

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



September 25, 2012

**File No. G.12-08-034**

Joel Camacho  
Assistant Civil Engineer  
City of Richmond  
450 Civic Center Plaza  
Richmond, CA 94804

**Re: General Order 88-B Request for Authority to Alter the South 4th Street and Cutting Boulevard Highway–Rail Crossing, CPUC Crossing No. 002K-1.15 and DOT No. 015323P, in the City of Richmond, Contra Costa County.**

Dear Mr. Camacho:

This refers to your letter dated August 3, 2012 and received by us on August 5, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the South 4th Street and Cutting Boulevard at-grade highway-rail crossing of the BNSF Railway (BNSF) track in the City of Richmond (City), Contra Costa County (County). The crossing is identified as CPUC Crossing No. 002K-1.15 and DOT No. 015323P.

Cutting Boulevard, running east-west, is a five-lane principal arterial roadway. South 4<sup>th</sup> Street, running north-south, is a two-lane local roadway. The north leg of Cutting Boulevard, while technically still open, is temporarily gated and closed to motorists. The crossing is located within the intersection of these two roadways. The South 4th Street and Cutting Boulevard crossing consists of a single track aligned in a northeast-southwest direction, traveling at a skewed angle through the intersection. The train traffic consists of BNSF freight trains. There is a sidewalk through the north end of the crossing. The crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and two Commission Standard 9-A (Commission Standard 9's with additional flashing light signals over the roadway on a cantilevered arm) warning devices. In addition to the BNSF track, there are two Richmond Pacific Railroad (RPRC) at-grade crossings on South 4<sup>th</sup> Street immediately south of the South 4th Street and Cutting Boulevard crossing.

In its GO 88-B request, the City states "The alterations benefit the public by enhancing safety. Closure of S. 4<sup>th</sup> Street north of Cutting Boulevard will remove rail crossing by forcing motor vehicles driving northbound on S. 4<sup>th</sup> Street to either turn left or right on Cutting Boulevard. Installation of island, signing, striping and pavement markings will prevent motor vehicles traveling on S. 4<sup>th</sup> Street from accidentally driving northbound across Cutting Blvd. into BNSF railroad."

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

- installing a raised concrete 'porkchop' median within the intersection on the east approach;
- installing pavement markings to delineate the appropriate left turn movements through the intersection;

- permanent closure of South 4<sup>th</sup> Street north of the intersection;
- Installation of a W10-12 on each approach on Cutting Boulevard;
- installing Americans with Disabilities Act (ADA) compliant detectable warning strips on the sidewalk in the northeast and northwest quadrants.

The Commission's Rail Crossing Engineering Section (RCES) staff has investigated the request by the City, and finds it adequately addresses compliance and safety. As the City, BNSF, and RPRC (Parties) 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 the California Department of Transportation.

All Parties shall comply with all applicable rules, including other 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, 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 *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.

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

If you have any questions, please contact Felix Ko at (415) 703-3722 or email at [felix.ko@cpuc.ca.gov](mailto:felix.ko@cpuc.ca.gov).

Sincerely,



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

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CC:

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