

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834



March 30, 2012

File Number: G.12-02-001

John Stilley
Manager of Public Projects
BNSF Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408

Re: GO 88-B Request for Authority to Alter the Big Break Road Highway-Rail Crossing, CPUC Crossing No. 002-1147.20, DOT No. 029660W in the City of Oakley, Contra Costa County.

Dear Mr. Stilley:

This refers to your letter dated January 24, 2012 and received by us on February 10, 2012 requesting authorization pursuant to Commission General Order (GO) 88-B to alter an at-grade highway-rail crossing of the BNSF Railway Company (BNSF) track in the City of Oakley (City), Contra Costa County. The crossing is identified as the Big Break Road Highway-Rail Crossing, CPUC Crossing No. 002-1147.20, DOT No. 029660W.

The Big Break Road crossing is currently a double-track at-grade crossing on the BNSF mainline. The crossing has two Commission Standard 9-A warning devices (flashing light signal assemblies with automatic gate arms and additional flashing light signals over the roadway on cantilevered arms); one each in the northwest and southeast quadrants. The crossing has a raised concrete median on the south approach. BNSF operates approximately eighteen freight trains per day over this crossing. Amtrak operates eight passenger trains per day at the crossing.

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

- Relocation of the north siding track three feet to the south. The horizontal clearance between the two tracks shall be 15 feet.
- Installation of a raised concrete median 100 feet in length on the north approach, per plan.
- Installation of pavement markings to delineate the vehicle travel way through the crossing.
- Replacement of the crossing surface with concrete panels and widening the surface to accommodate the pedestrian pathways over the crossing, per plan.
- Installation of ADA compliant detectable warning tactile strips on the sidewalk approaches in the northeast and southeast quadrants.
- Installation of a pedestrian barricade at the intersection of Big Break Road and Main Street to direct pedestrians to the east side of Big Break Road.

- Installation of passive signage and pavement markings associated with railroad crossings as indicated in Chapter 8 of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

BNSF states in its GO88-B request letter that “The public will benefit from the proposed project by the provision of clear direction on the limits of the crossing and the appropriate areas for motorists. The public and the railroad will also benefit from the modifications/enhancements by the provision of clear limits that motorist must stay behind, and more flexibility and efficiency in train operations.”

Staff has investigated the BNSF’s request, and finds it adequately addresses compliance and safety. As BNSF and the City 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 CA MUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic 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. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, 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, BNSF 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.

At the conclusion of the project BNSF should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov .

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If you have any questions, please contact Felix Ko at (415) 703-3722 or fko@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Jason Vogan, PE
Director of Public Works/City Engineer
City of Oakley
3231 Main Street
Oakley, CA 94561

John M. Fleming
Manager of Engineering
BNSF Railway Company
1776 West March Lane
Stockton, CA 95207

Royce K. Gotcher, Chief
Track & Signal Construction
Caltrans Division of Rail
1120 N. Street, MS 74
Sacramento, CA 95814

Harry C. Steelman
Division Engineer – West
Amtrak Engineering
810 N. Alameda Street, 3rd Floor
Los Angeles, CA 90012

Alfred Yalda, PE
J.L. Patterson & Associates
725 Town & Country Road, Suite 300
Orange, CA 92868