

## PUBLIC UTILITIES COMMISSION

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



January 18, 2018

File Number: XREQ 2017120001

Randall Morrison  
Assistant Director, Department of Public Works  
City of Fresno  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, CA 93721-5648

**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. 002-1000.10 and DOT No. 028574W in the City of Fresno, Fresno County.**

Dear Mr. Morrison:

This refers to your letter received by us via email on December 4, 2017, 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 BNSF Railway (BNSF) track in the City of Fresno (City). The crossing is identified as CPUC Crossing No. 002-1000.10 and DOT No. 028574W.

McKinley Avenue has two eastbound through lanes, one eastbound left turn lane, and two westbound through lanes approaching a single track at the crossing. The crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. BNSF and AMTRAK operate 30 freight and 12 passenger trains per day at a maximum speed of 70 and 79 miles per hour respectively at the crossing. The average daily vehicle traffic is 20,000 at the crossing.

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

- Modifying the traffic signal system at the McKinley and Blackstone intersection by:
  - Providing advance preemption;
  - Providing adjustments to traffic signals for Blackstone Avenue traffic to work in conjunction with the railroad preemption settings for McKinley Avenue traffic;
  - Providing limited service operation during preemption;
  - Installing a no right turn (R3-1) active blank-out sign for the southbound Blackstone Avenue approach; and
  - Installing a no left turn (R3-2) active blank-out sign for the northbound Blackstone Avenue approach.
- Reconstructing the raised medians on both approaches;
- Reconstructing the sidewalk approaches to comply with Americans with Disabilities Act (ADA) requirements, and position the sidewalk approaches in the southwest and northeast quadrants behind the warning devices;
- Installing ADA compliant tactile strips (detectable warning) on all sidewalk approaches 1 foot in advance of the warning devices;



- Relocating the light pole in the northeast quadrant;
- Installing curb and gutter in all quadrants; and
- Installing California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings.

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

- Installing circuitry for advance preemption. This will include modifying railroad circuitry in the signal house at the McKinley Avenue crossing, and adjacent crossings if necessary;
- Removing existing warning devices;
- Installing one combo-type 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 on the shoulder in the northeast quadrant at a minimum clearance of four feet three inches from the face of the curb to the center of the warning device mast;
- Installing one combo-type Commission Standard 9-A warning on the shoulder in the southwest quadrant at a minimum clearance of four feet three inches from the face of the curb to the center of the warning device mast;
- Installing one Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device on the west side raised median at a minimum clearance of four feet three inches from the face of the curb to the center of the warning device mast;
- Installing one Commission Standard 9 warning device on the east side raised median at a minimum clearance of four feet three inches from the face of the curb to the center of the warning device mast;
- Installing one Commission Standard 8 (flashing light signal assembly) warning device in the northwest quadrant at a minimum clearance of two feet three inches north from the back of the sidewalk to the center of the warning device mast;
- Installing one Commission Standard 8 warning device in the southeast quadrant at a minimum clearance of two feet three inches south from the back of the sidewalk to the center of the warning device mast;
- Removing the existing signal house and installing a new signal house at the crossing; and
- Installing approximately 110 feet of concrete panel crossing surface.

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. The City 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 Commission General Orders and the latest version of the CAMUTCD as well as temporary traffic controls.

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, 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).

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

Cc: Taylor Smith, BNSF  
Andrew Benelli, City  
Bree Arnett, CPUC

