

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



February 29, 2012

File Number: G.12-02-007
West Bardsley Avenue (AV 224)
City of Tulare, County of Tulare

Michael Whitlock
City Engineer
City of Tulare
411 East Kern Avenue
Tulare, CA 93274

Re: General Order 88-B Request for Authority to Alter the West Bardsley Avenue (AV 224) Highway-Rail Crossing, CPUC Crossing No. 001B-250.70, DOT No. 756982P in the City of Tulare, Tulare County

Dear Mr. Whitlock:

This refers to your letter dated January 10, 2012 (received February 3, 2012) requesting authorization, pursuant to Commission General Order (GO) 88-B to grade-separate the existing at-grade highway-rail crossing of the Union Pacific Rail Road (UPRR) Fresno Subdivision railroad tracks and West Bardsley Avenue in the City of Tulare (City), Tulare County. The crossing is identified as CPUC Crossing No. 001B-250.70, DOT No. 756982P.

The single track crossing is currently equipped with two curb mounted Commission Standard 9-A (flashing light signal assembly with automatic gate and additional flashing light signals over the roadway on a cantilevered arm) warning devices, advance warning pavement markings and signage. West Bardsley Avenue is a two-lane road running east/west with one lane in each direction and a bike lane on the north side of the street. UPRR currently runs approximately 21 freight trains per day on this track.

The City proposes the following alterations to the West Bardsley Avenue crossing:

- Construct a grade-separated underpass bridge structure with a minimum vertical clearance of 17 feet 6 inches and 9 feet horizontally from the centerline of track to the bridge barrier; and
- Construct the public roadway under the UPRR tracks as a four lane roadway with shoulders, a 14 inch raised center median and two 8-foot wide sidewalks.

During construction West Bardsley Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices. The traffic detour will be to the adjacent at-grade crossing of Inyo Avenue. As part of the project, City requires

construction of a temporary shoofly for the one UPRR main line track and a temporary at-grade crossing to allow contractors access across the UPRR track. Protective fencing will be included to keep construction equipment and personnel out of unauthorized areas and UPRR will provide flagging services to warn contractors of approaching trains during the construction of this project. Railroad traffic will be shifted to the shoofly track while the existing track is removed and the elevated railroad bridge structure is constructed in stages. The temporary shoofly track will then be removed upon completion of the grade separated track structure and the main track being installed over the bridge.

The Commission's Rail Crossings Engineering Section (RCES) investigated the City's request, and finds it adequately addresses compliance and safety. As the City and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request letter dated January 10, 2012 and summarized above are authorized.

The following requirements pertain to this authorization:

- The new completed grade separation structure will be identified as CPUC Crossing No. 001B-250.70-B, DOT No. 440704X, and
- The City shall block access at the former at-grade crossing to all vehicular and pedestrian traffic during construction, and the public shall be appropriately directed to the nearby existing authorized crossing location.

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

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. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after the new structure is opened to traffic and the at-grade crossing is removed from service, UPRR shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, UPRR should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the closure of the at-grade crossing and retirement of that DOT number, and the construction of the grade separation and assignment of the new DOT

number of 440704X. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov .

If you have any questions, please contact Sergio Licon at (213) 576-7085 or sal@cpuc.ca.gov .

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

Daren Gilbert, Manager
Rail Transit & Crossings Branch
Consumer Protection and Safety Division

- C: Jean Rousseau, County Administrative Office, Tulare County, 2800 W. Burrel Ave, Visalia, CA 93291
Randy L. Perry, General Manager, SJVR, 221 North F Street, P.O. Box 937, Exeter, CA 93221
Ken Tom, Industry & Public Projects, UPRR, 2015 South Willow Street, Bloomington, CA 92316