

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
Sacramento, CA 95834



July 21, 2010

Scott Mozier  
Assistant Public Works Director/City Engineer  
City of Fresno  
2600 Fresno Street  
Fresno, CA 93721-3615

File No. G.10-06-016

**Re: General Order 88-B Request for Authority to Alter Church Avenue Highway–Rail Crossing, CPUC Crossing 002-996.20, DOT No. 028512Y in the City of Fresno, Fresno County.**

Dear Mr. Mozier:

This refers to your letter dated June 15, 2010, and received by us on June 18, 2010, requesting authorization pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing of the BNSF Railway (BNSF) tracks in the City of Fresno (City), Fresno County. The crossing is identified as Church Avenue Highway-Rail Crossing, CPUC Crossing No.002-996.20, DOT No. 028512Y.

Church Avenue is a four-lane urban minor arterial roadway at the crossing. The crossing is located in an industrial area within a half mile east of State Route 99. The crossing has three tracks frequented by BNSF freight and Amtrak trains. There are medians of currently non-standard heights and construction on both sides of the crossing. There are no sidewalks at the crossing. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two Commission Standard 8 (flashing light signal assembly) warning devices.

The City states in its GO 88-B request letter that “The planned street improvements will complement the installation of the new crossing warning devices in the northeast and southwest quadrants of the crossing intersection.” This project is being done in conjunction with the Section 130 Program.

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

- Removing all of the existing warning devices;
- removing and replacing the existing raised median island on the west side of the tracks with a new eight (8') foot wide raised median island beginning 10 feet west of the centerline of the most westerly track and extending westerly forty (40') feet per plan;
- removing and replacing the existing raised median island on the east side of the tracks with a new eight (8') foot wide raised median island beginning 10 feet east of the centerline of the most easterly track and extending easterly twenty-five (25') feet per plan;

- installing a Commission Standard 9-A (flashing light signal assembly with automatic gate arm with additional flashing light signals over the roadway on a cantilevered arm) warning device in the northeast quadrant of the crossing at a minimum clearance of eight feet three inches (8'3") from the edge of the traveled way to the center of the warning device mast per plan ;
- installing a Commission Standard 9-A (flashing light signal assembly with automatic gate arm with additional flashing light signals over the roadway on a cantilevered arm) warning device in the southwest quadrant of the crossing at a minimum clearance of eight feet three inches (8'3") from the edge of the traveled way to the center of the warning device mast per plan;
- relocating the utility pole located in the southeast quadrant to ensure that the gate of the proposed Commission Standard 9-A to be installed in the southwest quadrant does not strike electrical lines while being raised during operation.
- installing a W10-4L at-grade advance warning sign, with a Number of Tracks (W48 (CA)) sign placed directly below it, on both the southbound East Avenue approach and the northbound Sunland Avenue approach in advance of the East/Church Avenue and the Sunland/Church Avenue intersections, respectively, as required by the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 8B.04 and Figure 8B-6(CA). Also, as required by CAMUTCD, a Number of Tracks (W48 (CA)) sign should be placed directly below the W10-1 sign on the eastbound Church Avenue approach. These signs were not noted in the City's GO 88-B request; however, Staff contacted the City's Public Works Department Staff via email on 07/15/2010 informing them that these signs are required by CAMUTCD and should be installed as a condition for approval of this project. The City agreed and indicated that they will install these signs as noted.

Staff has investigated the request by the City, and finds it adequately addresses compliance and safety. As the City and BNSF are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter and attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CAMUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders, and the CAMUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested parties in support of the time extension. If an extension is

requested, staff from the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCES that the authorized work is completed by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at [mlk@cpuc.ca.gov](mailto:mlk@cpuc.ca.gov).

Sincerely,

Daren Gilbert, Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

Cc:

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