

PUBLIC UTILITIES COMMISSION

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



March 27, 2017

File Number: XREQ 2017020003
Greer Road
Unincorporated Stanislaus County

Shoaib Ahrary
Associate Civil Engineer
Stanislaus County Public Works
1716 Morgan Road
Modesto, CA 95358

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Geer Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 002-1083.80 and DOT No. 028732U, in the County of Stanislaus.

Dear Mr. Ahrary:

This refers to your letter dated February 14, 2017, received by us via email on February 16, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Geer Road at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) track in an unincorporated area of the County of Stanislaus (County). The crossing is identified as CPUC Crossing No. 002-1083.80 and DOT No. 028732U.

The crossing has one track and is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. At the crossing, BNSF operates 27 freight trains per day at a maximum speed of 70 mph and Amtrak operates 12 trains per day at a maximum speed of 79 mph. Geer Road is a minor, arterial roadway with an average daily vehicle traffic of 12,000 at the crossing. There is one lane in each direction approaching the crossing. The adjacent intersection north of the crossing at Geer Road and Santa Fe Avenue has 4-way "STOP" control signs.

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

- Installing traffic signals at the intersection of Geer Road and Santa Fe Avenue;
- Installing a pre-signal for northbound traffic across the crossing;
- Widening Geer Road at the crossing to allow for the addition of turn lanes and raised medians;
- Installing railroad advance preemption;
- Installing railroad circuitry (by railroad) for advance preemption;
- Removing existing Standard 9 warning devices;
- Installing a Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning device on the shoulder on the south side of the crossing;
- Installing Standard 9 warning devices on the shoulder and on the raised median on the north side of the crossing;

- Installing two raised medians on the north side and one raised median on the south side of the crossing;
- Installing a right turn only lane north of the track;
- Installing “WAIT HERE” and “KEEP CLEAR” pavement markings with associated cross-hatching, R10-6 “STOP HERE ON RED” signs, and a R10-11 “NO TURN ON RED” sign to provide better compliance with the pre-signal for northbound vehicles stopping at the stop line south of the track upon the presence of a red traffic signal; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including a R3-1 “NO RIGHT TURN ON RED” blank-out sign for eastbound traffic on Santa Fe Avenue attempting to turn right onto Geer Road when a train is approaching the crossing.

The Commission’s Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by the County, and finds it adequately addresses compliance and safety. As the County and BNSF (Parties) are in agreement as to the design and apportionment of the cost under the provisions of GO 88-B, the County may proceed with the improvements as described in its request letter and attachments, and summarized above. The County must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

BNSF must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 234.309.

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].

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 County 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.

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.

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 and Engineering Branch
Safety and Enforcement Division

SENT VIA E-MAIL

Cc: Taylor Smith, BNSF

