

PUBLIC UTILITIES COMMISSION

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



April 29, 2013

Alan Weaver
Director
Department of Public Works and Planning
County of Fresno
2220 Tulare Street, 7th Floor
Fresno, CA 93721

XREQ2013040005

Re: General Order 88-B Request for Authority to Alter the Mountain View Avenue Highway–Rail Crossing, CPUC Crossing No. 001B-222.50 and DOT No. 750625S, in the County of Fresno.

Dear Mr. Weaver:

This refers to your letter dated March 12, 2013, received by us via email on April 12, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Mountain View Avenue highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) tracks in the County of Fresno (County). The crossing is identified as CPUC Crossing No. 001B-222.50 and DOT No.750625S.

At the crossing, Mountain View Avenue is a rural principal arterial roadway with four through lanes and one left turn lane that intersect Golden State Boulevard, a major County road, west of the tracks. There are no sidewalks at the crossing. The crossing has a median on both sides of the tracks. There are two tracks aligned in a northwest-southeast direction. Currently, there are 20 freight trains per day that frequent this crossing. The crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and one 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. 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:

- installing a main pre-signal on a cantilevered mast on the shoulder of the roadway 7 feet east of the warning devices for the westbound approach and a small single mast pre-signal on the median on the east side of the tracks per plan. All pre-signal lamps shall be installed as to not block the visibility of the lamps of the warning devices;
- modifying the traffic signals by installing the following: signal heads and other equipment to work with the pre-signal, new traffic signal pole foundations, new traffic signal poles, new loop detection for the westbound approach, advance preemption, and new signal timing plans to provide a limited service mode during preemption per plan;
- installing an advance preemption time of 27 seconds for the Mountain View Avenue/Golden State Boulevard intersection traffic signals, which in addition to the

- minimum railroad warning time of 20 seconds and 6 additional seconds of clearance time, will provide a grand total railroad warning time of 53 seconds for the crossing;
- installing a “NO RIGHT TURN” (R3-1) blank-out sign activated only by the warning devices during preemption per plan;
 - removing signage, striping, pavement markings (RXR), and other markings where indicated per plan;
 - removing railroad limit line and installing new railroad limit line per plan;
 - installing a “STOP HERE ON RED” (R10-6) sign at the new railroad limit line on the east side of the tracks on both the shoulder and the median per plan;
 - installing a “DO NOT STOP ON TRACKS” (R8-8) sign on the east side of the tracks above both R10-6 signs and on the main pre-signal mast installed on the shoulder per plan;
 - installing a “NO RIGHT TURN ON RED” (R13A(CA)) sign on the main pre-signal mast and the small single mast pre-signal on the median on the east side of the tracks per plan;
 - installing a W10-11a (X FEET BETWEEN TRACKS & HIGHWAY) sign on the main pre-signal mast per plan;
 - installing “WAIT HERE” pavement markings on each of the three lanes just east of the railroad limit line per plan;
 - installing cross-hatching pavement markings from the railroad limit line, westward toward the tracks and to the Mountain View Avenue/Golden State Boulevard intersection per plan;
 - installing “KEEP CLEAR” pavement markings from the railroad limit line, westward toward the tracks and to the Mountain View Avenue/Golden State Boulevard intersection in addition to the cross-hatching pavement markings per plan;
 - installing new striping, new pavement markings (RXR), and other signage (not noted above) per plan.

The Commission’s Rail Crossings Engineering Section (RCES) staff has investigated the request by the County, and finds it adequately addresses compliance and safety. As the County and UPRR (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 County 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, 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
Safety and Enforcement Division

Cc: Ken Tom, Manager Special Projects, Industry & Engineering, UPRR
Bree Arnett, CPUC