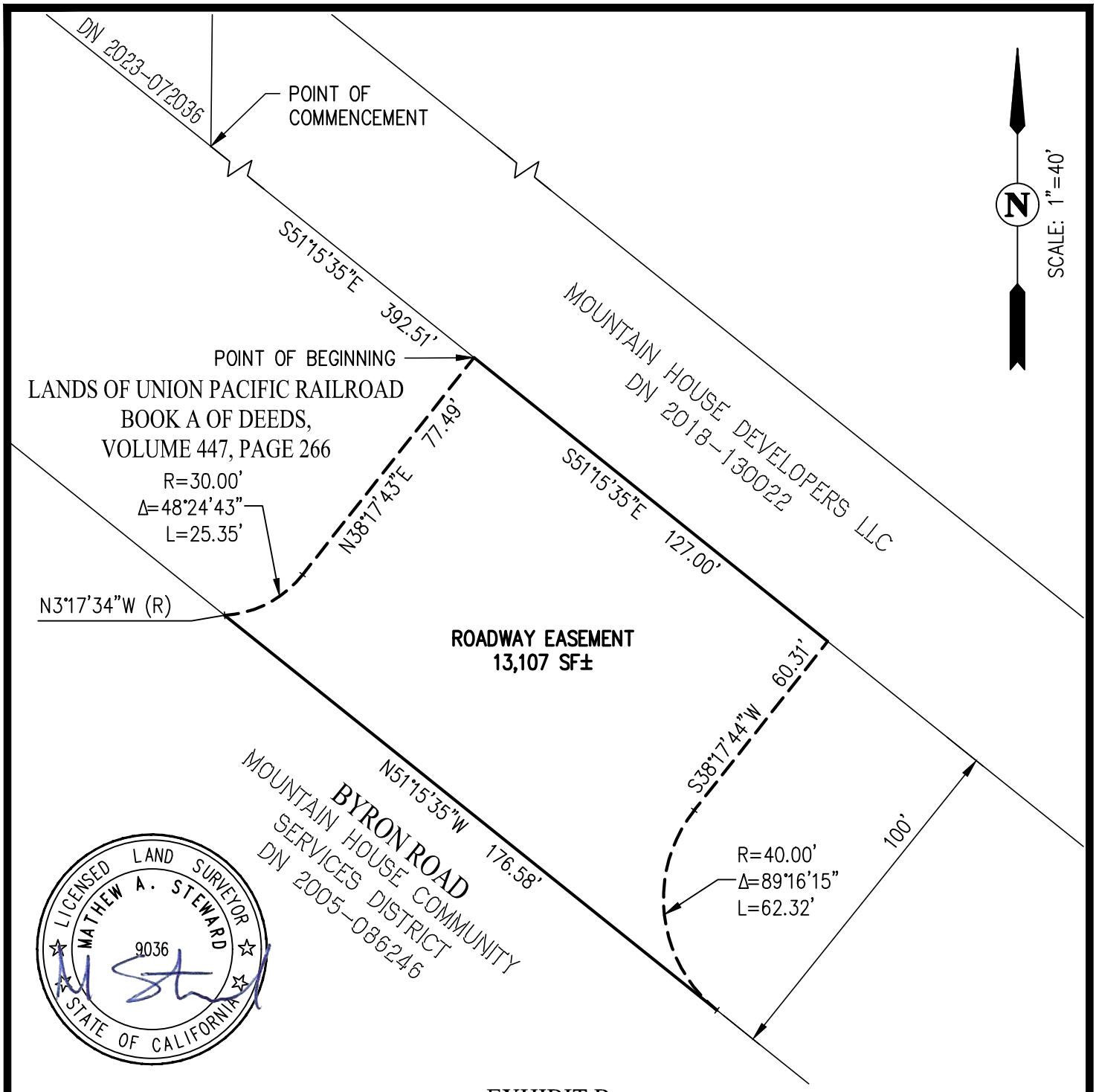

EXHIBIT B

PLAT TO ACCOMPANY LEGAL DESCRIPTION

ROADWAY EASEMENT - MOUNTAIN HOUSE PARKWAY
LANDS OF UNION PACIFIC RAILROAD
CITY OF MOUNTAIN HOUSE, SAN JOAQUIN COUNTY, CALIFORNIA

SEPTEMBER 19, 2024

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916)788-4456
WWW.CBANDG.COM

Parcel Map Check Report

Parcel Name: Site 1 - MHP
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:2,109,137.9506' East:6,263,870.4234'

Segment# 1: Line
Course: S51° 15' 34.94"E Length: 127.004'
North: 2,109,058.4726' East: 6,263,969.4854'

Segment# 2: Line
Course: S38° 17' 44.17"W Length: 60.313'
North: 2,109,011.1375' East: 6,263,932.1083'

Segment# 3: Curve
Length: 62.323' Radius: 40.000'
Delta: 89°16'15" Tangent: 39.494'
Chord: 56.207' Course: S6° 20' 23.19"E
Course In: S51° 42' 15.83"E Course Out: S39° 01' 29.46"W
RP North: 2,108,986.3487' East: 6,263,963.5012'
End North: 2,108,955.2738' East: 6,263,938.3149'

Segment# 4: Line
Course: N51° 15' 34.94"W Length: 176.582'
North: 2,109,065.7773' East: 6,263,800.5826'

Segment# 5: Curve
Length: 25.348' Radius: 30.000'
Delta: 48°24'43" Tangent: 13.486'
Chord: 24.601' Course: N62° 30' 04.68"E
Course In: N3° 17' 33.87"W Course Out: S51° 42' 16.78"E
RP North: 2,109,095.7278' East: 6,263,798.8595'
End North: 2,109,077.1363' East: 6,263,822.4043'

Segment# 6: Line
Course: N38° 17' 43.22"E Length: 77.487'

North: 2,109,137.9502'
East: 6,263,870.4242'

Perimeter: 529.057'
Area: 13,107.43Sq.Ft.
Error Closure: 0.0008
Course: S62° 45' 35.10"E
Error North : -0.00038
East: 0.00074

Precision 1: 661,321.250

Exhibit E

UPRR Agreement Letter

Dated January 14, 2008

and

UPRR Concurrence

1.91
673-51
UPR

RECEIVED
SHEA HOMES

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
10031 Foothills Boulevard, Suite 200, Roseville California 95747-7101
General Office: (916) 789-6400 / Facsimile (916) 789-6227

DAVID M. PICKETT
General Attorney
Direct: (916) 789-6218

January 14, 2008

Christopher Johnson
Shea Mountain House, LLC
Director of Operations
2580 Shea Center Drive
Livermore, CA 94551

Kevin Peters
Shea Mountain House, LLC
2580 Shea Center Drive
Livermore, CA 94551

Edward Merrill
Bingham McCutchen
1333 North California Blvd.
Walnut Creek, CA 94596

Michael McGrew
Nevmiller & Beardslee
509 West Weber Avenue, 5th Floor
Stockton, CA 95203

Re: Central Parkway overcrossing

Gentlemen:

I write to confirm that Union Pacific Railroad, Mountain House Community Services District, and Shea Homes have agreed that the private crossings located at milepost 74.94 (DOT #751856D) and 75.18 (DOT #751857K) on the Tracy Subdivision will be removed without delay when the Central Parkway overcrossing is opened for use and accepted by the Mountain House Community Services District.

This agreement is part of the understanding among the parties regarding the overall treatment of the location of crossings within the Mountain House development. In addition to the changes described above, Mountain House Community Services District and Shea Homes intend to close the existing public crossings at Henderson Road (DOT #751858S) and Wicklund Road (DOT #751859Y), realign the Kelso Road crossing (DOT #751855W)within approximately 300 feet of its existing alignment, and open a new public grade crossing at Mountain House Parkway (M.P. 75.4). As long as all of these changes transpire, Union Pacific will not object to applications made to the California Public Utilities Commission for the Kelso Road and Mountain House Parkway projects on the basis that additional grade crossings must be closed. Union Pacific retains its right to oppose such applications on the basis of design features.

Thank you for your courtesy. Please contact me immediately if this correspondence does not accurately reflect our agreement.

Very truly yours,

DAVID M. PICKETT

DMP/lmr

cc: David Stewart, CPUC

673-31
UPRR

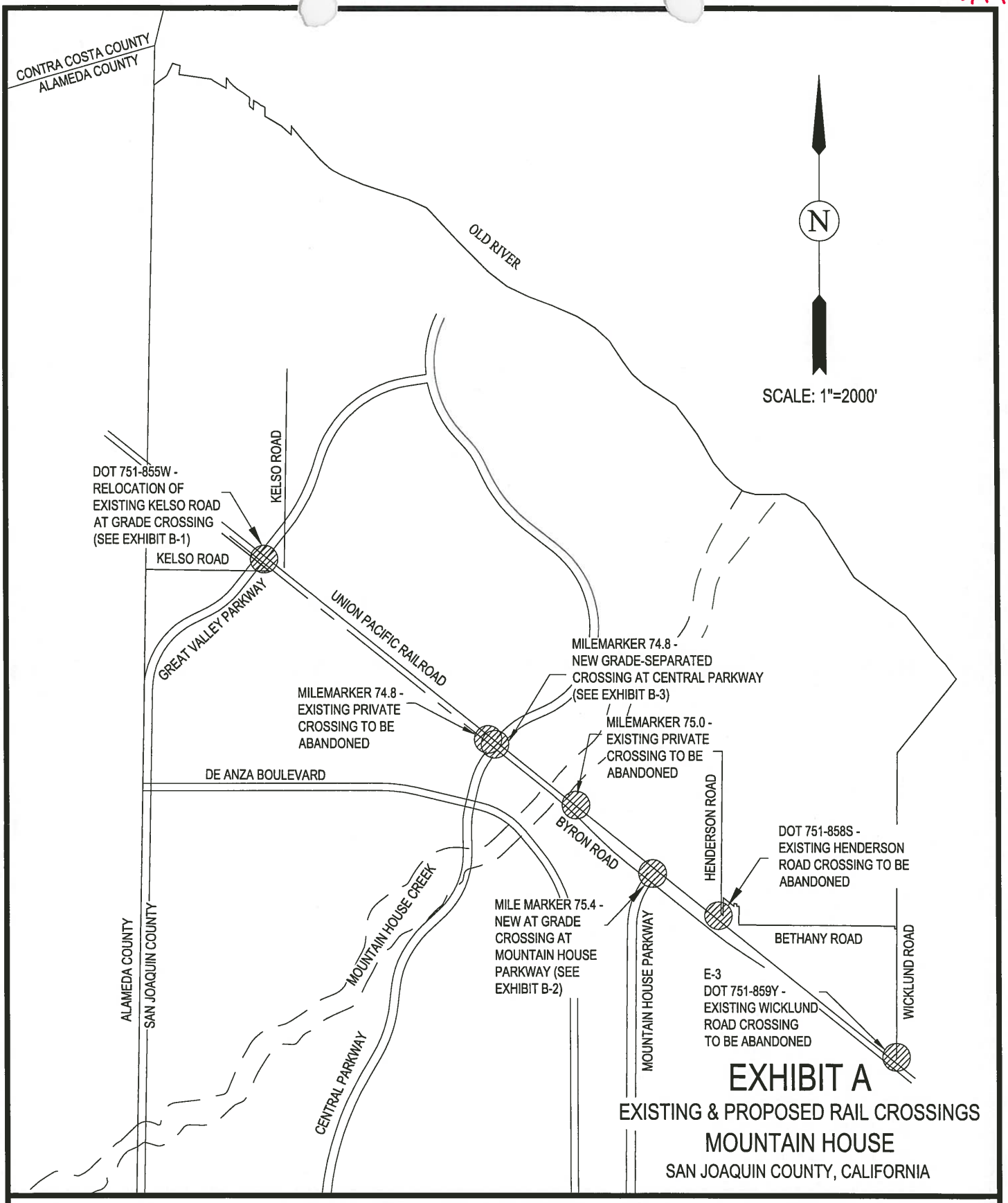

EXHIBIT A

EXISTING & PROPOSED RAIL CROSSINGS
MOUNTAIN HOUSE
SAN JOAQUIN COUNTY, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

6111 BOLLINGER CANYON ROAD, SUITE 150, SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 FAX: (925) 866-8575

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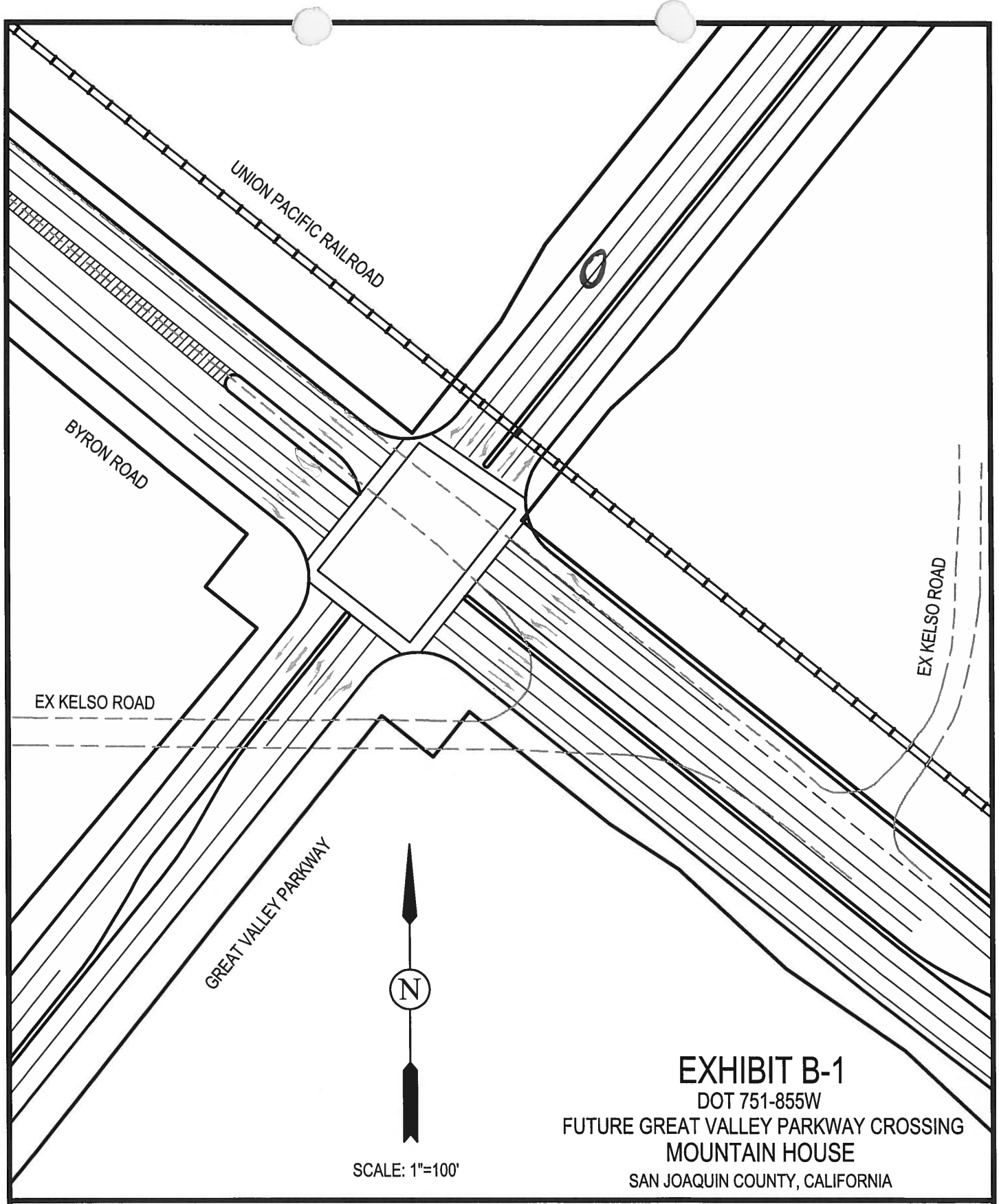

SCALE: 1"=100'

EXHIBIT B-1

DOT 751-855W

FUTURE GREAT VALLEY PARKWAY CROSSING

MOUNTAIN HOUSE

SAN JOAQUIN COUNTY, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

6111 BOLLINGER CANYON ROAD, SUITE 150, SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 FAX: (925) 866-8575

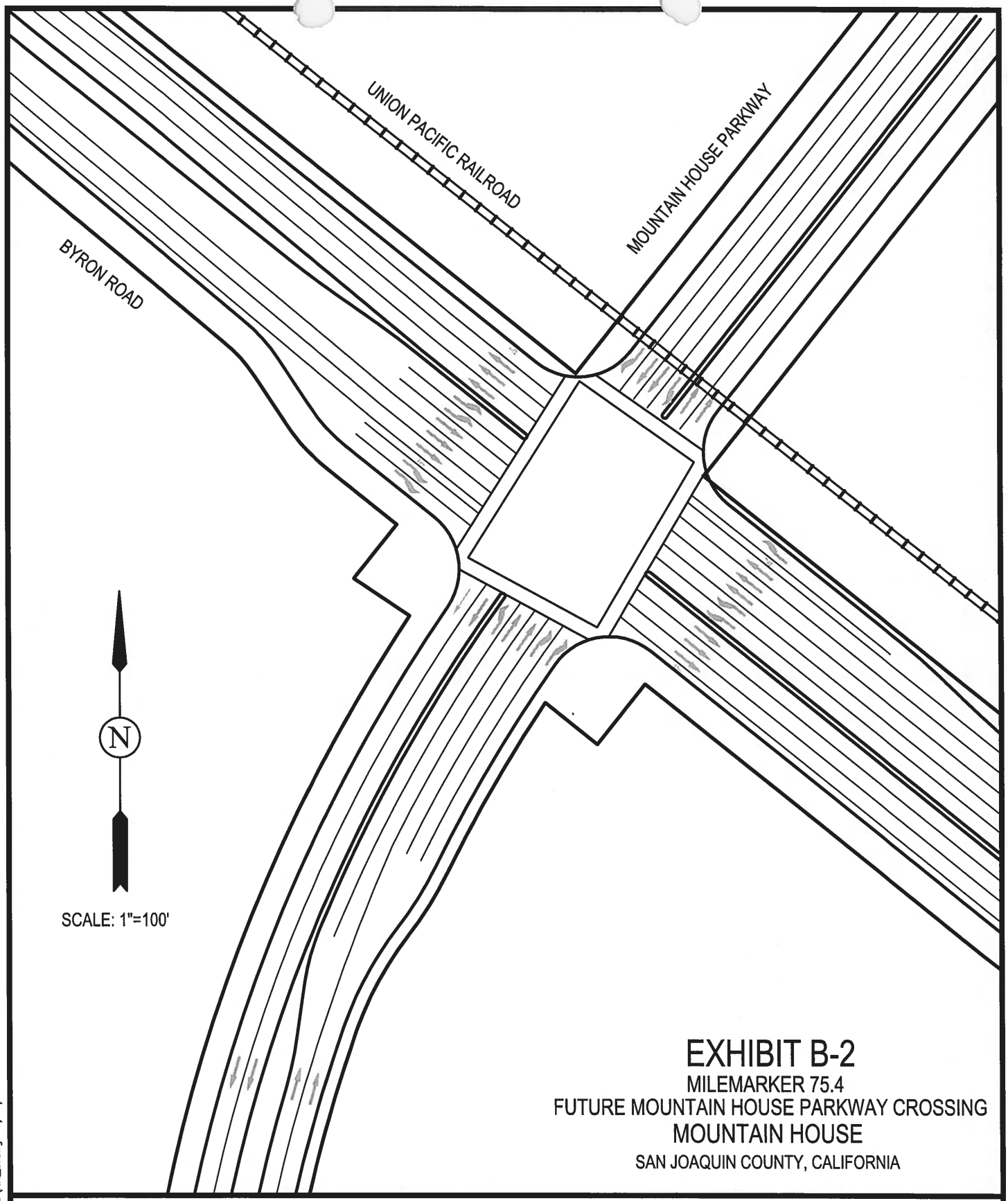

EXHIBIT B-2

MILEMARKER 75.4
FUTURE MOUNTAIN HOUSE PARKWAY CROSSING
MOUNTAIN HOUSE
SAN JOAQUIN COUNTY, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150, SAN RAMON, CALIFORNIA 94583
TELEPHONE: (925) 866-0322 FAX: (925) 866-8575

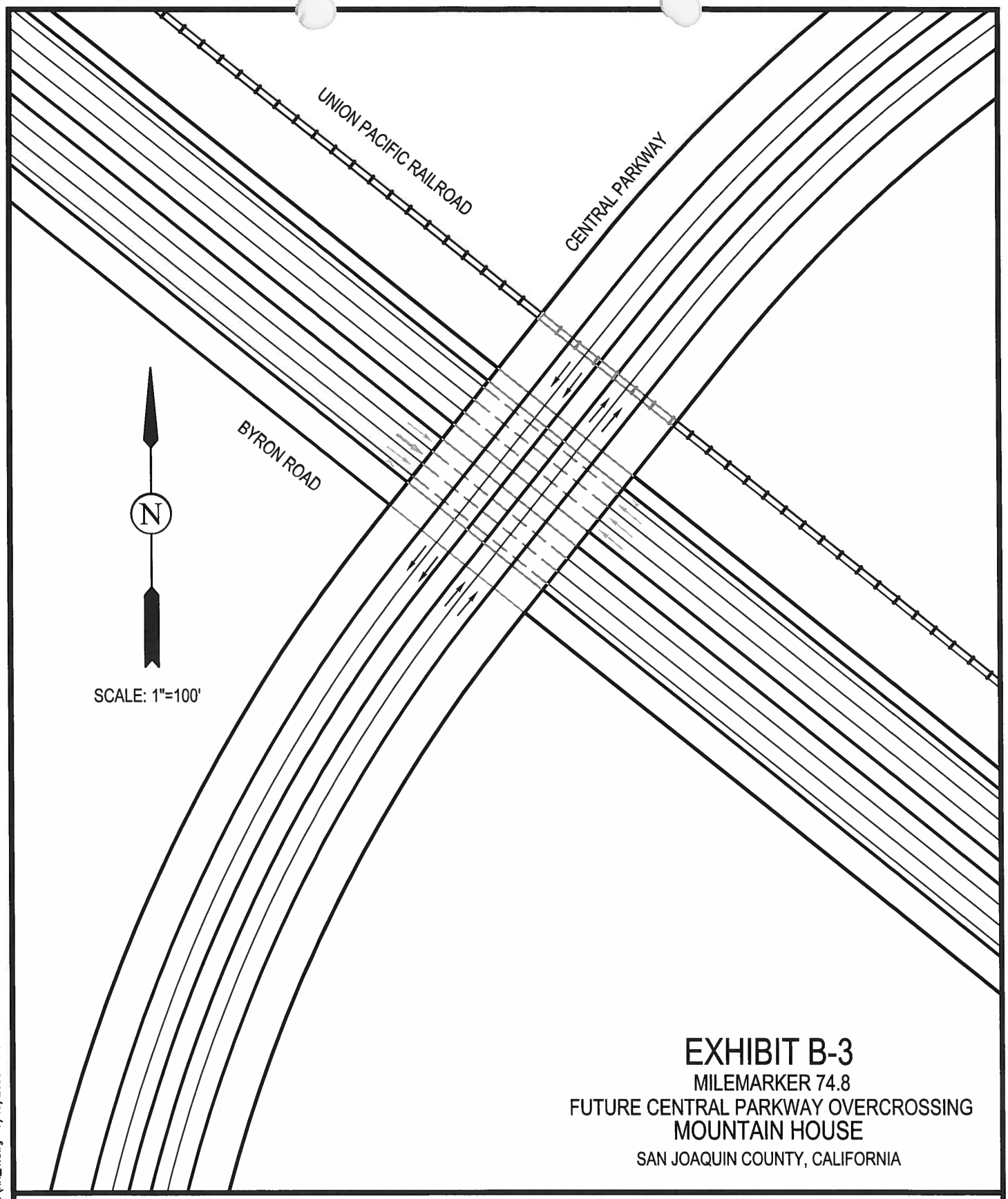

EXHIBIT B-3

MILEMARKER 74.8

FUTURE CENTRAL PARKWAY OVERCROSSING

MOUNTAIN HOUSE

SAN JOAQUIN COUNTY, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

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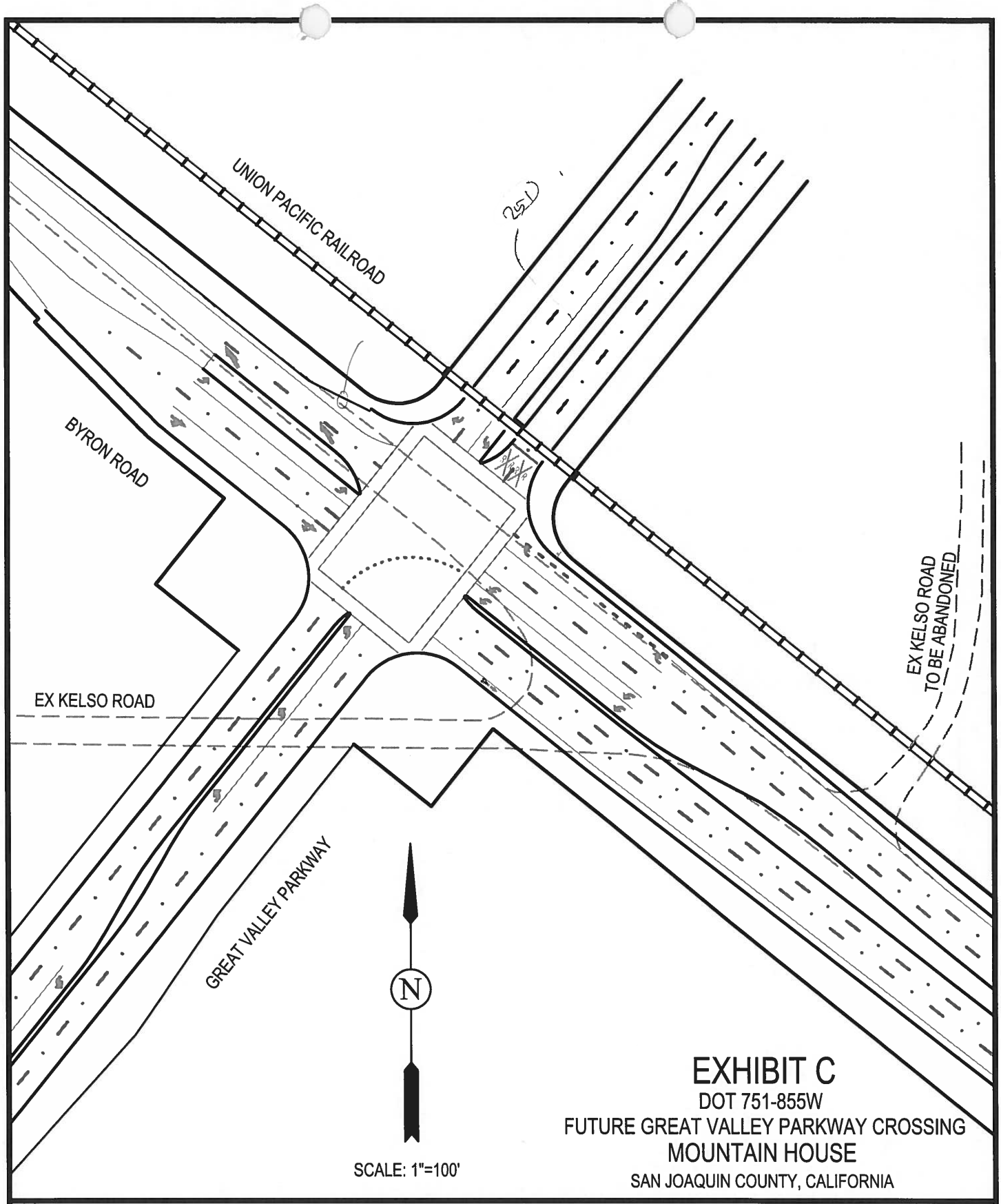
TELEPHONE: (925) 866-0322 FAX: (925) 866-8575



SCALE: 1"=100'

EXHIBIT C

DOT 751-855W

FUTURE GREAT VALLEY PARKWAY CROSSING

MOUNTAIN HOUSE

SAN JOAQUIN COUNTY, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

6111 BOLLINGER CANYON ROAD, SUITE 150, SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 FAX: (925) 866-8575

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BUILDING AMERICA®

April 13, 2025

David R. Stewart
Utilities Engineer
California Public Utilities Commission
Rail Safety Division
(415) 806-0490
Sent Via email (David.Stewart@cpuc.ca.gov)

RE: New Public At-Grade Crossings, City of Mountain House, California, Great Valley Parkway (UPRR Tracy Subdivision MP 74.10, DOT #971764X) and Mountain House Parkway (UPRR Tracy Subdivision MP 75.54, DOT # 971765E)

Dear Mr. Stewart:

Union Pacific Railroad Company (UPRR) has been coordinating with the Mountain House community now City of Mountain House (City) for several years regarding two proposed new at-grade crossings – Great Valley Parkway (Tracy Sub MP 74.10, DOT #971764X) and Mountain House Parkway (Tracy Sub MP 75.54, DOT #971765E). In 2008, UPRR Law Department provided conditional approval of the new at-grade crossings with the understanding that three existing public at-grade crossings and two private at-grade crossings in the vicinity would be closed. In 2009, the two private at-grade crossings (DOT #751856D and DOT #751857K) were closed. Recently, the City has completed preparation of final plans for the new at-grade crossings and closure of three public at-grade crossings: Kelso Road (Tracy Sub MP 74.18, DOT #751855W), Henderson Road (Tracy Sub MP 75.76, DOT #751858S), and Wicklund Road (Tracy Sub MP 76.40, DOT #751859Y).

UPRR has reviewed and approved the Final Plans, including the new at-grade crossing designs, traffic signal pre-emption, and parallel fencing to separate the railroad right-of-way from proposed residential development. UPRR will continue to coordinate with the City of Mountain House on these projects and does not object to CPUC approval of these new at-grade crossings, on the condition that the City follows the UPRR Public Project process and executes Construction & Maintenance agreements for each new crossing and Crossing Closure agreements for each crossing to be closed. The preparation of the Construction and Maintenance agreements will commence after the City has approved UPRR cost estimates for all project-related work.

Please contact Cliff Cessna or me if you have questions or wish to discuss further. Thank you.

Very truly yours,

Signed by:
Amber Stoffels
4A3A055320904BD...

Amber L. Stoffels
Manager I Industry and Public Projects

cc: Clifford Cessna, UPRR Contractor (ccessna@benesch.com)
Steven Pinkerton, City Manager, City of Mountain House (spinkerton@sjgov.org)

UNION PACIFIC RAILROAD
1400 W. 52nd Avenue, Unit 1259
Denver, CO 80221

Amber L. Stoffels
Manager I Industry and Public Projects
Engineering

P 720-243-0759
E amber.stoffels@up.com

Exhibit F

Preemption Calculations

and

Traffic Signal Plans

Version 07/12/2017

Set 1 - Preemption Calculations - Includes left turns toward the track (Line 28) and does not include pedestrian clearance time during right of way transfer (Line 22)

RESET

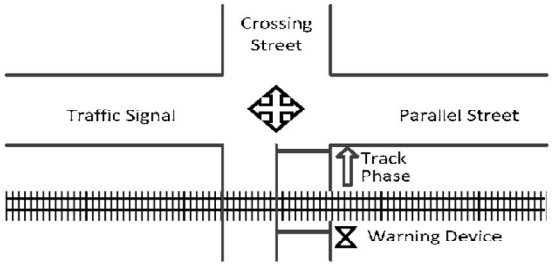
Texas Department of Transportation

Form 2304
(Rev. 7/17)

GUIDE FOR DETERMINING TIME REQUIREMENTS FOR TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS

City	Mountain House	CSJ		Date	6/11/24
County	San Joaquin			Completed by	Karrie Mosca
District	Mountain House CSD			District Approval	Devon Crowe

Show North Arrow



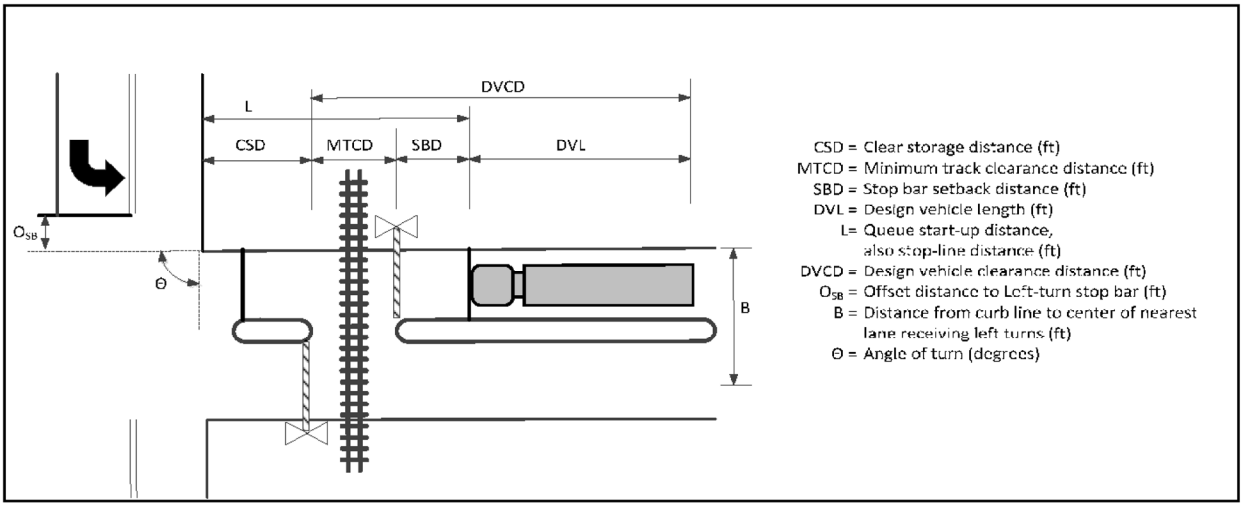
Parallel Street Name: Bryon Road

Crossing Street Name: Mountain House Parkway

Railroad	Union Pacific	Railroad Contact	Amber Stoffels
Crossing DOT#	971765E	Phone	(720) 243-0759

NOTE: After approval by the District, a copy of this form, along with the traffic signal design sheets and the phasing diagrams for normal and preempted operation, shall be placed in the traffic signal cabinet. See Section 7 for traffic signal timings.

SECTION 1: GEOMETRY DATA & DEFAULTS



GEOMETRIC DATA FOR CROSSING

			Remarks
1. Clear storage distance (CSD, feet)	1.	75	
2. Minimum track clearance distance (MTCD, feet)	2.	24	
3. Stop bar setback distance (SBD, feet)	3.	14	Enter "0" if no stop bar is present
4. Width of receiving approach (B, feet)	4.	76	
5. Offset distance of left turn stop bar (O_{SB}, feet)	5.	45	
6. Approach grade. % (0 if approach is on downgrade)	6.	2.5	
7. Angle of turn at Intersection (Θ, degrees)	7.	90	

DESIGN VEHICLE DATA

8. Select Design Vehicle

☐ School Bus ☐ Intermediate Truck ☑ Interstate Semi-Truck ☐ Other

9. Default design vehicle length (feet)	9.	75	Based on selected Design Vehicle
a. Additional vehicle length, if needed (feet)	9a.	0	Use only if "Other" selected as Design Vehicle
10. Total design vehicle length (DVL, feet)	10.	75	Sum of line 9 and 9a
11. Centerline turning radius of design vehicle (R, feet)	11.	41	Based on selected Design Vehicle
12. Passenger car vehicle length (LV, feet)	12.	19	Default value

SECTION 2: RIGHT-OF-WAY TRANSFER TIME CALCULATION

Preempt verification and response time

			Remarks
13.	Preempt delay time (seconds)	0	
14.	Controller response time to preempt (seconds)	0.0	Manufacturer: Eagle Firmware Version: SEPAC
15.	Preempt verification and response time (seconds): add lines 13 and 14	0.0	

Worst-case conflicting vehicle time

			Remarks
16.	Minimum green time during right-of-way transfer (seconds)	0	Value may be adjusted to meet local conditions
17.	Other green time during right-of-way transfer (seconds)	0	
18.	Yellow change time (seconds)	5.5	
19.	Red clearance time (seconds)	0.4	
20.	Worst-case conflicting vehicle time (seconds): add lines 16 through 19	5.9	

Worst-case conflicting pedestrian time

			Remarks
21.	Minimum walk time during right-of-way transfer (seconds)	0	Value may be adjusted to meet local conditions
22.	Pedestrian clearance time during right-of-way transfer (seconds)	0	Refer to instructions for pedestrian truncation guidance
23.	Vehicle yellow change time, if not included on line 22 (seconds)	0.0	
24.	Vehicle red clearance time, if not included on line 22 (seconds)	0.0	
25.	Worst-case conflicting pedestrian time (seconds): add lines 21 through 24	0.0	

Worst-case conflicting vehicle or conflicting pedestrian time

26.	Worst-case conflicting vehicle or conflicting pedestrian time (seconds): maximum of lines 20 and 25	5.9	
27.	**Right-of-way transfer time (seconds): add lines 15 and 26**	5.9	

SECTION 3: QUEUE CLEARANCE TIME CALCULATION

28. Are there left-turns towards the tracks? ☑ Yes ☐ No

			Remarks
29.	Distance traveled by truck during left-turn (LTL, feet):	64	LTL = ∏RΘ/180
30.	Travel speed of left-turning truck (S_{LTT}, mph):	10	Default value
31.	Distance required to clear left-turning truck from travel lanes on track clearance approach (feet):	238	Equation: (line 4 + line 5 + line 12 - line 11) + line 29 + line 10
32.	Additional time required to clear left-turning truck from travel lanes on track clearance approach (seconds):	10.3	Equation: [(line 31 * 3600) / (line 30 * 5280) - line 18 - line 19]
33.	Worst-case Left Turning Truck time (seconds): if Line 28 = 'Yes', use line 32; otherwise Use 0	10.3	
34.	Queue start-up distance, L (feet): add lines 1 through 3	113	
35.	Time required for design vehicle to start moving (seconds): calculate as 2+(L÷20)	7.7	
36.	Design vehicle clearance distance, DVCD (feet): add lines 2, 3 and 10	113	
37.	Time for design vehicle to accelerate through the DVCD (seconds), level terrain	14.2	
38.	Factor to account for slower acceleration on uphill grade	1.17	
39.	Time for design vehcle to accelerate through DVCD (seconds), adjusted for grade: multiply lines 37 and 38	16.6	
40.	**Queue clearance time (seconds): add lines 33, 35 and 39**	34.5	

SECTION 4: MAXIMUM PREEMPTION TIME CALCULATION

			Remarks
41.	Right-of-way transfer time (seconds): line 27	5.9	
42.	Queue clearance time (seconds): line 40	34.5	
43.	Desired minimum separation time (seconds)	2.0	Typical Value
44.	Maximum preemption time for Queue Clearance (seconds): add lines 41 through 43	42.4	

SECTION 5: SUFFICIENT WARNING TIME CHECK

Remarks

45.	Required minimum time, MT (seconds): per regulations	45.	20
46.	Clearance time, CT (seconds): (line 2 -35) / 10 (rounded up to nearest second)	46.	0
47.	Total minimum warning time, MWT, needed (seconds): add lines 45 and 46 (excludes buffer time and equipment response time)	47.	20
48.	Required advance preemption time (APT) from railroad (seconds): subtract line 47 from line 44, round up to nearest full second, enter 0 if less than 0	48.	23
49.	APT currently provided by railroad (seconds): Enter "0" if new crossing or signal	49.	0

If the required advance preemption time (line 48) is greater than the amount of advance preemption time currently provided by the railroad (line 49), additional warning time must be requested from the railroad. Alternatively, the maximum preemption time (line 48) may be decreased after performing an engineering study to investigate the possibility of reducing the values on lines 13, 16, 17, 21, 22 and 43.

Remarks: Left turns towards the tracks is included in the Queue Clearance Time Calculation. Pedestrian clearance time during right-of-way transfer is not included in the Right Of Way Transfer Time Calculations. Either left turns towards the tracks or pedestrian clearance time will be served when railroad preemption is initiated, as they are not sequential movements.

SECTION 6: TRACK CLEARANCE GREEN TIME CALCULATION (IF NO GATE DOWN CIRCUIT PROVIDED)

Preempt Trap Check

Remarks

50. Warning Time Variability (Select One)

☐ Consistent Warning Times ☑ Low Warning Time Variability ☐ High Warning Time Variability

51.	APT required or provided (seconds): maximum of Line 48 or Line 49	51.	23
52.	Multiplier for maximum APT due to train handling	52.	1.25
53.	Maximum APT (seconds): multiply line 51 and 52	53.	28.8
54.	Minimum duration for the track clearance green interval (seconds)	54.	15
55.	Track Clearance Green Time to avoid Preempt Trap (seconds): add lines 53 and 54	56.	43.8

See Instructions for details.

Clearing of Clear Storage Distance

56.	Time waiting on left-turn truck (seconds): line 33	56.	10.3
57.	Time required for design vehicle to start moving (seconds): line 35	57.	7.7
58.	Design vehicle clearance distance (DVCD, feet): line 36	58.	113

If CSD ≤ DVL, you must clear the design vehicle through the entire CSD during the traffic clearance phase; however, if CSD > DVL, you should consider providing enough time to clear the design vehicle from the crossing.

Is the clear storage distance (CSD) less than or equal to the design vehicle length (DVL)?

☑ YES. The design vehicle MUST clear through the entire CSD. (CSD will be entered in Line 59).

☐ NO. The design vehicle may clear through a portion of the CSD.

Do you want to clear the design vehicle through the entire CSD?

☑ YES. Clear the entire CSD. (CSD will be entered in Line 59).

☐ NO. Clear the crossing ONLY. (DVL will be entered in Line 59).

Gate Down Circuit will be provided. Section is not applicable

59.	Portion of CSD to clear during track clearance phase (feet)	59.	75
60.	Design vehicle relocation distance (DVRD, feet): add lines 58 and 59	60.	188
61.	Time required to accelerate design vehicle through DVRD (seconds), level terrain:	61.	18.7
62.	Factor to account for slower acceleration on uphill grade	62.	1.18
63.	Time required to accelerate design vehicle through DVRD (seconds), adjusted for grade: multiply lines 61 and 62	63.	22.1
64.	Time to clear portion of clear storage distance (seconds): add lines 56, 57 and 63	64.	40.0
65.	**Track clearance green interval (seconds): maximum of lines 55 or 64, round up to nearest full second**	65.	44

Maximum Duration of Track Clearance Green after gates are down (in absence of a gate down circuit)

66.	Total time to complete track clearance green (seconds): line 27 + line 65	66.	49.9
67.	Total time before gates are down (seconds): subtract 5 seconds from line 44 (per AREMA Manual)	67.	37.4
68.	**Maximum Duration of Track Clearance Green after gates are down (seconds): Line 66 - Line 67**	68.	13

SECTION 7: SUMMARY OF CONTROLLER PREEMPTION SETTINGS

			Remarks
69.	Duration Time (seconds)	0	Default Value
70.	Preempt Delay Time (seconds)	0	From Line 13

	Right of Way Transfer Phase		Remarks
71.	Minimum Green Interval (seconds)	0	From Line 16
72.	Pedestrian Walk Interval (seconds)	0	From Line 21
73.	Pedestrian Clearance Interval (Flashing "DON'T WALK", seconds)	0	From Line 22
74.	Yellow Change Interval (seconds)	5.5	From Line 18
75.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

	Track Clearance Phase		Remarks
76.	Green Interval (seconds) (in the absence of gate down circuit)	44	From Line 65
77.	Green Interval (seconds) with gate down circuit	35	From Line 40
78.	Yellow Change Interval (seconds)	5.5	From Line 18
79.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

	Exit Phase		Remarks
80.	Dwell/Cycle Minimum Green Time (seconds)	0	Default Value
81.	Yellow Change Interval (seconds)	5.5	From Line 18
82.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

Remarks:

Set 2 - Preemption Calculations - Includes pedestrian clearance time during right of way transfer (Line 22) and does not include left turn toward the track (Line 28)

Version 07/12/2017

RESET

Texas Department of Transportation

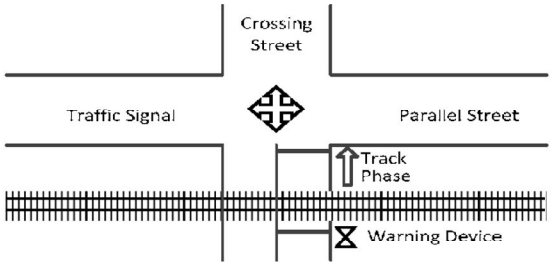
Form 2304
(Rev. 7/17)

GUIDE FOR DETERMINING TIME REQUIREMENTS FOR TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS

City	Mountain House	CSJ	
County	San Joaquin		
District	Mountain House CSD		

Date	6/11/24
Completed by	Karrie Mosca
District Approval	Devon Crowe

Show North Arrow



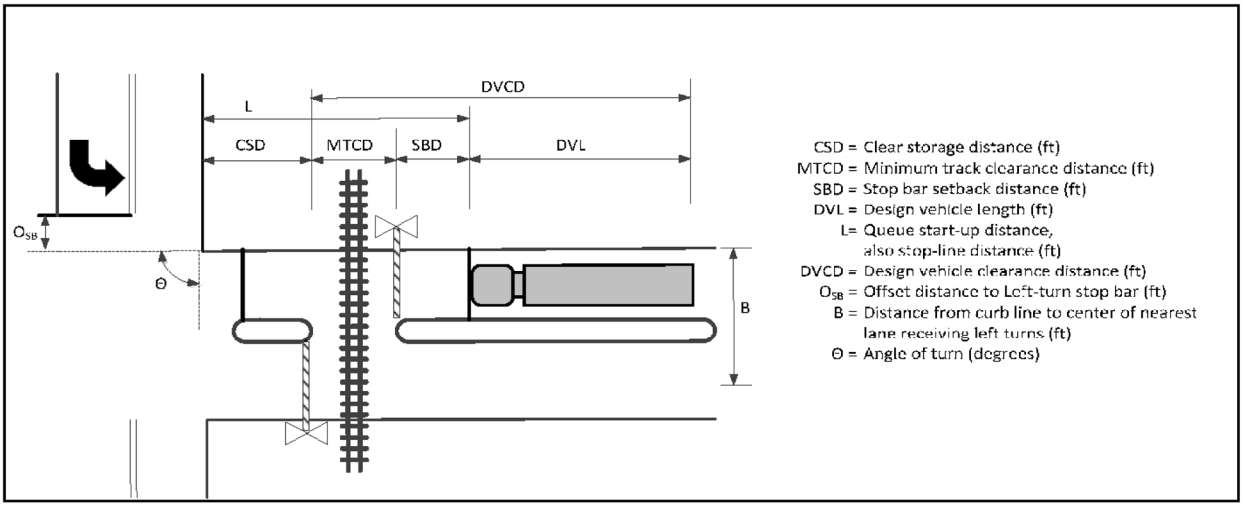
Parallel Street Name: Bryon Road

Crossing Street Name: Mountain House Parkway

Railroad	Union Pacific	Railroad Contact	Amber Stoffels
Crossing DOT#	971765E	Phone	(720) 243-0759

NOTE: After approval by the District, a copy of this form, along with the traffic signal design sheets and the phasing diagrams for normal and preempted operation, shall be placed in the traffic signal cabinet. See Section 7 for traffic signal timings.

SECTION 1: GEOMETRY DATA & DEFAULTS



GEOMETRIC DATA FOR CROSSING

			Remarks
1.	Clear storage distance (CSD, feet)	1. 75	
2.	Minimum track clearance distance (MTCD, feet)	2. 24	
3.	Stop bar setback distance (SBD, feet)	3. 14	Enter "0" if no stop bar is present
4.	Width of receiving approach (B, feet)	4. 76	
5.	Offset distance of left turn stop bar (O_{SB}, feet)	5. 45	
6.	Approach grade. % (0 if approach is on downgrade)	6. 2.5	
7.	Angle of turn at Intersection (Θ, degrees)	7. 90	

DESIGN VEHICLE DATA

8. Select Design Vehicle

☐ School Bus ☐ Intermediate Truck ☑ Interstate Semi-Truck ☐ Other

9.	Default design vehicle length (feet)	9. 75	Based on selected Design Vehicle
a.	Additional vehicle length, if needed (feet)	9a. 0	Use only if "Other" selected as Design Vehicle
10.	Total design vehicle length (DVL, feet)	10. 75	Sum of line 9 and 9a
11.	Centerline turning radius of design vehicle (R, feet)	11. 41	Based on selected Design Vehicle
12.	Passenger car vehicle length (LV, feet)	12. 19	Default value

SECTION 2: RIGHT-OF-WAY TRANSFER TIME CALCULATION

Preempt verification and response time

				Remarks
13.	Preempt delay time (seconds)	13.	0	
14.	Controller response time to preempt (seconds)	14.	0.0	Manufacturer: Eagle Firmware Version: SEPAC
15.	Preempt verification and response time (seconds): add lines 13 and 14	15.	0.0	

Worst-case conflicting vehicle time

				Remarks
16.	Minimum green time during right-of-way transfer (seconds)	16.	0	Value may be adjusted to meet local conditions
17.	Other green time during right-of-way transfer (seconds)	17.	0	
18.	Yellow change time (seconds)	18.	5.5	
19.	Red clearance time (seconds)	19.	0.4	
20.	Worst-case conflicting vehicle time (seconds): add lines 16 through 19	20.	5.9	

Worst-case conflicting pedestrian time

				Remarks
21.	Minimum walk time during right-of-way transfer (seconds)	21.	0	Value may be adjusted to meet local conditions
22.	Pedestrian clearance time during right-of-way transfer (seconds)	22.	14	Refer to instructions for pedestrian truncation guidance
23.	Vehicle yellow change time, if not included on line 22 (seconds)	23.	0.0	
24.	Vehicle red clearance time, if not included on line 22 (seconds)	24.	0.0	
25.	Worst-case conflicting pedestrian time (seconds): add lines 21 through 24	25.	14.0	

Worst-case conflicting vehicle or conflicting pedestrian time

26.	Worst-case conflicting vehicle or conflicting pedestrian time (seconds): maximum of lines 20 and 25	26.	14.0
27.	**Right-of-way transfer time (seconds): add lines 15 and 26**	27.	14.0

SECTION 3: QUEUE CLEARANCE TIME CALCULATION

28. Are there left-turns towards the tracks? ☐ Yes ☑ No

				Remarks
29.	Distance traveled by truck during left-turn (LTL, feet):	29.	0	LTL = ∏RΘ/180
30.	Travel speed of left-turning truck (S_{LTT}, mph):	30.	10	Default value
31.	Distance required to clear left-turning truck from travel lanes on track clearance approach (feet):	31.	0	Equation: (line 4 + line 5 + line 12 - line 11) + line 29 + line 10
32.	Additional time required to clear left-turning truck from travel lanes on track clearance approach (seconds):	32.	0.0	Equation: [(line 31 * 3600) / (line 30 * 5280) - line 18 - line 19]
33.	Worst-case Left Turning Truck time (seconds): if Line 28 = 'Yes', use line 32; otherwise Use 0	33.	0.0	
34.	Queue start-up distance, L (feet): add lines 1 through 3	34.	113	
35.	Time required for design vehicle to start moving (seconds): calculate as 2+(L÷20)	35.	7.7	
36.	Design vehicle clearance distance, DVCD (feet): add lines 2, 3 and 10	36.	113	
37.	Time for design vehicle to accelerate through the DVCD (seconds), level terrain	37.	14.2	
38.	Factor to account for slower acceleration on uphill grade	38.	1.17	
39.	Time for design vehcle to accelerate through DVCD (seconds), adjusted for grade: multiply lines 37 and 38	39.	16.6	
40.	**Queue clearance time (seconds): add lines 33, 35 and 39**	40.	24.2	

SECTION 4: MAXIMUM PREEMPTION TIME CALCULATION

				Remarks
41.	Right-of-way transfer time (seconds): line 27	41.	14.0	
42.	Queue clearance time (seconds): line 40	42.	24.2	
43.	Desired minimum separation time (seconds)	43.	2.0	Typical Value
44.	Maximum preemption time for Queue Clearance (seconds): add lines 41 through 43	44.	40.2	

SECTION 5: SUFFICIENT WARNING TIME CHECK

Remarks

45.	Required minimum time, MT (seconds): per regulations	45.	20
46.	Clearance time, CT (seconds): (line 2 -35) / 10 (rounded up to nearest second)	46.	0
47.	Total minimum warning time, MWT, needed (seconds): add lines 45 and 46 (excludes buffer time and equipment response time)	47.	20
48.	Required advance preemption time (APT) from railroad (seconds): subtract line 47 from line 44, round up to nearest full second, enter 0 if less than 0	48.	21
49.	APT currently provided by railroad (seconds): Enter "0" if new crossing or signal	49.	0

If the required advance preemption time (line 48) is greater than the amount of advance preemption time currently provided by the railroad (line 49), additional warning time must be requested from the railroad. Alternatively, the maximum preemption time (line 48) may be decreased after performing an engineering study to investigate the possibility of reducing the values on lines 13, 16, 17, 21, 22 and 43.

Remarks: Pedestrian clearance time is included in the APT. Left turns towards the tracks is not included in the Queue Clearance Time Calculation. Either pedestrian clearance time or left turns towards the tracks will be served when railroad preemption is initiated, as they are not sequential movements.

SECTION 6: TRACK CLEARANCE GREEN TIME CALCULATION (IF NO GATE DOWN CIRCUIT PROVIDED)

Preempt Trap Check

Remarks

50. Warning Time Variability (Select One)

☐ Consistent Warning Times ☑ Low Warning Time Variability ☐ High Warning Time Variability

51.	APT required or provided (seconds): maximum of Line 48 or Line 49	51.	21
52.	Multiplier for maximum APT due to train handling	52.	1.25
53.	Maximum APT (seconds): multiply line 51 and 52	53.	26.3
54.	Minimum duration for the track clearance green interval (seconds)	54.	15
55.	Track Clearance Green Time to avoid Preempt Trap (seconds): add lines 53 and 54	56.	41.3

See Instructions for details.

Clearing of Clear Storage Distance

56.	Time waiting on left-turn truck (seconds): line 33	56.	0.0
57.	Time required for design vehicle to start moving (seconds): line 35	57.	7.7
58.	Design vehicle clearance distance (DVCD, feet): line 36	58.	113

If CSD ≤ DVL, you must clear the design vehicle through the entire CSD during the traffic clearance phase; however, if CSD > DVL, you should consider providing enough time to clear the design vehicle from the crossing.

Is the clear storage distance (CSD) less than or equal to the design vehicle length (DVL)?

☑ YES. The design vehicle MUST clear through the entire CSD. (CSD will be entered in Line 59).

☐ NO. The design vehicle may clear through a portion of the CSD.

Do you want to clear the design vehicle through the entire CSD?

☑ YES. Clear the entire CSD. (CSD will be entered in Line 59).

☐ NO. Clear the crossing ONLY. (DVL will be entered in Line 59).

Gate Down Circuit will be provided. Section is not applicable

59.	Portion of CSD to clear during track clearance phase (feet)	59.	75
60.	Design vehicle relocation distance (DVRD, feet): add lines 58 and 59	60.	188
61.	Time required to accelerate design vehicle through DVRD (seconds), level terrain:	61.	18.7
62.	Factor to account for slower acceleration on uphill grade	62.	1.18
63.	Time required to accelerate design vehicle through DVRD (seconds), adjusted for grade: multiply lines 61 and 62	63.	22.1
64.	Time to clear portion of clear storage distance (seconds): add lines 56, 57 and 63	64.	29.7
65.	**Track clearance green interval (seconds): maximum of lines 55 or 64, round up to nearest full second**	65.	42

Maximum Duration of Track Clearance Green after gates are down (in absence of a gate down circuit)

66.	Total time to complete track clearance green (seconds): line 27 + line 65	66.	56.0
67.	Total time before gates are down (seconds): subtract 5 seconds from line 44 (per AREMA Manual)	67.	35.2
68.	**Maximum Duration of Track Clearance Green after gates are down (seconds): Line 66 - Line 67**	68.	21

SECTION 7: SUMMARY OF CONTROLLER PREEMPTION SETTINGS

			Remarks
69.	Duration Time (seconds)	0	Default Value
70.	Preempt Delay Time (seconds)	0	From Line 13

Right of Way Transfer Phase

			Remarks
71.	Minimum Green Interval (seconds)	0	From Line 16
72.	Pedestrian Walk Interval (seconds)	0	From Line 21
73.	Pedestrian Clearance Interval (Flashing "DON'T WALK", seconds)	14	From Line 22
74.	Yellow Change Interval (seconds)	5.5	From Line 18
75.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

Track Clearance Phase

			Remarks
76.	Green Interval (seconds) (in the absence of gate down circuit)	42	From Line 65
77.	Green Interval (seconds) with gate down circuit	24	From Line 40
78.	Yellow Change Interval (seconds)	5.5	From Line 18
79.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

Exit Phase

			Remarks
80.	Dwell/Cycle Minimum Green Time (seconds)	0	Default Value
81.	Yellow Change Interval (seconds)	5.5	From Line 18
82.	All Red Vehicle Clearance (seconds)	0.4	From Line 19

Remarks:

NOTE:

1. SEE SHEET E0.1 FOR TRAFFIC SIGNAL GENERAL NOTES AND LEGEND.
2. ALL EXISTING EQUIPMENT SHALL BE REMAIN UNLESS OTHERWISE NOTED ON PLANS.
3. ALL EQUIPMENT SHOWN ON THESE PLANS ARE APPROXIMATE. THE EXACT LOCATIONS TO BE DETERMINED IN FIELD BY THE ENGINEER.

LEGEND:

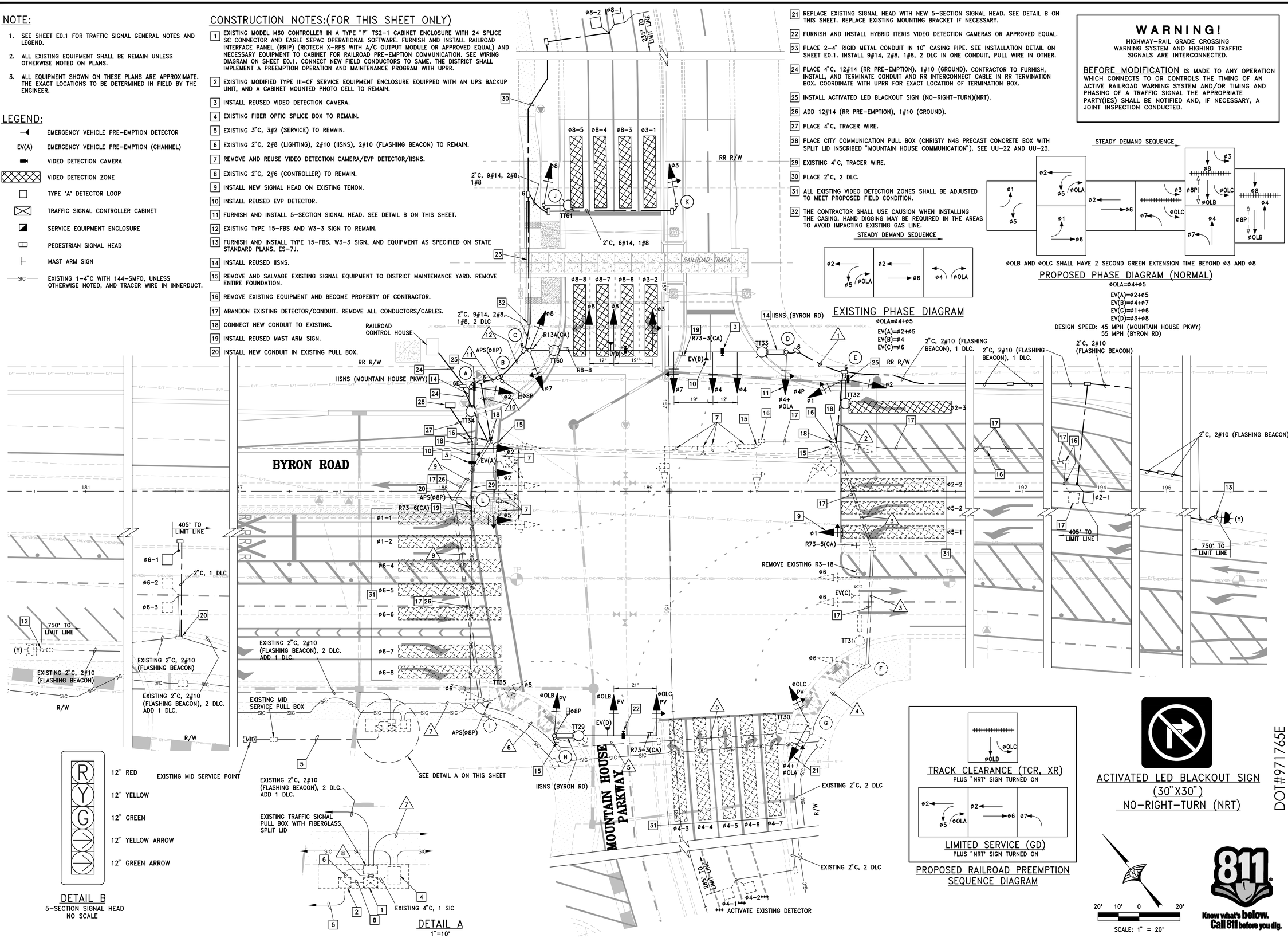
- EMERGENCY VEHICLE PRE-EMPTION DETECTOR
- EV(A) EMERGENCY VEHICLE PRE-EMPTION (CHANNEL)
- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 'A' DETECTOR LOOP
- TRAFFIC SIGNAL CONTROLLER CABINET
- SERVICE EQUIPMENT ENCLOSURE
- PEDESTRIAN SIGNAL HEAD
- MAST ARM SIGN
- SIC EXISTING 1-4"C WITH 144-SMFO, UNLESS OTHERWISE NOTED, AND TRACER WIRE IN INNERDUCT.

CONSTRUCTION NOTES:(FOR THIS SHEET ONLY)

1. EXISTING MODEL M60 CONTROLLER IN A TYPE "P" TS2-1 CABINET ENCLOSURE WITH 24 SPLICE SC CONNECTOR AND EAGLE SEPAC OPERATIONAL SOFTWARE. FURNISH AND INSTALL RAILROAD INTERFACE PANEL (RRIP) (RIOTECH X-RPS WITH A/C OUTPUT MODULE OR APPROVED EQUAL) AND NECESSARY EQUIPMENT TO CABINET FOR RAILROAD PRE-EMPTION COMMUNICATION. SEE WIRING DIAGRAM ON SHEET E0.1. CONNECT NEW FIELD CONDUCTORS TO SAME. THE DISTRICT SHALL IMPLEMENT A PREEMPTION OPERATION AND MAINTENANCE PROGRAM WITH UPRR.
2. EXISTING MODIFIED TYPE III-CF SERVICE EQUIPMENT ENCLOSURE EQUIPPED WITH AN UPS BACKUP UNIT, AND A CABINET MOUNTED PHOTO CELL TO REMAIN.
3. INSTALL REUSED VIDEO DETECTION CAMERA.
4. EXISTING FIBER OPTIC SPLICE BOX TO REMAIN.
5. EXISTING 3"C, 3#2 (SERVICE) TO REMAIN.
6. EXISTING 2"C, 2#8 (LIGHTING), 2#10 (IISNS), 2#10 (FLASHING BEACON) TO REMAIN.
7. REMOVE AND REUSE VIDEO DETECTION CAMERA/EVP DETECTOR/IISNS.
8. EXISTING 2"C, 2#6 (CONTROLLER) TO REMAIN.
9. INSTALL NEW SIGNAL HEAD ON EXISTING TENON.
10. INSTALL REUSED EVP DETECTOR.
11. FURNISH AND INSTALL 5-SECTION SIGNAL HEAD. SEE DETAIL B ON THIS SHEET.
12. EXISTING TYPE 15-FBS AND W3-3 SIGN TO REMAIN.
13. FURNISH AND INSTALL TYPE 15-FBS, W3-3 SIGN, AND EQUIPMENT AS SPECIFIED ON STATE STANDARD PLANS, ES-7J.
14. INSTALL REUSED IISNS.
15. REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT TO DISTRICT MAINTENANCE YARD. REMOVE ENTIRE FOUNDATION.
16. REMOVE EXISTING EQUIPMENT AND BECOME PROPERTY OF CONTRACTOR.
17. ABANDON EXISTING DETECTOR/CONDUIT. REMOVE ALL CONDUCTORS/CABLES.
18. CONNECT NEW CONDUIT TO EXISTING.
19. INSTALL REUSED MAST ARM SIGN.
20. INSTALL NEW CONDUIT IN EXISTING PULL BOX.
21. REPLACE EXISTING SIGNAL HEAD WITH NEW 5-SECTION SIGNAL HEAD. SEE DETAIL B ON THIS SHEET. REPLACE EXISTING MOUNTING BRACKET IF NECESSARY.
22. FURNISH AND INSTALL HYBRID ITERIS VIDEO DETECTION CAMERAS OR APPROVED EQUAL.
23. PLACE 2-4" RIGID METAL CONDUIT IN 10" CASING PIPE. SEE INSTALLATION DETAIL ON SHEET E0.1. INSTALL 9#14, 2#8, 1#8, 2 DLC IN ONE CONDUIT, PULL WIRE IN OTHER.
24. PLACE 4"C, 12#14 (RR PRE-EMPTION), 1#10 (GROUND). CONTRACTOR TO FURNISH, INSTALL, AND TERMINATE CONDUIT AND RR INTERCONNECT CABLE IN RR TERMINATION BOX. COORDINATE WITH UPRR FOR EXACT LOCATION OF TERMINATION BOX.
25. INSTALL ACTIVATED LED BLACKOUT SIGN (NO-RIGHT-TURN)(NRT).
26. ADD 12#14 (RR PRE-EMPTION), 1#10 (GROUND).
27. PLACE 4"C, TRACER WIRE.
28. PLACE CITY COMMUNICATION PULL BOX (CHRISTY N48 PRECAST CONCRETE BOX WITH SPLIT LID INSCRIBED "MOUNTAIN HOUSE COMMUNICATION"). SEE UU-22 AND UU-23.
29. EXISTING 4"C, TRACER WIRE.
30. PLACE 2"C, 2 DLC.
31. ALL EXISTING VIDEO DETECTION ZONES SHALL BE ADJUSTED TO MEET PROPOSED FIELD CONDITION.
32. THE CONTRACTOR SHALL USE CAUSION WHEN INSTALLING THE CASING. HAND DIGGING MAY BE REQUIRED IN THE AREAS TO AVOID IMPACTING EXISTING GAS LINE.

WARNING!
HIGHWAY-RAIL GRADE CROSSING
WARNING SYSTEM AND HIGHING TRAFFIC SIGNALS ARE INTERCONNECTED.

BEFORE MODIFICATION IS MADE TO ANY OPERATION WHICH CONNECTS TO OR CONTROLS THE TIMING OF AN ACTIVE RAILROAD WARNING SYSTEM AND/OR TIMING AND PHASING OF A TRAFFIC SIGNAL THE APPROPRIATE PARTY(IES) SHALL BE NOTIFIED AND, IF NECESSARY, A JOINT INSPECTION CONDUCTED.



EXISTING PHASE DIAGRAM

PROPOSED PHASE DIAGRAM (NORMAL)

ØOLA=Ø4+Ø5
EV(A)=Ø2+Ø5
EV(B)=Ø4+Ø7
EV(C)=Ø1+Ø6
EV(D)=Ø3+Ø8
ØOLB AND ØOLC SHALL HAVE 2 SECOND GREEN EXTENSION TIME BEYOND Ø3 AND Ø8

DESIGN SPEED: 45 MPH (MOUNTAIN HOUSE PKWY)
55 MPH (BYRON RD)

DETAIL B
5-SECTION SIGNAL HEAD
NO SCALE

DETAIL A
1"=10'

PROPOSED RAILROAD PREEMPTION SEQUENCE DIAGRAM

ACTIVATED LED BLACKOUT SIGN
(30"X30")
NO-RIGHT-TURN (NRT)

811 Know what's below. Call 811 before you dig.

DOT#971765E

No.	Descriptions	Date	App.
REVISIONS			

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT

Approved By: _____ NADER B. SHAREGHI RCE 47837
PUBLIC WORKS DIRECTOR
Title: _____ Date: _____

DATE: 9/10/2024
DRAWN BY: S. LEUNG
PROJ. ENGR: S. LEUNG
PROJ. MGR: K. MOSCA

PROFESSIONAL ENGINEER — STEVEN K. LEUNG — No. 70004 — CIVIL — STATE OF CALIFORNIA
DATE: 9/10/2024

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
4670 WILLOW ROAD, STE 125 TEL 925.847.1556
PLEASANTON, CA 94588 FAX 925.847.1557

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT
BYRON RD & MOUNTAIN HOUSE PKWY
TRAFFIC SIGNALMODIFICATION PLAN
(MOUNTAIN HOUSE PKWY & BYRON RD)

3343 - TOWN CENTER - BYRON RD & MOUNTAIN HOUSE PKWY

Comp. File No. E0.0
Plan File No. 0511
SHEET: 9 OF: 12

P:\3343_Mountain House\3343_Mountain House_DA\Civil\Dwg\Ultimate Traffic Signal Plans\E0.0-E01_MH.dwg 9/10/2024 11:31 AM Steven Leung

CONDUCTOR AND CONDUIT SCHEDULE

AWG	CIRCUIT	RUN NUMBER 1	2	3	** 4	5	6	7	8	9	10	11	12
#14	ø1		3	3+	3	3	3	3	3				
	ø2		3	3+	3	3	3	6	6	3	3		
	ø3						3	3	3	3+	3	3	3
	ø4	3	3	3+	3	3	3	6	6	3			
	ø5									3	3		
	ø6				3	3	3	3	3				
	ø7	3	3	3+	3	3	3	6	6	3	3	3	3
	ø8					3	3	6	6	3	3	3	3
	øOLA	3	3	3+	3	3	3	3	3				
	øOLB						3+	3+	3+				
	øOLC						3+	3+	3+				
	ø4P				2	2	2	2	2				
	ø6P				2	2	2	2	2				
	ø8P						2	4	4	2	2	2	
	APS(ø4P)				2	2	2	2	2				
	APS(ø6P)					2	2	2	2				
	APS(ø8P)							2/2+	2/2+	2/2+			
	SPARE	3	3	3+	3	3	3	3	3	3	3	3	3
	TOTAL	12	22	22	27	32	43	59	59	25	20	14	12
#10	FLASHING BEACON		2	2+	2+	2+	2+	2+					
	IISNS	2	2	2+	2	2	2	2		2	2		
#8	STREET LIGHTING	2	2	2+	2	2	2	2		2	2	2	2
	NEUTRAL	1	1	1+	1	1	1	1		1	1	1	1
#6	CONTROLLER POWER								2				
TYPE B DLC	ø2 VEHICLE		1	1+	X/1+	X/1+	X/1+	X/1+					
	ø4 VEHICLE					2	2	2	2				
	ø6 VEHICLE								2				
	ø8 VEHICLE (FUTURE)							2+	2+	2+	2	2	2
EV CABLE			1	1+	2/X/1+	2/X/1+	2/X/1+	3/X/1+	3/X/1+	X/1+	1	1	1
VIDEO/POWER CABLE			1	1+	2/X/1+	2/X/1+	2/X/1+	3/X/1+	3/X/1+	X/1+	1	1	1
RR INTERCONNECT (12#14)							1	1					
TOTAL CONDUCTORS/CABLES		17	33	33	39	46	57	78	74	34	29	21	19
EXISTING(E)/NEW(N)		N	N	E	E	E	E	E	E	E	N	N	N
CONDUIT SIZE (INCHES)		4	4	4	4	4	4	4	2-4	4	4	4	4
% FILLED		3	8	8	10	12	13	21	11	8	7	8	8

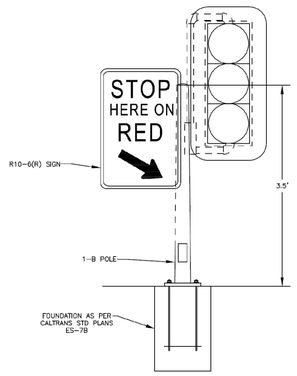
EXISTING CONDUCTOR/CABLES

2/X/1+ INSTALL NEW CONDUCTOR/CABLES IN EXISTING CONDUIT

REMOVE EXISTING CONDUCTOR/CABLES

ALL SIGNAL CONDUITS, CONDUCTORS/CABLES SHALL BE NEW.

** REMOVE ALL EXISTING CONDUCTORS/CABLES. INSTALL NEW AS SHOWN.



MODIFIED TYPE 1-B POLE DETAIL
NO SCALE

STANDARD AND EQUIPMENT SCHEDULE

	STANDARD TYPE	SMA	LMA	VEH SIG MTG ø	MAST ARM	ø	POLE	PED SIGNAL ø	MTG	APS ø	ARROW	LUMINAIRE FIXTURE	POLE No.	SPECIAL REQUIREMENTS
(A)	61-5-100	65'	4'	5	MAS	2	SV-2-TB					**	TT34	INSTALL REUSED OPTICOM EVP DETECTOR, IISNS, HYBRID VIDEO DETECTION CAMERA, AND R73-6(CA) SIGN ON SMA. INSTALL REUSED LUMINAIRE ARM AND FIXTURE. INSTALL ACTIVATED LED BLACKOUT NO-RIGHT-TURN SIGN (NRT) WITH 10' MINIMUM MOUNTING HEIGHT.
				2	MAS									
				2	MAS	NRT								
(B)	1-B(7')							8	TP-1-T	8	RIGHT			
(C)	61-5-100	60'	4'	3	MAS	7	SV-1-T					**	TT60	INSTALL R13A(CA) SIGN, OPTICOM EVP DETECTOR, AND HYBRID VIDEO DETECTION CAMERA ON SMA.
				8	MAS									
				8	MAS	8								
(D)	29-5-100	55'	4'	7	MAS	2	SV-2-TB					**	TT33	INSTALL REUSED OPTICOM EVP DETECTOR, IISNS, HYBRID VIDEO DETECTION CAMERA, AND R73-3(CA) SIGN ON SMA. INSTALL REUSED LUMINAIRE ARM AND FIXTURE.
				4	MAS									
				4	MAS	4+OLA								
(E)	15TS		4'			1	SV-3-TB					**	TT32	INSTALL REUSED LUMINAIRE ARM AND FIXTURE. INSTALL ACTIVATED LED BLACKOUT NO-RIGHT-TURN SIGN (NRT) WITH 7' MINIMUM MOUNTING HEIGHT.
						2								
						NRT								
(F)	EXISTING 61-5-100	65'	4'	1	MAS	6	SV-1-T					**	TT31	INSTALL NEW SIGNAL HEAD ON EXISTING TENON. INSTALL NEW R73-5(CA) SIGN ON SMA.
				6	MAS									
				6	MAS									
(G)	EXISTING 15TS		4'			OLC	SV-2-TB					**	TT30	REPLACE EXISTING SIGNAL HEAD WITH NEW 5-SECTION SIGNAL HEAD.
						4+OLA								
(H)	29-5-100	50'	4'	OLC	MAS	OLB	SV-1-T	8	SP-1-T			**	TT29	INSTALL OPTICOM EVP DETECTOR, IISNS*, HYBRID VIDEO DETECTION CAMERA, AND R73-3(CA) SIGN ON SMA. INSTALL REUSED LUMINAIRE ARM AND FIXTURE.
				OLB	MAS									
(I)	EXISTING 15TS		4'			5	SV-2-TB			8	RIGHT	**	TT35	INSTALL APS ON STANDARD
						6								
(J)	15TS		4'			8	SV-1-T					**	TT61	
(K)	MODIFIED 1-B					3	TV-1-T							SEE DETAIL ON THIS SHEET.
(L)	TYPE 2 POST									8	BOTH			

ALL EQUIPMENT SHALL BE NEW AND CONTRACTOR FURNISHED UNLESS OTHERWISED NOTED.

NOTE: ALL PUSH BUTTON ASSEMBLIES SHALL BE APS TYPE WITH RIO SERIES SIGNS.

REUSED EQUIPMENT

TRAFFIC SIGNAL GENERAL NOTES:

1. WORK SPECIFIC ON THESE PLANS SHALL CONFORM TO THE 2018 EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS, STANDARD PLANS, SIGN SPECIFICATION SHEETS, CALIFORNIA MUTCD, SPECIAL PROVISIONS, AND THE MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT STANDARD SPECIFICATIONS AND DETAILS AND ANY REVISIONS.
2. LOCATIONS OF CONTROLLER, STANDARDS CONDUITS, PULL BOXES AND OTHER EQUIPMENT ARE APPROXIMATE AND SHALL BE LOCATED IN THE FIELD AS DIRECTED BY THE MHCSD ENGINEER.
3. ALL UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY OVERHEAD AND UNDERGROUND CLEARANCE WITH MID, PG&E, PACIFIC BELL, AND OTHER AFFECTED UTILITIES PRIOR TO THE START OF WORK.
4. THESE PLANS ARE ACCURATE FOR ELECTRICAL WORK ONLY.
5. ALL NEW PULL BOXES SHALL BE CALTRANS NO. 5 UNLESS OTHERWISE NOTED. PULL BOXES SHALL COMPLY WITH THE MHCSD SUPPLEMENTAL SPECIFICATIONS FOR TRAFFIC SIGNALS SECTION S86-7.03f. ALL NEW PULL BOXES SHALL HAVE VANDAL RESISTANT/LOCKING LIDS PER MHCSD REQUIREMENTS.
6. PULL BOXES SHALL BE INSTALLED AT A MAXIMUM OF 200' APART.
7. ALL NEW SIGNAL HEADS SHALL HAVE 12" INDICATIONS, WITH LOUVERED BACKPLATES AND TUNNEL VISORS.
8. ALL NEW VEHICLE SIGNAL INDICATIONS SHALL BE LED.
9. ALL PED SIGNALS SHALL BE GELCORE OR LEOTEK COUNTDOWN WITH AUDIBLE-TACTILE ACCESSIBLE PUSH BUTTONS STATIONS (PBS).
10. STREET LIGHT POLE NUMBERS SHALL BE VERTICALLY ATTACHED ON THE POLE WITH BOTTOM OF THE WRITING NO LOWER THAT 9" HIGH FROM THE TOP OF THE ADJACENT CURB. THE ALPHANUMERIC POLE NUMBER SHALL RED FROM TOP TO BOTTOM, AND SHALL BE ORIENTED ON THE SIDE OF THE POLE FACING THE STREET DIRECTLY BELOW THE LIGHT FIXTURE REFERENCED.
11. CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT BEFORE WORK IS TO BEGIN.
12. CONTRACTOR SHALL KEEP A SET OF ALL PERMITS ON THE JOBSITE AT ALL TIMES.
13. CONTRACTOR SHALL KEEP A SET OF APPROVED PLANS ON THE JOBSITE AT ALL TIMES.
14. CONTRACTOR IS TO NOTIFY MHCSD A MINIMUM OF TWO WORKING DAYS PRIOR TO ANY CONSTRUCTION ACTIVITY.
15. ELECTRICAL SERVICE FOR THE TRAFFIC SIGNAL PROVIDED BY MID (MODESTO IRRIGATION DISTRICT).
16. VIDEO DETECTION ZONES SHALL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
17. EMERGENCY PRE-EMPTION SYSTEM SHALL BE LOCATED ON THE SMA IN SUCH A POSITION TO ENSURE UNOBSTRUCTED OPERATION FROM TREE CANOPIES, AND SHALL BE TESTED AND PROGRAMMED IN THE FIELD WITH THE ENGINEER PRESENT TO OBSERVE THE OPERATION.
18. PER MHCSD DETAIL SG-07, IISNS SHALL BE SINGLE-SIDED AND MOUNTED BETWEEN THE SIGNAL POLE MAST ARM AND SIGNAL POLE SHAFT. MOUNTING BRACKETS SHALL BE APPROVED BEFORE INSTALLATION.
19. VIDEO DETECTION CABLE SHALL HAVE TERMINAL CONNECTORS AT BOTH ENDS PRE-INSTALLED BY THE MANUFACTURER AND SHALL HAVE NO SPLICES FROM THE VIDEO CAMERA CONNECTION TO THE TRAFFIC SIGNAL CABINET. CABLE SHALL BE TAGGED AS TO SIGNAL PHASE IT SERVES IN THE PULL BOXES AND WITHIN THE SIGNAL CONTROLLER CABINET.
20. ALL VIDEO DETECTION CAMERAS SHALL BE POSITIONED DIRECTLY ON SMA WITHOUT THE RISER AND SECURED OPPOSITE DETAIL 38 FOR LEFT TURN LANE.
21. POSITION TRAFFIC SIGNAL CONTROLLER CABINETS IN FIELD SO THAT OPERATOR SHALL COMMAND FULL VIEW OF THE INTERSECTION FRONTING THE CABINET WHEN DOOR IS OPEN.
22. ALL STREET LIGHTS AND IISNS SIGNS SHALL HAVE INDIVIDUAL SPLICED FUSED CONNECTORS LOCATED IN THE NEAREST PULL BOX TO THE POLES ON WHICH THEY ARE MOUNTED.
23. THE CONTRACTOR SHALL SUBMIT NAME OF MANUFACTURER, MODEL NUMBER, DETAILS AND WARRANTY COVERAGE FOR ALL EQUIPMENT.
24. PRIOR TO SIGNAL ACTIVATION ALL STOP SIGN AND RELATED PAVEMENT MARKINGS SHALL BE GROUND OUT BEFORE TRAFFIC SIGNAL IS TURNED ON. (COATING WITH BLACK PAINT IS NOT PERMITTED).
25. IF EXISTING EQUIPMENT IS TO BE REPLACED WITH NEW EQUIPMENT, MHCSD RESERVES THE RIGHT TO SALVAGEABLE EQUIPMENT.
26. CONTACT UPRR MANAGER OR PUBLIC PROJECTS PRIOR TO AN WORK WITHIN UPRR RIGHT-OF-WAY OR ANY WORK WITHIN 25' OF THE CROSSING AFFECTING GRADE CROSSING OPERATIONS.
27. PROVIDE AN INTERCONNECTED WARNING LABEL IN THE TRAFFIC SIGNAL CABINET TO WARN TRAFFIC SIGNAL TECHNICIANS THAT THE TRAFFIC SIGNAL IS INTERCONNECTED WITH THE RAILROAD AND PROVIDE BOTH HIGHWAY AND RAILROAD AGENCY CONTACT INFORMATION.
28. RECYCLABLE CONSTRUCTION WASTE, SUCH AS WOOD AND METAL, SHALL BE SEPARATED AND ARRANGEMENTS SHALL BE MADE WITHE WEST WALLET DISPOSAL SERVICE CO. FOR COLLECTION.
29. REFUSE, GARBAGE, AND OTHER SOLID WASTE MATERILA SHEE BE STRORED AND ARRANGEMENTS SHALL BE MADE WITH WEST VALLEY DISPOSAL SERVICE CO. FOR COLLECTION.
30. KEYS TO THE CONTROLLER CABINET SHALL BE TURNED OVER TO MHCSD AT FINAL ACCEPTANCE.
31. THE CONTRACTOR SHALL VERIFY THE LOCATION CONNECTION OF ALL EXISING CONDUITS AND PULL BOXES. THE INTERCONNECT CONDUIT AND PULL BOXES ARE BASED ON PLANS BY OTHER AND SHOWN TO THE BEST OF OUR KNOWLEDGE.
32. CONTRACTOR SHALL HAVE THE CONTROLLER MANUFACTURER AND VIDEO DETECITON MANUFACTURER ON SITE DURING ALL SIGNAL TURN ON. THIS WILL APPLY TO ALL NEW SIGNAL WORK AND SIGNAL MODIFICATIONS.
33. VENDER SHALL PROVIDE A TESTING CERTIFICATION THAT THEY MHAVE TESTED THE UNITS AND ALL ARE FUNCTIONAL.
34. BOTH ITERIS AND SIEMENS SHALL BE ON-SITE FOR ALL SIGNAL TURN ON.
35. MHCSD AND POLARA PPB TECHNICIAN SHALL VERIFY THAT APS PPB'S HAVE BEEN INSTALLED PER CAMUTCD AND ARE PROGRAMMED CORRECTLY.
36. VERIFY THAT LUMINAIRES HAVE A WISCAPE CONTROL MODULE. INSTALL WISCAPE CONTROL MODULE ON LUMINAIRES THAT ARE MISSING THE WISCAOE CONTROL MODULE

- IISNS SHALL BE SINGLE-SIDED MOUNTED ON THE SIGNAL POLE BETWEEN THE MAST ARM AND POLE. MOUNTING TYPE SHALL BE APPROVED BEFORE INSTALLATION PER MHCSD DETAIL SG-07.

BYRON RD

IISNS
FONT: BENGUANT BOLD, WHITE
BACKGROUND: COLOR: 3M SCOTCHAL 3630, ROYAL BLUE
PANTONE 274 CVC

NOTE: CONTRACTOR SHALL REFER TO THE 2014 OR LATER MHCSD STD. SPECIFICATIONS AND DETAILS FOR MOST CURRENT DETAILS.

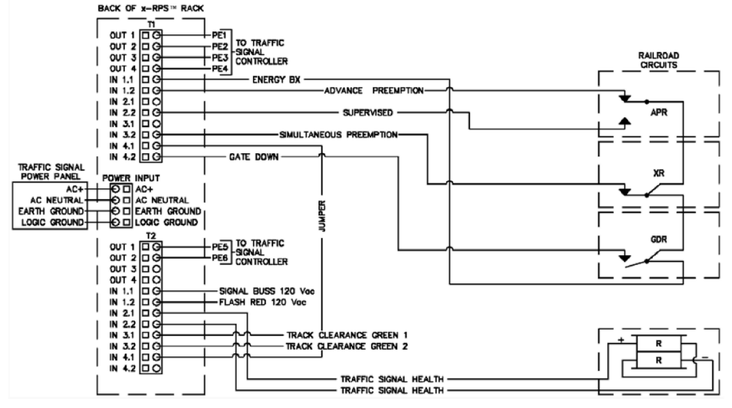
IF THERE IS A CONFLICT BETWEEN DETAILS IN THESE PLANS AND THE MHCSD SPECIFICATIONS AND DETAILS, MHCSD STANDARD SPECIFICATIONS AND DETAILS WILL SUPERCEDE. IF THERE IS A CONFLICT, RESOLVE IN WRITING WITH MHCSD PUBLIC WORKS

OPTION #4

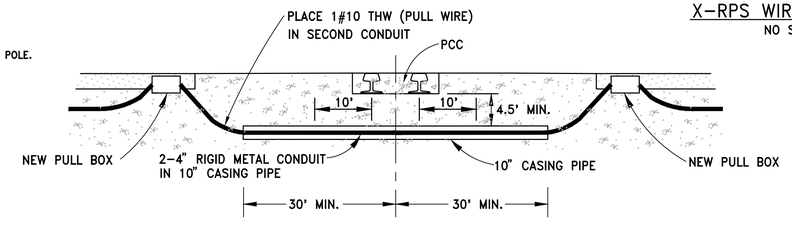
ADVANCE PREEMPTION
SIMULTANEOUS PREEMPTION
GATE DOWN
SINGLE BREAK/SUPERVISED
TRAFFIC SIGNAL HEALTH

PREEMPTION OUTPUTS TO TRAFFIC SIGNAL CONTROLLER

PE1 - ALL RED FLASH
PE2 - SIMULTANEOUS PREEMPTION
PE3 - ADVANCE PREEMPTION
PE4 - DWELL OPERATION/LIMITED SERVICE
PE5 - UNUSED
PE6 - UNUSED



X-RPS WIRING DIAGRAM
NO SCALE



CONDUIT INSTALLATION AT RAIL ROAD CROSSING
NO SCALE

DOT#971765E

811 Know what's below. Call 811 before you dig.

REVISIONS

No.	Descriptions	Date	App.

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT

Approved By: _____ NADER B. SHAREGHI RCE 47837
Title: PUBLIC WORKS DIRECTOR Date: _____

DATE: 9/10/2024
DRAWN BY: S. LEUNG
PROJ. ENGR: S. LEUNG
PROJ. MGR: K. MOSCA

PROFESSIONAL ENGINEER NADER B. SHAREGHI No. 70004 STATE OF CALIFORNIA
DATE: 9/10/2024

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
4670 WILLOW ROAD, STE 125 TEL 925.847.1556
PLEASANTON, CA 94588 FAX 925.847.1557

3343 - TOWN CENTER - BYRON RD & MOUNTAIN HOUSE PKWY

MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT
BYRON RD & MOUNTAIN HOUSE PKWY
TRAFFIC SIGNALMODIFICATION PLAN
(MOUNTAIN HOUSE PKWY & BYRON RD)

Comp. File No. E0.1
Plan File No. 0511
SHEET: 10 OF: 12

P:\3343_Mountain House\3343_Mountain House_DA\Civil\Dwg\Ultimate Traffic Signal Plans\E0.1-E02_MH.dwg 9/10/2024 11:31 AM Steven Leung

Exhibit G

Scoping Memo

Scoping Memo Information for Applications

A. Category (Check the category that is most appropriate)

☐ **Adjudicatory** – "Adjudicatory" proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12 month process if hearings are required).

☒ **Ratesetting** – "Ratesetting" proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). "Ratesetting" proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18 month process if hearings are required).

☐ **Quasi-legislative** – "Quasi-legislative" proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary? ☐ **Yes** ☒ **No**

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

_____

_____

_____

_____

Are public witness hearings necessary? ☐ **Yes** ☒ **No**

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

C. Issues – List here the specific issues that need to be addressed in the proceeding.

No issues

_____

_____

_____

D. Schedule (Even if you checked "No" in B above) Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

_____ Prehearing conference

_____ Hearings

_____ Briefs due

_____ Submission

_____ Proposed decision (90 days after submission)

_____ Final decision (60 days after proposed decision is mailed)

Exhibit H

Verification

I am the designated City Manager for the City of Mountain House, a political subdivision of the State of California, which is the Applicant herein. I make this verification for and on behalf of the City of Mountain House for the reason that it is a political subdivision of the state. I have read the foregoing Application, I know the contents thereof and the same is true of my own knowledge except for those matters which are stated therein upon information and belief, and as to those matters, I believe them to be true. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this 29th day of April, 2025, in Mountain House, California.

DocuSigned by:
Steve Pinkerton
4DAD8C075F124D8...

Steve Pinkerton
City Manager
City of Mountain House

NOTICE OF AVAILABILITY

FINAL ENVIRONMENTAL IMPACT REPORT

TO ALL PARTIES TO THIS APPLICATION:

Pursuant to Rule 1.9(d) of the Public Utilities Commission's Rules of Practice and Procedures, the Applicant is issuing this Notice of Availability (NOA). The NOA is being served on all parties named in the official Service List for this Application, which is attached to the Certificate of Service for this document.

The Final EIR is available at the following URL and has been posted on the website since late 1994 in the CEQA Documents folder:

https://www.mountainhouseca.gov/departments/planning

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Mountain House for an Order Authorizing a Public Railroad Crossing of the Union Pacific Railroad Tracy Subdivision Track with Mountain House Parkway (MP 75.54) within the City of Mountain House, County of San Joaquin, State of California.	Application No. _____

CERTIFICATE OF SERVICE

I, Patrick Casey, PE, of HDR Engineering, Inc., on behalf of the City of Mountain House, certify that I have on this day mailed a copy of the attached Application and its Exhibits by e-mail or hand delivery to each party named in the following Service List, on this ___15__ day of ____April_____, 2025, at Walnut Creek, California.

By: _____

Patrick Casey, PE
Senior Rail Engineer/Project Manger
HDR Engineering, Inc.

Service List
Parties:
Steve Pinkerton City Manager City of Mountain House 251 E. Main Street Mountain House, CA 95391 spinkerton@sjgov.org **Service List Continued on Next Page**

Service List	
Information Only:	
Amber L. Stoffels Union Pacific Railroad Manager I Industry and Public Projects amber.stoffels@up.com E-Mail Only	Clifford Cessna Public Project Manager/Associate Benesch ccessna@benesch.com E-Mail Only
State:	
David Stewart Utilities Engineer Rail Crossings and Engineering Branch California Public Utilities Commission 300 Capitol Mall, Suite 400 Sacramento, CA 95814 david.stewart@cpuc.ca.gov Chi Cheung To, PE Senior Utilities Engineer Specialist Rail Crossings and Engineering Branch California Public Utilities Commission ChiCheung.To@cpuc.ca.gov E-Mail Only	Antranig Garabetian, PE Program Manager Rail Crossings and Engineering Branch California Public Utilities Commission antranig.garabetian@cpuc.ca.gov E-Mail Only