

PUBLIC UTILITIES COMMISSION

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



January 10, 2017

File Number: XREQ 2016120001

Mary Schroll
Sr. Manager of Industry and Public Projects
Union Pacific Railroad
10031 Foothills Boulevard
Roseville, CA 95747

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the McKinley Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 001B-202.50 and DOT No. 757321A, in the City of Fresno, Fresno County.

Dear Ms. Schroll:

This refers to your letter received by us via email on November 30, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the McKinley Avenue at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) tracks in the City of Fresno (City), Fresno County. The crossing is identified as CPUC Crossing No. 001B-202.50 and DOT No. 757321A.

The crossing has two tracks and is equipped with five Commission Standard No. 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR operates 20 freight trains per day at a maximum speed of 50 mph at the crossing. The crossing is an urban, principal arterial roadway with average daily vehicle traffic of 14,500. The crossing westbound approach has two through lanes and one dedicated left turn lane. The eastbound approach has two through lanes.

The proposed alterations for this project will be done in support of the California High-Speed Rail Authority's (CHSRA) high-speed rail project to improve safety at the crossing due to traffic being diverted to and across this crossing during the demolition of the existing and subsequent construction of the new Clinton Avenue overhead. The new Clinton Avenue overhead, as is the existing overhead, will be adjacent to the California Department of Transportation's (Caltrans) State Route (SR) 99/Clinton Avenue interchange. The placement of two new high-speed rail tracks requires the new Clinton Avenue overhead and the SR 99/Clinton Avenue interchange be moved to the west. Caltrans and CHSRA are working in conjunction with UPRR and the City for this detour project. The crossing overhead grade separation is currently being designed and construction is expected to begin on that phase in approximately 2 years as part of the California High Speed Rail Project. This GO 88-B request supersedes approval for XREQ2016060004, a prior GO 88-B request for this crossing.

The proposed alterations, as indicated in UPRR's request letter and/or shown on the plans, shall consist of work in two phases.

Phase A will include:

- Installing a pre-signal for westbound traffic across the crossing;
- Upgrading the traffic signals at the McKinley Avenue/Golden State Boulevard intersection to facilitate the pre-signal and other modifications;
- Installing a temporary additional left turn lane (Phase A only) from southbound Golden State Boulevard to eastbound McKinley Avenue;
- Installing a new crosswalk for the north leg of the McKinley Avenue/Golden State Boulevard intersection;
- Installing a pedestrian barricades in the northeast and southwest quadrants of the McKinley Avenue/Golden State Boulevard intersection;
- Installing new pedestrian ramps for the McKinley Avenue/Golden State Boulevard intersection;
- Installing a new crosswalk for the north leg of the McKinley Avenue/Weber Avenue intersection;
- Installing detectable warning strips in the northeast and northwest quadrants;
- Installing 20 seconds of railroad advance preemption for the crossing;
- Prohibiting westbound McKinley Avenue left turning traffic onto Golden State Boulevard according to Caltrans' Clinton Avenue Detour Traffic Handling plan and UPRR/City design plans;
- Upgrading the traffic signals for preemption at the adjacent McKinley Avenue/West Avenue intersection;
- Providing loop detection for eastbound traffic on McKinley Avenue to work with the upgraded traffic signals and preemption at the McKinley Avenue/West Avenue intersection;
- Adding a third track 20 feet east of the existing mainline #2 track (easternmost);
- Installing a wider and longer 8 inch high raised median east of the crossing;
- Relocating the existing, east median Standard No. 9 warning device to the new median east of the crossing and adding backlights and sidelights;
- Installing backlights to the Standard No. 9 warning device west of the crossing in the median;
- Rotating the existing Standard No. 9 warning device on the shoulder in the northeast quadrant in order to obtain proper clearances for the new third track;
- Prohibiting southbound Weber Avenue traffic at McKinley Avenue according to Caltrans' Clinton Avenue Detour Traffic Handling plan and UPRR/City design plans; and
- Installing signage, striping, pavement markings, and railroad stop lines as noted on the plans for Phase A.

Phase B will include:

- Modifying traffic signal operations, signing, and striping to accommodate the re-installation of westbound McKinley Avenue left turning traffic onto Golden State Boulevard; and
- Modifying traffic signal operations, signing, and striping to accommodate the re-opening of southbound Weber Avenue traffic.

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

UPRR 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].

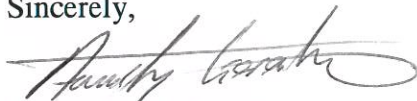
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence 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, UPRR 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, UPRR 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: Andrew Benelli
Garth Fernandez
Bruce Armistead

