Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: San Joaquin
44 N. San Joaquin Street, Suite 260
Stockton, CA 95202

From: (Public Agency): Stacey Mortensen
San Joaquin Regional Rail Commission
949 E. Channel Street, Stockton, CA 95202
(Address)

Project Title: UPRR Stockton Yard South Crossover

Project Applicant: San Joaquin Regional Rail Commission

Project Location - Specific:

McKinley Ave Grade Crossing (Fresno MP 87.61)

Project Location - City: Stockton Project Location - County: San Joaquin

Description of Nature, Purpose and Beneficiaries of Project:

Construction of new track segments and the removal of other existing track segments to facilitate the more efficient movement and crossover of commuter and rail freight cars between the Oakland and Fresno track subdivisions. Beneficiaries are the railroad, commuters, and the general public.

Name of Public Agency Approving Project: San Joaquin Regional Rail Commission

Name of Person or Agency Carrying Out Project: San Joaquin Regional Rail Commission

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: CEQA Statute, Section 21080(b)(10)

Reasons why project is exempt:

Purpose of the project is to enhance existing passenger rail service on rail lines already in use. All proposed improvements are located within existing railroad right-of-way that is already in use. CEQA does not apply to "project(s) for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities."

Lead Agency Contact Person: Momoko Tamaoki Area Code/Telephone/Extension: (209) 507-2029

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ▪ No

Signature: Stacey Mortensen Date: 1/31/2024 Title: Executive Director

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Memo

SUBJECT
Union Pacific Railroad – South Stockton Yard Crossovers California Environmental Quality Act Statutory and Categorical Exemption

TO
San Joaquin Regional Rail Commission

DATE
December 28, 2023

COPIES TO
Bryan Pennino, Pennino Management Group

This memorandum has been prepared to support the California Environmental Quality Act (CEQA) Statutory Exemption of the proposed Union Pacific Railroad (UPRR) South Stockton Yard Crossovers Project (Project).

Project Description

The Project is located in the City of Stockton, within the southern portion of the Stockton Rail Yard. The Project encompasses the area north of the intersection of Industrial Drive and South McKinley Avenue, extending north approximately 3,000 feet (see attached Project Plans). Project activities will occur within UPRR's existing right-of-way between the following mileposts (MP) on the existing UPRR Oakland and Fresno Subdivisions:

- Oakland Subdivision MP 90.39 to MP 90.91
- Fresno Subdivision MP 86.88 to MP 87.55

The Project involves the construction of new track segments and the removal of other existing track segments to facilitate the more efficient movement and crossover of commuter and freight rail cars between the Oakland and Fresno track subdivisions.

All work will occur within the existing Stockton Rail Yard in areas previously disturbed by rail activities. None of the project activities are located within waterways or other sensitive areas. As a result, no biological, cultural, or aquatic resources (e.g., streams or wetlands) will be impacted by the Project. The Project will result in negligible or no expansion of use but will improve the efficiency of regional commuter and freight rail service.

The San Joaquin Regional Rail Commission (SJRRC) is the Lead Agency for the Project.

Justification for Statutory Exemption

Per the CEQA Statute, Section 21080(b)(10), CEQA does not apply to the following type of projects:

- "A project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities."

The proposed South Stockton Yard Crossovers would qualify for a statutory exemption under CEQA because the Project meets the following requirements:

- The purpose of the Project is to enhance existing passenger rail service on rail lines already in use.
- All proposed improvements are located within existing railroad right-of-way that is already in use.

Attachment: Project Plans

ENGINEERING DESIGN

benesch
Alfred Benesch & Company
5430 Maass Rd, Suite 240
Bellevue, NE 68133
402-333-5792

State of California

Project Location Map

STOCKTON, CALIFORNIA (SAN JOAQUIN COUNTY)
OAKLAND & FRESNO SUBDIVISION
MP 90.39 - 90.91 (OAKLAND), 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

PLANS

30%
NOT FOR CONSTRUCTION

WORK ORDER: 69777
PROJECT NUMBER:
BUDGET REFERENCE:

LAST REVISED
OCTOBER 4, 2023

PROJECT INDEX

PROJECT DESIGN	DESCRIPTION
G001	COVER SHEET WITH VICINITY MAP
G002	PROJECT INDEX & REVISION SHEET
G003	GENERAL NOTES & PROJECT CONTACTS
G004	ABBREVIATIONS & LEGEND
G005	CONTROL POINTS AND GEOMETRY
G006	SCHEMATIC PLAN
G007	CURVE INFORMATION
P001 to 003	TRACK PLAN
TP001 to 009	TRACK PROFILES
T001 to 014	TYPICAL SECTIONS
X001 to 011	CROSS SECTIONS
C001 to 003	CULVERT DETAILS

STANDARDS	DESCRIPTION

STRUCTURES DESIGN	DESCRIPTION

PROJECT INDEX (CONTINUED)

MECHANICAL DESIGN	DESCRIPTION

ELECTRICAL DESIGN	DESCRIPTION

PROJECT REVISIONS

REV. #	BY	DATE:	SHEET:	DESCRIPTION

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402-333-5792

UNION PACIFIC

DRAWN BY: LJG
CHECKED BY: CLH
DATE: 10/04/2023
SHEET NUMBER: G002 of 007

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
PROJECT INDEX & REVISIONS

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Default
10/4/2023

GENERAL NOTES

1. Contractors shall notify Service Alert, (800) 642-2444 and UPRR Fiber Optics Hotline (800) 336-9193, 48 hours prior to any excavation. The USA Authorization Numbers shall be kept at the job site.
2. No work whatsoever shall be commenced without first notifying the UPRR Engineer.
3. The Contractor shall comply with all Federal, State, County, and City Laws and Ordinances and Regulations of the Department of Industrial Relations, OSHA, NPDES and Industrial Accident Commission related to the safety and character of the work, equipment and labor personnel.
4. Contractor shall be responsible for coordinating with all Utility agencies.
5. Contractor shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his expense, for any damage to existing utilities, structures, or other site features, as a result of his work.
6. Prior to placing curbs, pavements, base, subbase, track, etc., all underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area, that the utility installation has satisfactorily passed acceptance tests.
7. All existing underground utilities, that are not to be re-used shall be abandoned in place. All existing pipelines to be abandoned in place shall be cement slurry filled and capped at least 3'-0" below top of proposed subgrade.
8. Contractor shall verify locations and elevations of existing utilities whether known or unknown prior to beginning construction.
9. Any underground structures such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, and pipelines not located prior to construction shall be brought to the attention of the engineer for determiniation of appropriate action such as removal or treatment in a manner judged suitable to the engineer.
10. Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.
11. Any existing conditions found to be a variance with these drawings must be immediately reported to the Engineer.
12. Contractor shall maintain and clean to the satisfaction of the Engineer, all access and service roads used during construction.
13. Contractor shall perform all construction in such a manner as to protect adjacent existing buildings, and other site elements which are to remain in service.
14. Contractor shall provide As-built Drawings for all improvements.
15. No field changes will be permitted without direct written authorization from the UPRR Engineer or his representative.
16. Contractor shall coordinate work which affects adjacent property owners. Any questions or agreements between adjacent property owners and contractor shall be made in writing. A copy of such agreement shall be provided to the UPRR Engineer or his representative.
17. The contractor is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to comply with State regulations. General specifications and typical erosion control details are included in the plan set.
18. Right-of-way lines shown on the plans were taken from existing UPRR right-of-way map and are approximate.
19. Match lines for sheets are based on the existing Main Line stationing unless otherwise specified.
20. Track laying, ballasting, and installation of road crossing panels will be done by UPRR unless otherwise stated.
21. Where existing culverts are to be extended, the contractor shall expose existing drainage structures and field verify size and type before ordering.
22. The contractor is responsible for the removal of all pavement markings that will be in conflict with the proposed work.
23. Contractor shall comply with all California and Stockton standard specifications for construction of public improvements requirements. Stockton standard specifications shall prevail.
24. Contractor shall maintain at least one access to all affected business. If necessary, multiphase construction shall be utilized.

DESIGN CRITERIA

1. UPRR standard plans and trackworks
2. Stockton Public Works Engineering Division
3. California Department of Transportation Roadway Standards

SURVEY NOTES

1. Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.
2. The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.

	DATUM
HORIZONTAL	CA STATE PLANE ZONE III SCALE FACTOR = 1.000095013
VERTICAL	NAVD88

Survey completed on date 06/14/2023

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the installation shown in the Manual on Uniform Traffic Control Devices (MUTCD), current edition.
2. Contractor shall make twice daily inspections of barricades and flashing lights to ensure proper placement and functioning of warning devices.
3. Grade crossings closed to traffic during construction shall be barricaded in accordance with the MUTCD.
4. At all grade crossings, all grade crossing warning signs (crossbuck) shall temporarily be relocated during construction and reset after the grade crossings construction is completed to a point adjacent to the roadway and 15 feet from the centerline of the near track as stated in the MUTCD except where automatic grade crossing warning signals/gates exisit. All automatic warning devices are the responsibility of UPRR. At no time shall a crossing be left open without proper warning signs in place.
5. Contractor shall submit traffic control plans to Stockton Traffic Department for approval at least 2 weeks prior to each road closure. Plans shall be 11" x 17" engineered drawings, sealed by a professional engineer from the California.
6. The contractor is responsible for the prompt replacememt and/or repair of all traffic control devices and appurtenances damaged or disturbed due to construction.

PROJECT CONTACTS

CONTACT	PHONE NUMBER	UPRR
		Construction Project Manager
		Construction Field Manager
LEVI HAWKINS	(402) 544-3304	Project Design Manager
		Project Design Sr. Project Designer
		Structures Design Sr. Manager
		Structures Design Manager
		Information Technology - Fiber
		Real Estate - Utilities
		Real Estate - Acquisitions
		Soil Management Plan

CONTACT	PHONE NUMBER	FIBER

CONTACT	PHONE NUMBER	UTILITIES

CONTACT	PHONE NUMBER	FEDERAL AND LOCAL GOVERMENT AGENCY

PHONE NUMBER	GENERAL
(800) 336-9193	UPRR CALL BEFORE YOU DIG
(888) 258-0808	CALL BEFORE YOU DIG (NATIONAL DIRECTORY)
(888) 877-7267	UPRR Response Management Communications Center (RMCC)

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402-333-5792

UNION PACIFIC

DRAWN BY: LJG
CHECKED BY: CLH
DATE: 10/04/2023
SHEET NUMBER: G003 of 007

UNION PACIFIC RAILROAD
LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS
SHEET TITLE:
GENERAL NOTES AND PROJECT CONTACTS

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10/4/2023

ABBREVIATIONS

MISCELLANEOUS

Ac.	Acres
Ave.	Avenue
Blvd.	Boulevard
Bldg.	Building
BNSF	BNSF Railway
C.Y.	Cubic Yards
Conc.	Concrete
°	Degree (s)
Dia.	Diameter
Dr.	Drive
Dwg.	Drawing
E	East
Elev.	Elevation
Exist.	Existing
'	Foot, Feet or Minute (s)
F.S.	Finished Surface
Horiz.	Horizontal
"	Inch, Inches or Second (s)
Inv.	Invert
Lt.	Left
L	Length
L.F.	Lineal Feet
Max.	Maximum
Min.	Minimum
N	North
NTS	Not to Scale
No.	Number
OH	Overhead
Prop.	Proposed
RR	Railroad
Rwy	Railway
R/W	Right of Way
Rt.	Right
S	South
S.F.	Square Feet
Sta.	Station
Std.	Standard
St.	Street
Twp.	Township
Typ.	Typical
UG	Underground
UPRR	Union Pacific Railroad
V	Velocity
Wt.	Weight
W	West
X-ing	Crossing

SIGNAL

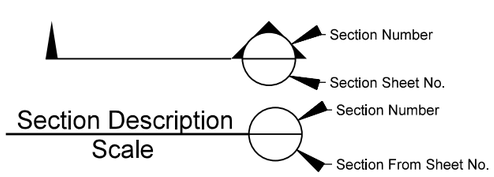
ABS	Automatic Block Signal
ATC	Automatic Train Control
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DTC	Direct Traffic Control
ELTO	Electric Lock Turnout
HBD	Hot Box Detector
HTTO	Hand Throw Turnout
HWD	High Wide Dectector
POTO	Power Operated Turnout
TWC	Track Warrant Control
WILD	Wheel Impact Load Dectector

STRUCTURES

Bldg.	Building
Br.	Bridge
CB	Catch Basin
CPT	Concrete Pile Trestle - Ballast Deck
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
Culv.	Culvert
DI	Drop Inlet
DPGBD	Deck Plate Girder - Ballast Deck
DPGOD	Deck Plate Girder - Open Deck
EBW	East Backwall
F.L.	Flowline
F.F.	Finished Floor
GIP	Galvanized Iron Pipe
Hdwl	Headwall
NBW	North Backwall
PCB	Prestressed Concrete Box
PSCT	Prestressed Concrete Trestle
RCA	Reinforced Concrete Arch
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SBW	South Backwall
SSP	Smooth Steel Pipe
SPTBD	Steel Pile Trestle - Ballast Deck
SPTOD	Steel Pile Trestle - Open Deck
SPP	Structural Plate Pipe
TPGBD	Through Plate Girder - Ballast Deck
TPGOD	Through Plate Girder - Open Deck
TPTBD	Timber Pile Trestle - Ballast Deck
TPTOD	Timber Pile Trestle - Open Deck
TTBD	Through Truss - Ballast Deck
TTOD	Through Truss - Open Deck
TWB	Treated Wood Box
VCP	Vitrified Clay Pipe
Viad.	Viaduct
WBW	West Backwall
WIP	Wrought Iron Pipe

TRACK

ATR	Above Top of Rail
Align.	Alignment
BBR	Below Base of Rail
Cntrs.	Centers
CWR	Continuous Welded Rail
DSPD	Double Switch Point Derail
EOT	End of Track
HH	Head Hardened
Jtd.	Jointed Rail
LH	Left Hand
ML	Main Line
MM	Mile Marker
MP	Mile Post
NSC	Not Sufficient Clearance
OTM	Other Track Material
PCC	Point of Compound Curve
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PF	1/2" Point of Frog
PI	Point of Intersection
PITO	Point of Intersection of Turnout
PS	Point of Spiral
PSC	Point of Spiral to Curve
POS	Point on Spiral
PT	Point of Tangent
POT	Point on Tangent
Pt. Sw.	Point of Switch
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent
RH	Right Hand
SH	Second Hand
SSPD	Single Switch Point Derail
TC	Track Centers
T.F.	Track Feet
Trk.	Track
UXO	Universal Cross-Over
X-Over	Cross-Over



UTILITIES

- Compressed Air
- Fiber Optic Cable
- Gas Pipeline
- Overhead Power Line
- Sanitary Sewer
- Overhead Signal Line
- Underground Signal Line
- Steam Line
- Storm Sewer
- Telephone
- Underground Electric
- Water Main
- Underground Wire
- Under Drain
- Valve
- Manhole
- Catch Basin
- Fire Hydrant
- Junction Box
- Electric Meter
- Gas Meter
- Water Meter
- Monitoring Well
- Pump

TRACK

- Existing Mainline
- Existing Siding or Spur
- Proposed
- Remove
- Shift
- Relay
- Surface & Line
- Future
- Foreign Railroad or Industry
- In Buildings or Under Structures
- Turnout
- Power Turnout
- Bumping Post
- Earthen Bumper
- Inert Retarder
- Dowty Retarder
- Hayes Derail
- Double Switch Point Derail

PROPERTY

- Section Line
- Center Section Line
- Parcel or Easement Line
- Right of Way
- Former Right of Way
- Right of Way to be Acquired
- Foreign Right of Way

ROAD CROSSING WARNING DEVICES

- Crossbuck Sign
- Flashing Light Warning Device
- Flashing Light Warning Device with Gate
- Cantilever Flashing Light Warning Device
- Cantilever Flashing Light Signal with Gate

SIGNAL

- Absolute Signal
- Signal Bridge
- Cantilever Signal
- ACS or CTC Signal
- Dwarf Signal
- Begin CTC
- Microwave Tower
- AEI
- Battery Box
- Dragging Equipment Detector
- Generator
- Hot Box Detector

STRUCTURES

- Culvert
- Culvert with Headwalls
- Double Culvert
- Railroad Bridge
- Highway Overpass
- Highway Underpass
- Tunnel
- Building
- Flag Pole

OTHER

- Embankment
- Flow Line
- Milepost
- Milemarker
- 15 Control Point
- 1 Revision Number
- Revision Cloud

SIGNS

- Stop
- Yard Limit
- 1 Mile to Yard Limit
- Whistle Post
- Flanger
- Station
- Reduce Speed
- Resume Speed
- General Purpose

FENCES

- Barbed Wire
- Chain Link
- Snow / Sand
- Cattle Guard

ROADS

- Paved Road
- Unimproved Road
- Interstate Highway
- Federal Highway
- State Highway
- County Highway

PERMITTING

- Temporary Workspace - Permitted
- Sensitive Resources - Impacted / Permitted
- Sensitive Resources - Do Not Impact

CONSTRUCTION

- Note (Work by Contractor)
- Note (Work by Others)
- Cut Lines
- Fill Lines
- Grading Limits

LIGHTING

- Light Pole
- Light Tower

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Bellevue, NE 68133
402-333-5792

DRAWN BY:	LJG
CHECKED BY:	CLH
DATE:	10/04/2023
SHEET NUMBER	G004 of 007

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
ABBREVIATIONS & LEGEND

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Default
10/4/2023

Control Points				
Point No.	Northing	Easting	Elevation	Description
1	2156652.1620	6339405.2740	16.22	5/8 RB
2	2157101.7560	6339099.5200	20.34	5/8 RB
3	2156303.5420	6339046.0030	20.72	5/8 RB
4	2155503.3540	6339039.9650	18.12	5/8 RB
5	2154703.5690	6339016.7460	19.05	5/8 RB
6	2153961.2260	6338982.6820	20.12	5/8 RB
7	2155469.4190	6338502.1710	18.53	PK NAIL
8	2154088.9790	6338385.9920	15.37	NGS Q1413 15.37
9	2156874.5520	6339300.4300	19.84	5/8 RB

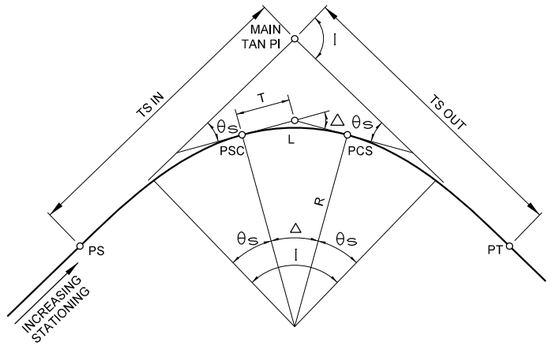

FIGURE A
CIRCULAR CURVES
WITH SPIRAL TRANSITION

I - TOTAL INTERSECTION ANGLE

θ_S - SPIRAL ANGLE = $\frac{A L^2}{2}$

Δ - CENTRAL ANGLE OF CIRCULAR CURVE = I - 2 θ_S

Dc - DEGREE OF CURVE

A - RATE OF CHANGE OF DEGREE OF CURVE PER 100-ft. OF LENGTH = $\frac{Dc}{L}$

R - RADIUS OF CIRCULAR CURVE

T - TANGENT LENGTH OF CIRCULAR CURVE = R TAN $\frac{\Delta}{2}$

L - LENGTH OF CIRCULAR CURVE = $\frac{\Delta}{Dc}$ x 100

PS - TANGENT TO SPIRAL

PSC - SPIRAL TO CURVE

PCS - CURVE TO SPIRAL

PT - SPIRAL TO TANGENT

MAIN TAN PI - POINT OF INTERSECTION OF MAIN TANGENTS

(TS IN)
(TS OUT) - TANGENT LENGTH OF COMPLETE CURVE = (R+o) TAN $\frac{I}{2}$ + t

(WHEN SPIRALS OF EQUAL LENGTH
ARE USED ON BOTH SIDES OF
CIRCULAR CURVE, SEE FIGURE C.
FOR o AND t).

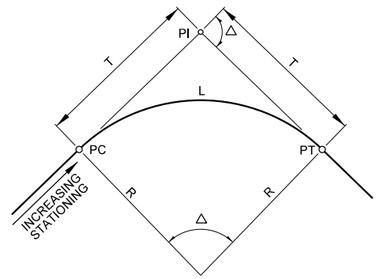

FIGURE B
SIMPLE CIRCULAR CURVE

R = RADIUS OF CIRCULAR CURVE

Δ = CENTRAL ANGLE OF CIRCULAR CURVE

T = R TAN $\frac{\Delta}{2}$

L = $\frac{\Delta}{Dc}$ x 100

Dc = 2 SIN^{-1} (50/R) = DEGREE OF CURVE
(CHORD DEFINITION)

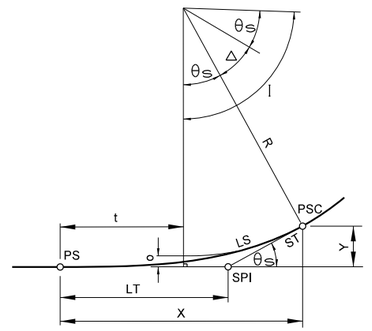

FIGURE C
SPIRAL TRANSITION CURVE

SPIRAL TRANSITION CURVE DATA:
THE SPIRAL USED IS DEFINED BY THE TALBOT SPIRAL.

LS = LENGTH OF SPIRAL (TS TO PSC)

θ_S = $\frac{A L^2}{2}$

X = $100 L_1 - 0.000762 A^2 L_1^5$

Y = $0.291 A L_1^3 - 0.00000158 A^3 L_1^7$

o = $0.0727 A L_1^3$

t = $50 L_1 - 0.000127 A^2 L_1^5$

ST = $\frac{Y}{SIN\ \theta_S}$

LT = X - $\frac{Y}{TAN\ \theta_S}$

Dc = 2 SIN^{-1} (50/R) = DEGREE OF CURVE (CHORD DEFINITION)

L_1 - TOTAL NO. OF STATIONS IN SPIRAL

SPI - SPIRAL POINT OF INTERSECTION

NOTE: Dc, θ_S, Δ, AND I ARE IN DEGREES.
ALL OTHERS DIMENSIONS ARE FEET.

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5430 Maass Rd, Suite 240
Bellevue, NE 68133
402-333-5792

UNION PACIFIC

DRAWN BY: LJG
CHECKED BY: CLH
DATE: 10/04/2023
SHEET NUMBER: G005 of 007

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
CONTROL POINTS AND GEOMETRY

To North Lathrop
& Elvas
Timetable North
(Fresno Sub)

PT. SW. NO. 10 HTTO MP 90.27

PT. SW. NO. 10 HTTO MP 90.31
INDUSTRIAL DR (833930J)
MP 90.35

(3) TST-46 (SIMN) MP 90.40

PT. SW. NO. 14 POTO MP 90.39

PT. SW. NO. 10 HTTO MP 87.42

PT. SW. NO. 10 HTTO MP 90.41
MCKINLEY AVE (752775G)
MP 87.25

PT. SW. NO. 11 POTO MP 87.37

CULVERT 24" CMP MP 87.30

PT. SW. NO. 9 HTTO MP 87.33

PT. SW. NO. 11 POTO MP 90.54

PT. SW. NO. 11 POTO MP 90.56

CULVERT 36" CMP MP 87.24
CULVERT 48" CMP - EXTEND
MP 90.57

PT. SW. NO. 11 POTO MP 90.61
PT. SW. NO. 20 POTO MP 87.22
CULVERT 48" SSP MP 87.20

PT. SW. NO. 20 POTO MP 87.17

PT. SW. NO. 10 HTTO MP 87.16

PT. SW. NO. 11 POTO MP 90.70

PT. SW. NO. 11 POTO MP 90.71

PT. SW. NO. 11 POTO MP 87.10

PT. SW. NO. 20 POTO MP 87.09

PT. SW. NO. 15 POTO MP 87.08

To Scotts
& North Bakersfield
Timetable South
(Fresno Sub)

MP 87

PT. SW. NO. 9 POTO MP 90.84

PT. SW. NO. 14 POTO MP 90.85

PT. SW. NO. 11 POTO MP 90.86

PT. SW. NO. 14 POTO MP 90.92

PT. SW. NO. 9 POTO MP 90.95

PT. SW. NO. 10 HTTO MP 90.96
(5) CEB-115 (SIMN, YARD)
MP 90.97

PT. SW. NO. 10 HTTO MP 91.00
PT. SW. NO. 9 HTTO MP 91.00
PT. SW. NO. 10 HTTO MP 91.01

TRACK 114

TRACK 115

TRACK 002

TRACK 001

FRESNO SUB MAIN TRACK 1

FRESNO SUB MAIN TRACK 2

TRACK 112

MP 91

TRACK 772

TRACK 239

OAKLAND SUB MAIN TRACK

TRACK 201

TRACK 134

TRACK 111

TRACK 112

To Ortega
& Melrose
Timetable West
(Oakland Sub)

To Hold Signal F092
& Scotts
Timetable East
(Oakland Sub)

Legend

- *Access Road*
- *Existing Track*
- *Proposed Track*
- *Crew Change Pad*
- *Xing Panel*
- *Hand Throw Switch*
- *Power Operated Switch*
- *Power Derail*
- *Hayes Derail*
- *Absolute Signal*
- *Culvert*
- *Bridge*

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402-333-5792

UNION PACIFIC

DRAWN BY: LJG
CHECKED BY: CLH
DATE: 10/04/2023
SHEET NUMBER: G006 of 007

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
SCHEMATIC PLAN

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10/4/2023

Curve Information											
Curve Number	**Track**	**PS**	**PSC**	**PCS**	**PT**	**Delta**	**Radius**	**Degree**	**S/L**	**Super Elevation**	**Design Speed**
C-1	Oakland Main Tack	4772+59.16	4772+94.16	4778+42.28	4778+77.28	17° 29' 37''	1910.08'	3° 00' 00''	35'	0.75''	20
C-2	Fresno/Oakland South X-Over	777+64.83	778+08.83	778+51.39	778+95.39	6° 03' 25''	819.02'	7° 00' 00''	44'	1.00''	20
C-3	Fresno/Oakland South X-Over	780+46.33	780+90.33	781+32.84	781+76.84	6° 03' 13''	819.02'	7° 00' 00''	44'	1.00''	20
C-4	Fresno/Oakland North X-Over	4785+09.35	4785+53.35	4785+96.05	4786+40.05	6° 04' 02''	819.02'	7° 00' 00''	44'	1.00''	20
C-5	Fresno/Oakland North X-Over	4787+93.28	4788+37.28	4788+80.17	4789+24.17	6° 04' 48''	819.02'	7° 00' 00''	44'	1.00''	20
C-6	Track 201/111 X-Over	4790+96.60	4791+40.60	4791+93.66	4792+37.66	6° 47' 32''	819.02'	7° 00' 00''	44'	1.00''	20
C-7	Track 201/111 X-Over	4794+65.92	4795+09.92	4795+63.73	4796+07.73	6° 50' 42''	819.02'	7° 00' 00''	44'	1.00''	20

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10/4/2023

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UNION PACIFIC

DRAWN BY: LJG
CHECKED BY: CLH
DATE: 10/04/2023
SHEET NUMBER: G007 of 007

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
CURVE INFORMATION

To North Lathrop
& Elvas
Timetable North
(Fresno Sub)

To Scotts
& North Bakersfield
Timetable South
(Fresno Sub)

MM 87.50

4770+00

PT. SW. NO. 10 HTTO
STA. 4770+86.78
MP 90.31

INDUSTRIAL DR (833930J)
STA. 4771+18.32
MP 90.35

(3) TST-46 (SIMN)
STA. 4773+12.62
MP 90.40

PT. SW. NO. 14 POTO
STA. 4772+86.15
MP 90.39

PT. SW. NO. 10 HTTO
STA. 773+35.66
(FRESNO MT2)
MP 87.42

PT. SW. NO. 10 HTTO
STA. 4773+59.14 (TRK 201)
MP 90.41

774+23

4775+00

775+00

SURFACE & LINE 88 TF
30% WOOD TIE RENEWAL

CONSTRUCT SIGNAL MOUND

REMOVE 702 TF

55' ROW

55' ROW

TRACK 114

FRESNO SUB MAIN TRACK 1, 133# WOOD, 79/70 MPH

FRESNO SUB MAIN TRACK 2, 133# WOOD, 79/70 MPH

20'

14'

G

F

M.H.

OHP

OHP

70' ROW

TRACK 772

C-1

16.1'

205' ROW

OAKLAND MAIN TRACK, 133# WOOD, 20/20 MPH

TRACK 201

POB
4772+36.15

REMOVE NO. 14 POTO
REMOVE 100 TF
INSTALL 133#/136# T-RAILS (2 PAIR)
CONSTRUCT 276 TF
136# CWR, WOOD TIES 19.5" OC

To Ortega
& Melrose
Timetable West
(Oakland Sub)

To Hold Signal F092
& Scotts
Timetable East
(Oakland Sub)

100 0 100 200
SCALE IN FEET

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UNION PACIFIC

DRAWN BY:	LJG
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DATE:	10/04/2023
SHEET NUMBER	P001 of 003

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
TRACK PLAN

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10/4/2023

To North Lathrop & Elvas Timetable North (Fresno Sub)

To Scotts & North Bakersfield Timetable South (Fresno Sub)

4775+00

MCKINLEY RD (752775G)
STA. 775+67.57
MP 87.25

PT. SW. NO. 11 POTO
STA. 776+27.92
MP 87.37

PT. SW. NO. 9 HTTO
STA. 778+29.30
MP 87.33

CULVERT 24" CMP
STA. 779+73.02
MP 87.30

4780+00

REMOVE NO. 20 POTO
REMOVE 100 TF
INSTALL 136#/133# T-RAILS (2 PAIR)
CONSTRUCT 350 TF
136# CWR, WOOD TIES 19.5" OC

REMOVE 125 TF
INSTALL NO. 11
RH POTO SPRG
136# WOOD TIES,
SWITCH STAND INSIDE

MM 87.25

PT. SW. NO. 11 POTO
STA. 4783+09.79
(OAKLAND)=
STA. 783+16.50
(SOUTH XO)
MP 90.54

CULVERT 36" CMP
STA. 783+10.89
MP 87.24

PT. SW. NO. 20 POTO
STA. 784+00.22
MP 87.22

PT. SW. NO. 11 POTO
STA. 4783+69.79
MP 90.56

4785+00

CULVERT 48" CMP EXTEND
STA. 4784+29.77
MP 90.57

CULVERT 48" SSP
STA. 785+11.79
MP 87.20

PT. SW. NO. 11 POTO
STA. 4786+58.24
MP 90.61

PT. SW. NO. 20 POTO
STA. 786+63.75
MP 87.17

PT. SW. NO. 10 HTTO
STA. 787+51.69
MP 87.16

PT. SW. NO. 11 POTO
STA. 4789+02.24
MP 90.70

PT. SW. NO. 11 POTO
STA. 4789+62.24
MP 90.71

4790+00

PT. SW. NO. 11 POTO
STA. 790+51.34
(FRESNO MT2)=

775+00

780+00

790+00

785+00

4788+01

4790+00

REMOVE 125 TF
INSTALL NO. 11 RH POTO SPRG
136# WOOD TIES, SWITCH STAND INSIDE

REMOVE 39 TF
INSTALL 136#/133#
T-RAILS (1 PAIR)
CONSTRUCT 39 TF
136# CWR, WOOD TIES
19.5" OC

REMOVE SIGNALS
BY UPRR SIGNAL
REMOVE SIGNAL
FOUNDATION

INSTALL 24" x
302' CMP
PLACE TYPE 1
RIPRAP 55 TNS

SURFACE & LINE
310 TF
30% WOOD TIE
RENEWAL

CONSTRUCT 439 TF
136# CWR, WOOD TIES 19.5" OC

INSTALL 64 TF
SKEWED CONCRETE CROSSING (10W)

CONSTRUCT RAMP UP TO CROSSING
300 CY SUBBALLAST

PROPOSED SUBGRADE 1

EXTEND 48" CMP 13 LF
PLACE TYPE 1
RIPRAP 30 TNS

REMOVE 125 TF
INSTALL NO. 11 LH POTO SPRG
136# WOOD TIES, SWITCH STAND INSIDE

REMOVE 14 TF
INSTALL 133#/136#
T-RAILS (1 PAIR)
CONSTRUCT 14 TF
136# CWR,
WOOD TIES 19.5" OC

55' ROW

20'

14'

TRACK 115

TRACK 114

FRESNO SUB MAIN TRACK 1, 133# WOOD, 79/70 MPH

FRESNO SUB MAIN TRACK 2, 133# WOOD, 79/70 MPH

14'

13'

14'

FRESNO/OAKLAND SOUTH X-OVER
136# WOOD, 20 MPH

FRESNO/OAKLAND NORTH X-OVER
136# WOOD, 20 MPH

C-1

C-2

C-3

C-4

C-5

M.H.

TRACK 239

16.1'

15.1' MIN.

TRACK 201, 115# WOOD

OAKLAND MAIN TRACK, 133# WOOD, 20/20 MPH

17'

REMOVE
30' XING

TIE-IN
4779+99.98 = 4780+00.04

205' ROW

TRACK 111, 133# WOOD

TRACK 112

26'

REMOVE SIGNAL
BY UPRR SIGNAL
REMOVE SIGNAL
FOUNDATION

CONSTRUCT 4" SUBBALLAST
ACCESS ROAD 100 CY

REMOVE 65 TF
INSTALL 133#/136# T-RAILS
(1 PAIR)
CONSTRUCT 65 TF
136# CWR,
10' WOOD TIES 19.5" OC

SHIFT 488 TF
30% WOOD TIE RENEWAL

INSTALL 64 TF
SKEWED CONCRETE CROSSING (10W)

CONSTRUCT RAMP UP TO CROSSING
300 CY SUBBALLAST

CONSTRUCT 439 TF
136# CWR, WOOD TIES 19.5" OC

SURFACE & LINE 147 TF
30% WOOD TIE RENEWAL

REMOVE 39 TF
INSTALL 133#/136# T-RAILS (1 PAIR)
CONSTRUCT 39 TF
136# CWR, WOOD TIES 19.5" OC

REMOVE 60 TF
CONSTRUCT 60 TF
136# CWR, 10' WOOD TIES 19.5" OC

REMOVE 125 TF
INSTALL NO. 11 LH POTO SPRG
136# WOOD TIES, SWITCH STAND INSIDE

SURFACE & LINE 439 TF
30% WOOD TIE RENEWAL

JACK & BORE 48" SSP
SEE SHEET C003

REMOVE 100 TF
CONSTRUCT 100 TF
136# CWR, WOOD TIES 19.5" OC

REMOVE 65 TF
CONSTRUCT 65 TF
136# CWR, 10' WOOD TIES 19.5" OC

REMOVE 250 TF
INSTALL NO. 11 RH POXO YARD DTMF SPRG 16.7' TC
136# WOOD TIES, SWITCH STANDS INSIDE

REMOVE 39 TF
INSTALL 115#/136#
T-RAILS (1 PAIR)
CONSTRUCT 39 TF
136# CWR,
WOOD TIES 19.5" OC

REMOVE 39 TF
INSTALL 136#/133# T-RAILS (1 PAIR)
CONSTRUCT 39 TF
136# CWR, WOOD TIES 19.5" OC

REMOVE 60 TF
CONSTRUCT 60 TF
136# CWR, 10' WOOD
TIES 19.5" OC

SURFACE & LINE 504 TF
30% WOOD TIE RENEWAL

To Ortega & Melrose Timetable West (Oakland Sub)

To Hold Signal F092 & Scotts Timetable East (Oakland Sub)

100 0 100 200

SCALE IN FEET

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UNION PACIFIC

DRAWN BY:	LJG
CHECKED BY:	CLH
DATE:	10/04/2023
SHEET NUMBER	P002 of 003

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
TRACK PLAN

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Default
10/4/2023

To North Lathrop
& Elvas
Timetable North
(Fresno Sub)

To Scotts
& North Bakersfield
Timetable South
(Fresno Sub)

PT, SW. NO. 11 POTO
STA. 4789+62.24
MP 90.71
4790+00
PT, SW. NO. 11 POTO
STA. 790+51.34
(FRESNO MT2)=
STA. 4790+57.92
(NORTH XO)
MP 87.10
PT, SW. NO. 20 POTO
STA. 790+60.03
MP 87.09
PT, SW. NO. 15 POTO
STA. 791+41.34
MP 87.08
4795+00
PT, SW. NO. 9 POTO
STA. 4796+11.56
MP 90.84
PT, SW. NO. 14 POTO
STA. 4796+88.00
MP 90.85
PT, SW. NO. 11 POTO
STA. 4797+33.04
(TRK 111)=
STA. 4797+41.72
(TRK 201/111 XOVER)
MP 90.86
4800+00
PT, SW. NO. 14 POTO
STA. 4800+32.54
MP 90.92
PT, SW. NO. 9 POTO
STA. 4802+27.20
MP 90.95
PT, SW. NO. 10 HTTO
STA. 4802+63.93 (TRK 201)
MP 90.96
PT, SW. NO. 9 HTTO
STA. 4803+15.96 (TRK 111)
MP 90.97
PT, SW. NO. 9 HTTO
STA. 4803+42.31 (TRK 111)
MP 90.97
(5) CEB-115 (SIMN, YARD)
STA. 4804+08.00
MP 90.97
PT, SW. NO. 10 HTTO
STA. 4804+96.86
(OAKLAND MAIN TRK)
MP 91.00
4805+00
PT, SW. NO. 9 HTTO
STA. 4804+98.88 (TRK 201)
MP 91.00
PT, SW. NO. 10 HTTO
STA. 4805+14.28
(OAKLAND MAIN TRK)
MP 91.01

790+00
791+55
MM 90.75
MM 87.00
MM 91.00

REMOVE SIGNAL FOUNDATION
REMOVE 90 TF
INSTALL 136#/133# T-RAILS (1 PAIR)
CONSTRUCT 90 TF
136# CWR, 10' WOOD TIES 19.5" OC
REMOVE 39 TF
INSTALL 136#/115# T-RAILS (1 PAIR)
CONSTRUCT 39 TF
136# CWR, WOOD TIES 19.5" OC
CONSTRUCT 530 TF
136# CWR, WOOD TIES 19.5" OC
SURFACE & LINE 350 TF
30% WOOD TIE RENEWAL
SURFACE & LINE 1,008 TF
30% WOOD TIE RENEWAL
SURFACE & LINE 509 TF
30% WOOD TIE RENEWAL
REMOVE SIGNAL
BY UPRR SIGNAL
CONVERT TO YARD DTMF
FLIP SWITCH STANDS FROM
INSIDE TO OUTSIDE
REMOVE SIGNALS
BY UPRR SIGNAL
REMOVE 413 TF
REMOVE NO. 9 POTO
REMOVE 112 TF
INSTALL 133#/136# T-RAILS (2 PAIR)
CONSTRUCT 219 TF
136# CWR, WOOD TIES 19.5" OC

TRACK 002
TRACK 001
FRESNO SUB MAIN TRACK 1, 133# WOOD, 79/70 MPH
FRESNO SUB MAIN TRACK 2, 133# WOOD, 79/70 MPH
TRACK 112, WOOD, 30 MPH
14'
13'
14'
14'
17'
15'
F/O
OAKLAND MAIN TRACK, 133# WOOD, 20/20 MPH
TRACK 201, 115# WOOD
17'
18'
C-6
C-7
TRK 201/111 X-OVER, 136# WOOD, 20 MPH
4790+00
TRACK 134
TRACK 111, 133# WOOD
112# WOOD
26'
TRACK 112
23'
4795+00
4799+04
REMOVE POLE
BY ?
REMOVE 16' XING
REMOVE 200 TF
SURFACE & LINE 302 TF
30% WOOD TIE RENEWAL
REMOVE 65 TF
INSTALL 136#/112# T-RAILS (1 PAIR)
CONSTRUCT 65 TF
136# CWR, 10' WOOD TIES 19.5" OC
INSTALL 64 TF
SKEWED CONCRETE CROSSING (10W)
CONSTRUCT RAMP UP TO CROSSING
300 CY SUBBALLAST
PROPOSED SUBGRADE 2
REMOVE NO. 9 POTO
REMOVE 19 TF
INSTALL NO. 11 RH POTO YARD DTMF SPRG
136# WOOD TIES, SWITCH STAND INSIDE
REMOVE 125 TF
INSTALL NO. 11 RH POTO YARD DTMF SPRG
136# WOOD TIES, SWITCH STAND INSIDE
REMOVE 334 TF
INSTALL 133#/136# T-RAILS (1 PAIR)
CONSTRUCT 334 TF
136# CWR, WOOD TIES 19.5" OC

To Ortega
& Melrose
Timetable West
(Oakland Sub)

To Hold Signal F092
& Scotts
Timetable East
(Oakland Sub)

100 0 100 200
SCALE IN FEET

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UNION PACIFIC

DRAWN BY:	LJG
CHECKED BY:	CLH
DATE:	10/04/2023
SHEET NUMBER	P003 of 003

UNION PACIFIC RAILROAD

LOCATION & DESCRIPTION:
STOCKTON, CA (SAN JOAQUIN COUNTY)
MP 90.39 - 90.91 (OAKLAND), MP 86.88 - 87.55 (FRESNO)
STOCKTON SOUTH END CROSSOVERS

SHEET TITLE:
TRACK PLAN

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10/4/2023