

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 900133



October 8, 2012

Scott Mozier
City Engineer/Assistant Public Works Director
City of Fresno
2600 Fresno Street, 4th Floor
Fresno, CA 93721-3615

File No. G.12-09-002

Re: General Order 88-B Request for Authority to Alter the Ventura Street Highway–Rail Crossing, CPUC Crossing No. 001B-205.90 and DOT No. 757334B, in the City of Fresno, County of Fresno.

Dear Mr. Mozier:

This refers to your letter dated August 31, 2012, received by us on September 6, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Ventura Street highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) tracks in the City of Fresno (City), County of Fresno. The crossing is identified as CPUC Crossing No. 001B-205.90 and DOT No. 757334B.

Ventura Street, running northeast-southwest, is a principal arterial roadway at the crossing, which is just northeast of the State Route 99/Ventura Street interchange. At the crossing, there are two eastbound and two westbound through lanes and one left/right turn middle lane. The crossing has three tracks aligned in a northwest-southeast direction. Two of the tracks (farthest westerly) are mainline tracks used primarily by UPRR freight trains, the other track is a branch line track (farthest easterly) used by San Joaquin Valley Railroad (SJVR) that also operates freight trains. There are no sidewalks crossing the tracks on either side of the roadway. On the easterly side of the crossing, on both sides of the roadway, there are sidewalks that end before they reach the SJVR track. On the westerly side of the crossing, there are no sidewalks on either side of the roadway. The crossing is equipped with a Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning device on the shoulder of the roadway on both sides of the crossing. This project is being done in conjunction with the Section 130 program.

In its GO 88-B request, the City states, “The proposed warning signal upgrades, and new sidewalks will benefit the public by improving both vehicular and pedestrian safety. The new medians will prevent vehicles from making turning movements that would violate the warning signals and gate arms.”

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

- removing the existing warning device in the northeast quadrant;
- installing a Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device in the northeast quadrant on the shoulder of the roadway at a

minimum clearance of four feet three inches from the curb face to the center of the warning device mast per plan;

- installing a 10 foot wide and approximately 100 foot long (beginning 10 feet from the centerline of the nearest track) median island on both sides of the tracks per plan;
- installing a Commission Standard 9 warning device on the east median island at a minimum clearance of four feet three inches from the curb face to the center of the warning device mast per plan;
- installing 80 lineal feet of concrete panel surfacing across Ventura Street for the SJVR track per plan;
- installing a sidewalk on both sides of Ventura Street which will completely cross the tracks (behind the shoulder-mounted gated warning devices). The sidewalk sections on the west side of the tracks will begin approximately 100 feet west of the tracks and extend across the tracks to match up with the existing sections of the sidewalks on the east side of the tracks per plan. A two foot long asphalt buffer from the concrete panel surface shall be installed on each sidewalk approach;
- installing a Commission Standard 8 (flashing light assembly) warning device in the northwest quadrant at a minimum clearance of two feet three inches north from the back of sidewalk to the center of the warning device mast per plan;
- installing a Commission Standard 8 warning device in the southeast quadrant at a minimum clearance of two feet three inches south from the back of sidewalk to the center of the warning device mast per plan;
- installing American with Disabilities Act (ADA) standard detectable warning (tactile strips) on the sidewalk approaches 1 foot in advance of the Commission Standard 8s, Standard 9-A, and Standard 9 warning devices;
- relocating conflicting underground and overhead utilities.

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, UPRR, and SJVR (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].

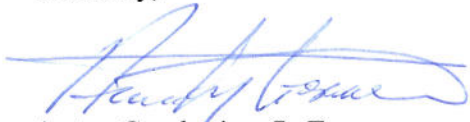
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCES staff 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 as outlined on the web page.

At the conclusion of the project, UPRR 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

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at mlk@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

Cc: Jim Smith, Manager of Industry & Public Projects, Union Pacific Railroad
Marc Bader, Director of Line Maintenance - West Region, SJVR/ RailAmerica, Inc.
Bree Arnett, CPUC