

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



January 27, 2016

File Number: XREQ 2015120003

John Robertson, City Engineer  
City of Reedley, Engineering Division  
1733 9<sup>th</sup> Street  
Reedley, CA 93654

**Re: General Order 88-B Request for Authority to Alter the Reed Avenue Highway-Rail Crossing, CPUC Crossing No. 103BC-229.40 and DOT No. 756859R, in the City of Reedley, County of Fresno.**

Dear Mr. Robertson:

This refers to your letter received by us via email on December 17, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Reed Avenue highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) track in the City of Reedley (City), County of Fresno. SJVR/G&W operates trains on this track. UPRR owns the track but does not operate trains. The crossing is identified as CPUC Crossing No. 103BC-229.40 and DOT No. 756859R.

The crossing is located between the Reed Avenue/I Street and the Reed Avenue/North Avenue intersections. There are traffic signals located at the Reed Avenue/I Street intersection to the south of the track. The proposed alteration involves constructing a roundabout at the intersection of Reed Avenue and North Avenue approximately 173 feet north of the crossing, measuring from the center of the roundabout to the center of the track. The intersection of Reed Avenue/North Avenue is a STOP sign controlled with westbound traffic on North Avenue required to stop at this intersection and northbound traffic on North Avenue having to yield.

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

- Installing a roundabout with associated medians;
- Installing train-activated and City-owned-and-operated red flashing beacons consisting of two alternating red lights at the southbound and westbound traffic entrances to the roundabout ;
- Installing a white stop bar and a STOP HERE WHEN FLASHING (R8-10) sign 10 feet in advance of the red flashing beacons at both locations, ;
- Upgrading the incandescent lamps of the existing warning devices to light emitting diodes;
- Installing a total maximum preemption time of 38 seconds consisting of 15 seconds of advance preemption time (APT) (adding 8 seconds to the existing 7 seconds), 20 seconds of required minimum time, and 3 seconds of minimum clearance time as shown on the Texas

Department of Transportation Preemption Calculation Sheets attached to the City's request letter. A minimum track clearance green time of 30 seconds equaling 15 seconds APT plus 15 seconds should be used;

- Reconstructing the medians immediately north and south of the track;
- Installing Americans with Disabilities Act sidewalk improvements immediately adjacent to the track, including tactile strips detectable warning surfaces , and other areas farther north of the track;
- Installing train-activated NO RIGHT TURN (R3-1) blank out signs at the I Street/Reed Avenue intersection;
- Installing a driveway for property (north of track) noted on the plan to be determined through a site plan review process with input from SJVR/G&W;
- Installing a stop line in advance of both warning devices per plan according to the latest version of the California Manual on Uniform Traffic Control Devices (CAMUTCD);
- Installing passive signage (in addition to the R8-10 signs noted above), including SW60(CA), W10-1, W10-3L, and W10-3R signs according to the latest version of the CAMUTCD;
- Installing pavement markings RXR and YIELD per plan according to the latest version of the CAMUTCD;
- Installing striping; and
- Installing new pavement.

The Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by the City, and finds it adequately addresses compliance and safety. As the City, SJVR, G&W, and UPRR (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the City may proceed with the improvements as described in its request letter and attachments, and summarized above.

All Parties shall comply with all applicable rules, including other Commission General Orders and the latest version of the CAMUTCD. Temporary traffic controls or detour plans shall be in compliance with the latest version of the CAMUTCD and detour plans as agreed to by the Parties.

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, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>.

This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, SJVR/G&W should submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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

Sincerely,



Anton Garabetian, P. E.  
Program and Project Supervisor  
Rail Crossings and Engineering Branch  
Safety and Enforcement Division

**SENT VIA E-MAIL**

Cc: Joe W. Evans  
Chris Keckeisen  
John Mollart

