

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.12-09-005

Re: General Order 88-B Request for Authority to Alter the Clovis Avenue Highway–Rail Crossing, CPUC Crossing No. 103G-5.00 and DOT No. 029381B, 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 Clovis Avenue highway-rail crossing (crossing) of the San Joaquin Valley Railroad (SJVR) track in the City of Fresno (City), County of Fresno. The crossing is identified as CPUC Crossing No. 103G-5.00 and DOT No.029381B

Clovis Avenue, running north-south, is a seven lane (six through lanes and one left turn lane) principal arterial roadway at the crossing, with raised medians on both sides. The crossing has a single track aligned in east-west direction. SJVR operates approximately one freight train per day across this crossing. There is a sidewalk across the track on the west side of the roadway. There is also a sidewalk on the east side of the roadway; however, it ends just north of the track. The crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, one on the shoulder of the roadway and on the median 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 crossing alterations will benefit the public by improving vehicular and pedestrian safety at the crossing. The medians will prevent vehicles from making turning movements that would violate the crossing signals and the relocation and placement of the new warning signals will provide advanced warning to vehicles. Pedestrians will benefit from the installation of tactile warning strips.”

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

- removing the existing warning devices;
- reconstructing the north median island beginning ten feet north of the centerline of the track and extending north for approximately 160 feet. The median will be a minimum of nine feet wide at the location for the new warning device to be installed on the median per plan;
- reconstructing the south median island beginning ten feet south of the centerline of the track and extending south for approximately 725 feet. The median will be a minimum of

nine feet wide at the location for the new warning device to be installed on the median per plan;

- installing 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 in the northwest quadrant on the shoulder of the roadway at a minimum clearance of four feet three inches from the face of curb to the center of the warning device mast per plan;
- installing a combination (having a single combined mast) Commission Standard 9-A warning device on the north median island at a minimum clearance of four feet three inches from the face of curb to the center of the warning device mast per plan;
- installing a combination Commission Standard 9-A warning device on the south median island at a minimum clearance of four feet three inches from the face of curb to the center of the warning device mast per plan;
- installing a combination 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 curb to the center of the warning device mast per plan;
- installing a pedestrian barricade at the southern end of the sidewalk in the northeast quadrant of the crossing per plan;
- installing, on the sidewalk approaches in the northwest and southwest quadrants of the crossing, American with Disabilities Act (ADA) standard detectable warning (tactile strips) 1 foot in advance of the Commission Standard 9-A warning device and at a minimum of 12 feet from the nearest rail, respectively per plan;
- modifying the existing traffic signal system, including but not limited to, adjustment of traffic signal heads, and installing seventeen traffic signal loops and signage;
- demolishing the existing curbing in the southeast quadrant per plan;
- paving the roadway in the southeast quadrant where the existing warning device will be removed;
- modifying and installing roadway striping on both approaches to the crossing 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 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].

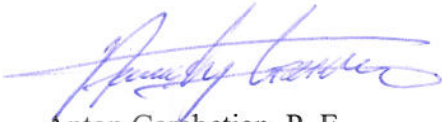
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence 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, SJVR 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: Marc Bader, Director of Line Maintenance - West Region, SJVR/ RailAmerica, Inc.
Bree Arnett, CPUC