

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.11-01-009

Re: General Order 88-B Request for Authority to Alter Barnhart Road Highway–Rail Crossing, CPUC Crossing No. 002-1081.00, DOT No. 028728E 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) track in the County of Stanislaus (County). The crossing is identified as Barnhart Road Highway-Rail Crossing, CPUC Crossing No. 002-1081.00, DOT No. 028728E.

Barnhart Road, running east-west, is a rural, two-lane local roadway at the crossing. The Barnhart Road crossing has a single track frequented by BNSF freight and Amtrak passenger trains. There are no medians or sidewalks at the crossing. Adjacent to the crossing, Santa Fe Avenue runs parallel to the track and forms an intersection with Barnhart Road which is controlled by a 2-way stop for Barnhart Road traffic as traffic on Santa Fe Avenue is uncontrolled. The crossing is equipped with a Commission Standard 8 (flashing light signal assembly) warning device with a separate stub gate on the east side of the track, and a Commission Standard 9 (flashing light signal assembly with automatic gate) warning device on the west side of the crossing.

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 Barnhart Road and Santa Fe Avenue intersection limits storage space available for vehicles stopped at the intersection. There is approximately 60 feet of clearance between the stop bar for the intersection 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 addition of W10-2 and W10-5 signs will warn motorists of the existing low ground clearance railroad crossing parallel to Santa Fe Avenue. The existing pavement at the approaches are uneven and worn down. Overlaying the existing approaches will provide safer traffic movements across the railroad crossing.”

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

- Removing all existing warning devices;
- installing constant time warning device train detection;
- installing a new signal house in the southeast quadrant;
- installing one Commission Standard 9 (flashing light signal assembly with automatic gate) warning device in the northeast quadrant with additional sidelights directed to the north and south for Santa Fe Avenue traffic;
- installing one Commission Standard 9 warning device in the southwest quadrant;
- installing a guard rail in front of both warning devices;
- overlaying eastbound and westbound approaches to improve the grade and asphalt conditions on both sides of the track per plan;
- removing the W10-1 sign on the east side of the track;
- relocating the W10-1 sign on the eastbound approach with the corresponding pavement markings (RXR) to approximately 300 feet from the railroad track per plan;
- installing a W10-5 sign with a W10-5P plaque below, and below that, a “TRUCKS USE KEYES ROAD” sign on Santa Fe Avenue (for northbound traffic) approximately 100 feet south of the Barnhart Road / Santa Fe Avenue intersection per plan;
- installing a W10-5 sign with a W10-5P plaque below, and below that, a “TRUCKS USE MAIN STREET” sign on Santa Fe Avenue (for southbound traffic) approximately 100 feet north of the Barnhart Road / Santa Fe Avenue intersection per plan;
- installing a W10-5 sign with a W10-5 plaque below on Barnhart Road (for eastbound traffic) approximately 100 feet west of the railroad track per plan;
- installing a W10-5 sign with a W10-5 plaque below on Barnhart Road (for westbound traffic), east of the Santa Fe Avenue / Barnhart Road intersection, approximately 100 feet east of the STOP sign for this intersection per plan;
- installing W10-2 warning signs 200 feet north and south of the Barnhart Road and Santa Fe Avenue intersection per plan;
- installing a W10-11A and R8-8 sign 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 Barnhart Road and Santa Fe Avenue intersection (southeast quadrant) for eastbound traffic per plan;
- installing a W3-1 sign with STOP AHEAD pavement legend on the eastbound approach 550 feet west of the stop bar for the Barnhart Road / Santa Fe Avenue intersection per plan;
- installing thermoplastic pavement 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 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,



Daren Gilbert, Supervisor
Rail Crossings Engineering Section
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Cc: Bree Arnett, CPUC

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