

## PUBLIC UTILITIES COMMISSION

300 Capitol Mall, Suite 400, Sacramento, CA 95814



May 21, 2025

File Number: XREQ 20250400006  
West McKinley Avenue  
City of Fresno, Fresno County

James A. Labanowski  
Supervising Transportation Engineer  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

**Re: General Order 88-B Request for Authority to Grade Separate the West McKinley Avenue  
Rail Crossing**

Dear James A. Labanowski:

This refers to your letter dated February 2025, received by us on April 14, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to grade separate the West McKinley Avenue at-grade rail crossing (crossing) of the Union Pacific Railroad (UPRR) tracks, in the City of Fresno (City), County of Fresno.

The at-grade crossing is identified as CPUC Crossing Number 001B-202.50 and DOT Number 757321A. The grade-separated crossing will be identified as CPUC Crossing Number 001B-202.50-A, 135S-188.99-A and DOT Number 972345D.

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by the California High-Speed Rail Authority (CHSRA). As the City, CHSRA and UPRR agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following alterations as described and specified in the request letter and its attachments are authorized:

- Construct a 402-foot roadway bridge consisting of four lanes and one 14-foot-wide sidewalk above the tracks.
- Construct pier protection on each side of the UPRR tracks.
- Realign N. Golden State Boulevard to the west.
- Reconfigure N. Weber Avenue as a continuous roadway to the east of UPRR's right of way.
- Install two CHSRA tracks west of the UPRR tracks.
- Install a continuous Access Restricted (AR) fence or barrier. The AR fence will be 8 foot high and consist of welded wire mesh.

CHSRA is requesting a deviation from GO 26-D for a temporary vertical clearance of 21 feet 6 inches above UPRR track during construction. GO 26-D, Section 2.1 requires a minimum vertical clearance of 22 feet 6 inches from the top of the rail to the bottom of the overhead structure.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, CHSRA is granted a temporary deviation from GO 26-D, Section 2.1 for a temporary vertical clearance of not less than 21 feet 6 inches from the top of rail, during the construction period for the structure. The project proposes a minimum permanent vertical clearance of 28 feet 4 inches from the top of rail and a

permanent horizontal clearance of 10 feet 8 inches from the centerline of the nearest track to the pier/abutment. All proposed permanent clearances comply with minimum clearance requirements specified in Commission GO 26-D.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

1. CHSRA shall notify UPRR and the Commission's Rail Safety Division – Rail Operations Safety Branch (ROSB) and RCEB at least 15 days but not more than 30 days in advance of the date when CHSRA will create the temporary reduced vertical clearance. For the Commission, this notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).
2. UPRR shall issue instructions to all individuals responsible for operation of trains over these tracks of the temporary reduced vertical clearance of 21 feet 6 inches, and shall submit the instructions in advance of the date when CHSRA will create the temporary reduced vertical clearance to ROSB and RCEB. This notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

Temporary traffic control shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This authorization shall expire if the full scope of alterations is not complete within five years of the date of this letter. CHSRA may request a time extension at least 30 days prior to the expiration date. The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21080.13]

The following requirements pertain to this authorization:

- The at-grade crossing shall be eliminated by removing all pavement approaches, crossing surface, railroad signal equipment, traffic control devices and railroad warning devices upon the completion of grade-separated crossing.
- Within 30 days after the authorized scope of alterations is complete, CHSRA shall notify RCEB of the alterations by submitting a Form G to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov). Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- UPRR shall electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA per 49 C.F.R. § 234.411(c).

If you have any questions, please contact Pablo Vargas at (916) 532-8807 or [pablo.vargas@cpuc.ca.gov](mailto:pablo.vargas@cpuc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bond". The signature is fluid and cursive, with the first name "Matthew" and the last name "Bond" clearly distinguishable.

Matthew Bond, PE, TE  
Program and Project Supervisor  
Rail Crossings and Engineering Branch  
Rail Safety Division

cc: Scott Mozier, City of Fresno  
Amber Stoffels, UPRR