

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



September 15, 2017

File Number: XREQ 2017080010
E. Church Avenue
City of Fresno, Fresno County

Bruce W. Armistead
Director of Operations and Maintenance
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: General Order 88-B Request for Authority to Alter the E. Church Avenue Crossing, CPUC Crossing No. 001B-207.20 and DOT No. 757389N, in the City of Fresno, Fresno County.

Dear Mr. Armistead:

This refers to your letter received by us via email on August 22, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the E. Church Avenue at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) Fresno Subdivision tracks in the City of Fresno (City), Fresno County. The crossing is identified as CPUC Crossing No. 001B-207.20 and DOT Crossing No. 757389N.

The California High Speed Rail Authority (CHSRA) proposes to eliminate the crossing and replace it with a grade-separated (overhead) crossing over UPRR's two mainline tracks and CHSRA's two proposed tracks. The two CHSRA tracks will be located in CHSRA's Jensen Trench. The UPRR tracks will remain in their present location. The Jensen Trench will run generally parallel and west of the UPRR tracks. The overhead crossing will be located at the northerly limit of the Jensen Trench, along the existing alignment of E. Church Avenue. The

overhead roadway will consist of two 12 foot vehicle lanes, a 6 foot bike lane, and a concrete edge barrier with chain link fencing for each direction of traffic. Additionally, there will be an 8 foot sidewalk on the south side of the bridge and an 8 inch high center median that will vary in width from 14 feet to 3 feet to accommodate a westbound left turn lane.

The new crossing will be identified as CPUC Crossing No. 001B-207.20-A for UPRR and 135S-193.63-A for CHSRA tracks. . The crossing will be identified as DOT Crossing No. 972346K, shared by both sets of UPRR and CHSRA tracks.

The alterations, as indicated in the CHSRA's request letter and/or shown on the plans, consist of:

- Eliminating UPRR's at-grade highway-rail crossing at E. Church Avenue;
- Constructing CHSRA's Jensen Trench at the crossing area;
- Installing two CHSRA tracks within the Jensen Trench at the crossing area; and

- Constructing the new E. Church Avenue Overhead over the CHSRA tracks and the UPRR tracks.

The overhead shall meet the vertical and horizontal clearance requirements of the Commission's GO 26-D, and the minimum vertical and horizontal clearance requirements per plans for the CHSRA and UPRR tracks.

During construction, CHSRA is requesting a temporary minimum vertical construction clearance of 21 feet–6 inches. 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 and is authorized a temporary vertical clearance of not less than 21 feet-6 inches from the top of rail, during construction of the structure. UPRR provided concurrence to the proposed modification and impaired temporary vertical clearance during construction.

The following requirements pertain to this authorization:

1. CHSRA shall notify UPRR and the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and Rail Crossings and Engineering Branch (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 submit the instructions in advance of the date when CHSRA will create the temporary reduced vertical clearance to the office of ROSB and RCEB. This notification may be submitted electronically to rceb@cpuc.ca.gov.
3. The existing at-grade highway-rail crossing shall be closed and all warning devices and signage shall be removed once the new grade separated crossing is constructed and traffic is routed onto the complete grade separated crossing.

This crossing project is part of Construction Package 1 (CP1) of the California High-Speed Train (CHST) Project involving the Fresno to Bakersfield Section of the CHST Project. CHSRA has prepared and filed a Final Environmental Impact Report/Environmental Impact Statement, with findings of significant impact, for the overall Fresno to Bakersfield Section of the CHST Project. The overall Fresno to Bakersfield Section of the CHST Project, of which this project is a part, is not exempt from the requirements of the California Environment Quality Act (CEQA) of 1970, as amended [California Public Resources Code § 21084]; however, as this particular crossing project involves eliminating an existing at-grade crossing and replacing it with a grade-separated crossing, 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 RCEB staff has investigated the request by CHSRA, and finds it adequately addresses compliance and safety. As the City, UPRR, and CHSRA (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, CHSRA may

proceed with the improvements as described in its request letter and attachments, and summarized above.

All Parties shall comply with all applicable rules, including other Commission General Orders and the latest version of the California Manual on Uniform Traffic Control Devices (CAMUTCD). Temporary traffic controls shall be in compliance with the latest version of the CAMUTCD and detour plans as agreed to by the Parties.

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. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

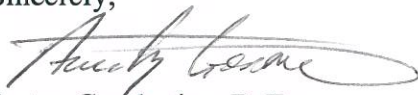
Within 30 days after completion of this project, the CHSRA shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>.

This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, CHSRA must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at mlk@cpuc.ca.gov.

Sincerely,



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

Cc: Andrew Benelli, City
Mary Schroll, UPRR

