

## PUBLIC UTILITIES COMMISSION

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



August 22, 2016

File Number: XREQ 2016070004

David Cisneros  
Project Administrator  
City of Fresno  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, CA 93721

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter the Clinton Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 002-1000.70 and DOT No. 028577S, in the City of Fresno, County of Fresno.**

Dear Mr. Cisneros:

This refers to your letter received by us via email on July 12, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Clinton Avenue at-grade highway-rail crossing (crossing) of the BNSF Railway (BNSF) track in the City of Fresno (City), County of Fresno. The crossing is identified as CPUC Crossing No. 002-1000.70 and DOT No. 028577S.

The single track crossing is equipped with a Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device on both sides of the crossing. BNSF operates 37 freight trains per day at a maximum speed of 50 mph, and Amtrak operates 14 passenger trains per day at a maximum speed of 79 mph at the crossing. At the crossing, Clinton Avenue is a minor arterial roadway with an average daily traffic of 13,530 vehicles. The crossing westbound approach has two through lanes and one left turn lane, and the eastbound approach has two through lanes. This project is being done in conjunction with the Section 130 Program.

The proposed alterations to the crossing, as indicated in the City's request letter and/or shown on the plans, shall consist of work to be performed by the City and BNSF.

**Performed by the City:**

- Installing a raised concrete median on both sides of the crossing;
  - Approximately 125 feet to the East.
  - Approximately 250 feet to the west, including a left turn pocket.
- Reconstructing/repairing each sidewalk approach;
  - Approximately 80 feet in the southeast quadrant.
  - Approximately 40 feet in the southwest quadrant.
  - Approximately 50 feet in the northeast and northwest quadrants.
- Installing detectable warning (tactile strips) on all sidewalk approaches; and
- Reconstructing/repaving the roadway on both roadway approaches.
  - Approximately 150 feet to the east.
  - Approximately 275 feet to the west.

**Performed by BNSF:**

- Removing the existing warning devices;
- Installing one combination Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional lights over the roadway on a cantilevered arm) warning device, using a single combined mast, in the southwest quadrant. Placement shall be a minimum of 2 feet 3 inches from the back of the sidewalk;
- Installing one combination Commission Standard 9-A warning device in the northeast quadrant. Placement shall be a minimum of 2 feet 3 inches from the back of the sidewalk;
- Installing 96 feet of concrete panel surfacing; and
- Installing a railroad right-of-way gate and fencing in the southeast quadrant.

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 and BNSF (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 California Manual on Uniform Traffic Control Devices (CAMUTCD). Temporary traffic controls shall be in compliance with the latest version of 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].

BNSF must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

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/>.

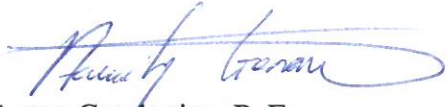
This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, BNSF 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 railroads to submit periodic crossing inventory updates a minimum of once every three years. The Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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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,

A handwritten signature in blue ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

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

**SENT VIA E-MAIL**

Cc: Andrew Benelli  
Taylor Smith  
Bree Arnett

