

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.12-09-004

Re: General Order 88-B Request for Authority to Alter the Blackstone Avenue Highway–Rail Crossing, CPUC Crossing No. 002-1000.00 and DOT No. 028573P, 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 Blackstone Avenue highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) track in the City of Fresno (City), County of Fresno. The crossing is identified as CPUC Crossing No. 002-1000.00 and DOT No.028573P.

Blackstone Avenue is a principal north-south arterial roadway at the crossing and throughout the City. At the crossing, there are three through lanes in both directions. The crossing has a single track aligned in northwest-southeast direction. Currently there are 25 freight and 12 Amtrak trains that frequent this crossing per day. There is a sidewalk across the track on the west side of the roadway; there is no sidewalk across the track on the east side of the roadway. There is a raised median on both sides of the crossing, which is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, two on the shoulder of the roadway and one mounted on each median. This project is being done in conjunction with the Section 130 Program.

In its GO 88-B request, the City indicates the public benefit to be achieved by the proposed alterations by stating “The proposed modifications including the new warning devices, extension of the north side median, replacement of the street light on the south median, installation of railing on the sidewalk on the west side of the roadway to direct pedestrians across the track, and other modifications will improve safety at the crossing.”

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

- removing all existing warning devices;
- modifying the median on the north side of the track by extending it south to 10 feet from the rail per plan;
- installing a combination (having a single combined mast) 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 in the northwest quadrant on the

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

- installing a Commission Standard 9 warning device on the north median island at a minimum clearance of 4 feet three inches from the face of the curb to the center of the warning device mast per plan;
- installing a Commission Standard 9 warning device on the south median island at a minimum clearance of 4 feet three inches from the face of the curb to the center of the warning device mast per plan;
- installing a Commission Standard 9-A warning device in the southeast quadrant on the shoulder of the roadway at a minimum clearance of four feet three inches from the face of the curb to the center of the warning device mast per plan;
- installing a Commission Standard 8 (flashing light signal assembly) warning device in the southwest quadrant at a minimum clearance of two feet three inches northwesterly from the edge of the sidewalk to the center of the warning device mast per plan.
- installing a “NO U-TURN” (R3-4) sign on the median on the south side of the track;
- removing the street light on the median on the south side of the track and replacing it with a street light of standard height per plan;
- installing a pedestrian railing in the southwest quadrant of the crossing on the sidewalk to channel pedestrians to the desired location (zig-zagged portion of the sidewalk) where they will be directed to cross the track 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 9-A in the northwest quadrant and the Commission Standard 8 in the southwest quadrant per plan.

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 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,



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

Cc: John Stilley, Manager of Industry & Public Projects, BNSF
Bree Arnett, CPUC