

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
LOS ANGELES, CA 90013



October 21, 2014

File Number: XREQ2014020001
McFarland Pedestrian Overhead
City of McFarland, Kern County

Maria L. Toles
District Railroad Coordinator
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the McFarland Overhead Bridge Grade-Separated Pedestrian Rail Crossing, Identified as CPUC Crossing Number 001B-287.00-AD and DOT Number 756959V, in the City of McFarland, Kern County.

Dear Ms. Toles:

This refers to your letter dated February 20, 2014, requesting authorization, pursuant to the California Public Utilities Commission (CPUC / Commission) General Order (GO) 88-B, to modify the grade-separated McFarland Overhead Bridge and the Union Pacific Railroad Company (UPRR) Fresno Subdivision track pedestrian rail crossing (crossing), in the City of McFarland (City), Kern County. The crossing is identified as CPUC Crossing Number 001B-287.00-AD and DOT Number 756959V. Following completion of modifications, the crossing shall be identified as CPUC Number 001B-287.04-AD and DOT Number 440997D.

The existing crossing is eight foot wide spanning east/west, approximately 460 feet over the railroad tracks. The California Department of Transportation (Caltrans) proposes to replace the crossing with a longer structure that will provide for a gentler slope on the ramp, in compliance with Americans with Disabilities Act (ADA) standards. Switch backs are proposed at both ends of the crossing to reduce the footprint of the structure, as well as to decrease the existing on ramp slope from 15% to ADA requirement of less than 8.33%. The new crossing will be located approximately 200 feet south of the existing structure.

Caltrans requests temporary vertical crossing clearance of 21 feet 6 inches during construction. Accordingly, Caltrans requests a temporary deviation from the vertical clearance requirements of GO 26-D. The permanent vertical clearance will be 23 feet 4 inches, exceeding Commission GO 26-D vertical clearance requirement.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request filed by Caltrans and finds it adequately addresses compliance and safety. As Caltrans, 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 February 20, 2014, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. All parties shall comply with all applicable rules, including Commission GO's, ADA, and CA MUTCD.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, Caltrans is granted a temporary deviation from Commission GO 26-D, Section 2.1 during construction, and is authorized for a temporary overhead clearance of not less than 21 feet 6 inches above the top of the highest rail to the lowest of point on the overhead structure and false work.

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

1. Caltrans shall notify UPRR and the Los Angeles office of the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and RCEB at least 15 days but not more than 30 days in advance of the date when Caltrans 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 regarding the temporary reduced vertical clearance of 21 feet 6 inches, and shall submit the instructions in advance to the Los Angeles office of ROSB and RCEB. This notification may be submitted electronically to rceb@cpuc.ca.gov.

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 RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

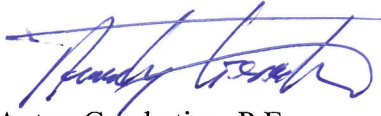
Within 30 days after completion of this project, Caltrans shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, UPRR shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

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If you have any questions, please contact Oliver Garcia at 213-576-7077 or ogl@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anton Garabetian".

Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**
Denny Y. Fong, Caltrans
Kyle D. Nodgaard, UPRR
John Wooner, City of McFarland

