

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



February 14, 2017

File Number: XREQ 2017010004
North Goshen Overhead (SR 99)
Unincorporated Tulare County

Michelle Hernandez
Associate Right of Way Agent
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 State Route 99 North Goshen Overhead Grade-Separated Highway-Rail Crossing, Identified as CPUC Crossing No. 103BD-240.20-A and DOT No. 750802U, in Unincorporated Tulare County.

Dear Ms. Hernandez:

This refers to your letter dated January 25, 2017, received by us on January 27, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the grade-separated State Route (SR) 99 North Goshen Overhead crossing (crossing) over the San Joaquin Valley Railroad (SJVR) Hanford Subdivision tracks, in unincorporated Tulare County. SJVR operates approximately two trains per day at a maximum speed of 10 mph on this track. The Union Pacific Railroad Company (UPRR) owns the right-of-way. The crossing is identified as CPUC Crossing No. 103BD-240.20-A and DOT No. 750802U.

The crossing consists of the North Goshen Overhead roadway bridge which crosses over one railroad track operated by SJVR. Modifications to the crossing are part of the California Department of Transportation (Caltrans) joint project with the Tulare County Association of Governments (TCAG) to reconstruct the Betty Drive Interchange on State Route 99 in the community of Goshen. The bridge structure will be widened to accommodate two additional vehicle lanes.

Caltrans proposes the following modifications to the crossing per plans:

- Widen the roadway bridge by approximately 19 feet on the west side and 14 feet on the east side, at the centerline of the track. This will require installation of additional structural columns which will have a minimum horizontal clearance of 15 feet from track centerline, consistent with the existing columns.
- Construct new crash walls along the bents on each side of the track. The proposed reinforced walls will be six inches thick and have a minimum horizontal clearance of 14 feet, 2 inches from the track centerline.

The project proposes a temporary impaired vertical clearance of 21 feet 6 inches during construction and a permanent vertical clearance of 22 feet 10 inches. Both SJVR and UPRR are in agreement with the temporary impaired vertical clearance.

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, SJVR, 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 dated January 25, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and California Manual on Uniform Traffic Control Devices (CA MUTCD).

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, Caltrans is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized 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 falsework, during the construction period of the crossing.

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

1. Caltrans shall notify SJVR 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 the temporary reduced vertical clearance is created. For the Commission, this notification may be submitted electronically to rceb@cpuc.ca.gov.
2. SJVR 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 to the Los Angeles office of ROSB and RCEB in advance of the date when the temporary reduced vertical clearance is created. This notification may be submitted electronically to rceb@cpuc.ca.gov.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by Caltrans.

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.

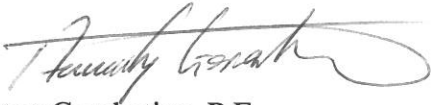
Within 30 days after completion of this project, Caltrans shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be

obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SJVR 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.

If you have any questions, please contact Oliver Garcia at (213) 576-7077 or og1@cpuc.ca.gov.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Denny Fong, Caltrans
John Mollart, SJVR
Daniel Moreno, UPRR

