

## PUBLIC UTILITIES COMMISSION

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March 1, 2011

David Leamon  
Senior Civil Engineer  
Department of Public Works  
County of Stanislaus  
1716 Morgan Street  
Modesto, CA 95358

File No. G.11-01-008

**Re: General Order 88-B Request for Authority to Alter Zeering Road Highway–Rail Crossing, CPUC Crossing No. 002-1079.70, DOT No. 028726R in the County of Stanislaus.**

Dear Mr. Leamon:

This refers to your letter signed by you on January 5, 2011 and received by us on January 20, 2011 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 County of Stanislaus (County). The crossing is identified as Zeering Road Highway-Rail Crossing, CPUC Crossing No. 002-1079.70, DOT No. 028726R.

Zeering Road, running east-west, is a rural, two-lane major collector roadway at the crossing. The Zeering Road crossing has three tracks frequented by BNSF freight and Amtrak passenger trains. There are no sidewalks at the crossing. Adjacent to the crossing, Santa Fe Avenue runs parallel to the track and forms an intersection with Zeering Road, which is controlled by a 4-way stop. The crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, with two located on the east side of the crossing (one curb-mounted and one mounted in a gore median island.)

This project is being done in conjunction with the Section 130 Program. The County states in its GO 88-B request letter that “The close proximity of the railroad crossing to the Zeering Road and Santa Fe Avenue intersection limits storage space available for vehicles stopped at the intersection. There is approximately 80 feet of clearance between the stop bar and the railroad crossing. The addition of the W10-11A and W10-11B signs should draw special attention to the limited clearance and give motorists some warning to maneuver through the railroad crossing and intersection. The construction of the ADA compliant pedestrian walkway and installation of a #8 gate will provide safer access for pedestrians to cross the railroad crossing. Installation of W10-2 and W48 (CA) signs should warn motorists turning onto Zeering Road of the railroad crossing running parallel with Santa Fe Avenue.”

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

- Relocating the Commission Standard 9 (flashing light signals with automatic gate) warning device located on the gore median to 4'-3" from the curb;
- relocating the shoulder mounted Commission Standard 9 warning device in the northeast quadrant at a minimum clearance of 8'-3" from the edge of the traveled way to the centerline of the warning device mast;
- installing a guard rail in the northeast quadrant for the shoulder mounted warning device;
- installing a 10 feet long asphalt concrete dike in the southwest quadrant to accommodate relocation of the shoulder mounted warning device;
- relocating the shoulder mounted Commission Standard 9 warning device in the southwest quadrant at a minimum clearance of 4'-3" from the face of the 10 feet long asphalt concrete dike to the centerline of the warning device mast per plan;
- upgrading all existing warning device lamps with 12 inch LED assemblies with 24 inch hoods;
- installing a Commission Standard 8 (flashing light signal assembly) warning device with a R15-8 sign attached in the southeast quadrant at a clearance of 2'-3" south of the edge of paving of the pedestrian pathway per plan;
- installing constant time warning device train detection;
- installing a new signal house in the southeast quadrant;
- repaving and widening the road on the west side of the track for approximately 350 feet per plan;
- repaving the road on the east side of the tracks for approximately 100 feet to the intersection of Zeering Road and Santa Fe Avenue per plan;
- installing approximately 145 feet of 5 feet wide asphalt concrete pedestrian pathway from the tracks west to the intersection of Zeering Road and Merced Avenue per plan;
- installing approximately 110 feet of 5 feet wide asphalt concrete pedestrian pathway from the track east to the intersection of Zeering Road and Santa Fe Avenue per plan;
- installing ADA compliant detectable warning (tactile strips) on all pedestrian pathway approaches per plan;
- installing W10-2 warning signs with below each a W48(CA) (3 Tracks) sign located 200 feet north and south of the Zeering Road and Santa Fe Avenue intersection and removing the existing W10-1 and W48(CA) signs on the east side of the tracks per plan;
- installing a W48(CA) (3 Tracks) sign below the existing W10-1 sign on the eastbound approach per plan;
- installing a W10-11A sign and a R8-8 sign below on a single post (southwest quadrant) approximately 20 feet from the Commission Standard 9 warning device on the eastbound approach per plan;
- installing a W10-11B sign beneath the existing stop sign at the Zeering Road and Santa Fe Avenue intersection (southeast quadrant) for eastbound traffic;
- installing thermoplastic striping and pavement markings (RXR) per plan.

Staff has investigated the request by the County and finds it adequately addresses compliance and safety. As the County 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 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 three 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 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,



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