

PUBLIC UTILITIES COMMISSION

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



March 18, 2013

Scott Mozier
City Engineer/Assistant Public Works Director
City of Fresno
2600 Fresno Street
Fresno, CA 93721

File No. G.13-02-002

Re: General Order 88-B Request for Authority to Alter the Fresno Street Highway–Rail Crossing, CPUC Crossing No. 002-998.30 and DOT No. 028551P, in the City of Fresno, County of Fresno.

Dear Mr. Mozier:

This refers to your letter dated February 18, 2013, received by us via email on February 19, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Fresno Street 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. 002-998.30 and DOT No.028551P.

At the crossing, Fresno Street is an urban principal arterial roadway with four through lanes. There are sidewalks on both sides of the roadway that cross the track and there are medians on both sides of the crossing. There is one track aligned in a northwest-southeast direction. Currently, there is a total of 26 freight and 12 Amtrak passenger trains per day that frequent the crossing. It is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices installed on the shoulders of the roadway and two Commission Standard 8 (flashing light signal assembly) warning devices, each installed on both medians. This project is being done in conjunction with the Section 130 Program.

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

- constructing a raised curb island/sidewalk in the northwest quadrant of the crossing per plan;
- reconstructing the curb (including raising it) and gutter in the southwest quadrant of the crossing per plan;
- installing American with Disabilities Act (ADA) detectable warning tactile strips at the appropriate locations on the new island/sidewalk in the northwest quadrant of the crossing and on the sidewalk ramp to the west of this proposed island/sidewalk per plan;
- installing a new Commission Standard 9 warning device in the northeast quadrant of the crossing 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 new Commission Standard 9 warning device in the southwest quadrant of the crossing at a minimum clearance of four feet three inches from the face of curb to the

center of the warning device mast with an additional flashing light signal pair (sidelights) directed south at Q Street per plan;

- removing the existing Commission Standard 8 warning device and installing a Commission Standard 9 warning device on the east 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;
- removing the existing Commission Standard 8 warning device and installing a Commission Standard 9 warning device on the west median island at a minimum clearance of four feet three inches from the face of curb to the center of the warning device mast with an additional flashing light signal pair (sidelights) directed south at Q Street per plan.

The Commission's Rail Crossings 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.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CAMUTCD), 2012 Edition, 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/PUC/safety/Rail/Crossings/formg.htm>. 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
Safety and Enforcement Division

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