

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834



November 15, 2010

Alan Weaver, Director
Department of Public Works and Planning
County of Fresno
2220 Tulare Street, Seventh Floor
Fresno, CA 93721

File No. G.10-10-006

Re: General Order 88-B Request for Authority to Alter Central Avenue Highway–Rail Crossing, CPUC Crossing No. 001B-210.50, DOT No. 757186J in the County of Fresno.

Dear Mr. Weaver:

This refers to your request, with a cover letter dated October 11, 2010, and received by us on October 14, 2010, requesting authorization pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) tracks in an unincorporated area in the County of Fresno (County). The crossing is identified as Central Avenue Highway-Rail Crossing, CPUC Crossing No. 001B-210.50, DOT No. 757186J.

Central Avenue is a four-lane urban minor arterial roadway at the crossing. The crossing is located in a commercial area in the County. The crossing is within a ½ mile east of the State Route 99/Central Avenue interchange. The crossing has two tracks frequented by UPRR freight trains. There is a short, raised median on both sides of the crossing. There are no sidewalks at the crossing. The crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices.

The County states in its GO 88-B request letter, “The public will benefit from the proposed project through improvements to public safety. The installation of a pre-signal will minimize vehicle queues across the grade crossing. The preemption phasing in the interconnected vehicular traffic signal will efficiently clear the tracks of the vehicles as a train approaches.” 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:

- Modifying the traffic signals at the Central Avenue/Golden State Boulevard intersection to provide a steady-red operation and limited service mode during railroad preemption;
- installing advance preemption with a time of 20 seconds at the Central Avenue/Golden State Boulevard intersection traffic signals, which in addition to the minimum railroad warning time of 20 seconds, shall provide a grand total warning time of 40 seconds;

- installing a pre-signal east of the tracks between the railroad warning device and the nearest track per plan which shall have two traffic signal heads on the overhang cantilever section of the pre-signal and one traffic signal head on the vertical mast section of the pre-signal. The pre-signal shall be installed such that visibility of the traffic signal head on the pre-signal vertical mast is not blocked by the railroad warning device mast or lamps;
- installing a R13(CA) (NO TURN ON RED) sign on the pre-signal vertical mast per plan;
- installing active advance warning flashing beacons (interconnected to the railroad track circuitry) at the location of the existing W10-1 advance warning sign for the westbound approach, per plan;
- installing a R10-6 sign at the stop line (noted as 'RR limit line' on plan) for vehicles stopping for a red light on the east side of the tracks per plan;
- installing "Wait HERE" pavement markings in each of the three lanes just east of the RR limit line per plan;
- installing cross-hatching pavement markings from the RR limit line to west of the tracks to the Central Avenue/Golden State Boulevard intersection per plan;
- installing "KEEP CLEAR" pavement markings west of the tracks, east of the east side warning devices, and at the Central/Front Avenues intersection per plan;
- installing striping per plan.

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

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (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 County shall notify RCES that the authorized work is completed by submitting a completed Commission Standard Form G titled *Report of*

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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 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.

Sincerely,

A handwritten signature in black ink, appearing to read "Daren Gilbert". The signature is written in a cursive, flowing style.

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

Cc: Marina Popov, Project Engineer, County of Fresno
Freddy Cheung, Senior Manager of Industry and Public Projects, Union Pacific Railroad