

PUBLIC UTILITIES COMMISSION

300 Capitol Mall, Suite 400, Sacramento, CA 95814



May 21, 2025

File Number: XREQ 20250500001

Shaw 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 Shaw Avenue Rail Crossing

Dear James A. Labanowski:

This refers to your letter dated April 17, 2025, received by us on April 17, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to grade separate the Shaw 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-198.50 and DOT Number 757316D. The crossing is an east-west, five-lane roadway that consists of two tracks. The crossing is equipped with one curb-mounted 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, two curb-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) warning devices, one median-mounted Commission Standard 9 warning device, and one median-mounted Commission Standard 8 (Flashing Light Signal Assembly) warning device.

The grade-separated crossing will be identified as CPUC Crossing Number 001B-198.50-A, 135S-184.97-A and DOT Number 972523M. The temporary detour road at-grade crossing will be identified as CPUC Crossing Number 001B-198.49 and DOT Number 975366G.

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 temporary at-grade crossing north of the existing Shaw Avenue crossing:

- Remove one Commission Standard 9-A warning device in the northeast quadrant, three Commission Standard 9 warning devices in the northeast and southwest quadrants, and one Commission Standard 8 warning device in the southwest quadrant.
- Install two Commission Standard 9-A warning devices in the northeast and southwest quadrants, and one Commission Standard 8 warning device in the northwest quadrant.
- Construct Americans with Disabilities Act-compliant sidewalk on northwest and northeast quadrants of the crossing.

- Install temporary construction barriers on the northwest and northeast quadrants of the crossing.
- Construct non-mountable medians on the crossing approaches.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD)-compliant signage and pavement markings.

Eliminate UPRR's at-grade highway-rail crossing at Shaw Avenue:

- Construct a 457-foot roadway bridge consisting of six lanes, two 7-foot-wide bike lanes, and two 10-foot-wide sidewalks above the tracks.
- Construct pier protection on each side of the UPRR tracks.
- Realign N. Golden State Boulevard to the west.
- Install two CHSRA tracks southwest 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.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

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 26 feet 1 inch from the top of rail and a permanent horizontal clearance of 10 feet 8 inches from the centerline of the nearest track to the overhead catenary system pole. 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.
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.

Temporary traffic controls 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 six 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 crossing configuration and operational characteristics at each stage during construction shall be altered as described and specified in the request letter and the staging plan attachments.
- 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. Form G requirements and forms are available on the CPUC web site at <http://www.cpus.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.

Sincerely,



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