

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



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.12-09-003

Re: General Order 88-B Request for Authority to Alter the Fruit Avenue Highway–Rail Crossing, CPUC Crossing No. 002-1002.50 and DOT No. 028583V, located jointly in the City of Fresno and 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 Fruit Avenue highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) track located jointly in the City of Fresno (City) and County of Fresno (County). The crossing is identified as CPUC Crossing No. 002-1002.50 and DOT No.028583V.

Fruit Avenue, running north-south, is a minor arterial roadway throughout the City and County. At the crossing, Fruit Avenue has two lanes, one northbound and one southbound. The northeast quadrant of the crossing is located in the County and the remaining quadrants are located in the City; therefore, this crossing is both under the jurisdiction of the City and the County. The City has taken the lead in submitting this GO 88-B request. The crossing has a single track aligned in a northwest-southeast direction. Currently there are approximately 25 freight and 12 Amtrak trains that frequent this crossing per day. There are no sidewalks that cross the track. The sidewalks that are present end south of the track. There are no medians at the crossing. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on the shoulder of the roadway. This project is being done in conjunction with the Section 130 Program.

In its GO 88-B request, the City states, “The proposed warning signals and street improvements will benefit the public by greatly improving the safety at the crossing by providing improved warning notification and by prohibiting vehicles from violating the warning signals.”

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

- installing 325 lineal feet of sidewalk in the northeast quadrant per plan;
- installing 320 lineal feet of sidewalk in the southeast quadrant to mate up with the existing end of the sidewalk in the southeast quadrant per plan;
- installing 300 lineal feet of sidewalk in the northwest quadrant to extend to Ashlan Avenue per plan;

- installing 65 lineal feet of sidewalk in the southwest quadrant to mate up with the existing end of the sidewalk in the southwest quadrant per plan;
- extending the concrete panels on the east and west sides of the crossing to accommodate the new sidewalks across the track per plan;
- installing a raised median on the roadway 140 feet long (beginning 10 feet from the centerline of the track and extending 100 feet past the warning device stop line) on both sides of the crossing per plan (City updated original plan and now shows medians on revised plan);
- installing a Commission Standard 8 (flashing light assembly) warning device in the northeast quadrant at a minimum clearance of two feet three inches east from the back of sidewalk to the center of the warning device mast per plan;
- installing a Commission Standard 8 warning device in the southwest quadrant at a minimum clearance of two feet three inches west 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 8 and Standard 9 warning devices.

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, County, and BNSF (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, 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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabetian".

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

Cc: Janet Dailey, Design Engineer, Dept. of Public Works and Planning, County of Fresno
John Stilley, Manager of Industry & Public Projects, BNSF Railway Company
Bree Arnett, CPUC