

PUBLIC UTILITIES COMMISSION

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



April 17, 2018

File Number: XREQ 2018030010
Tulare Street
City of Fresno, County of Fresno

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 Tulare Street Crossing, CPUC Crossing No. 001B-205.50 and DOT No. 757330Y, in the City of Fresno, County of Fresno.

Dear Mr. Armistead:

This refers to your letter received by us via email on March 8, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Tulare Street at-grade highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) tracks in the City of Fresno (City), County of Fresno. The crossing is identified as CPUC Crossing No. 001B-205.50 and DOT Crossing No. 757330Y.

The California High Speed Rail Authority (CHSRA) proposes to replace the crossing with two new underpass grade separation bridges across the existing alignment of Tulare Street for the CHSRA and UPRR tracks. The underpass grade separations will allow the existing and proposed tracks to remain at-grade, while the roadway profile is aligned below the tracks. The space between the two bridges will be 22 feet 1 inch. A proposed shoofly (detour tracks) will maintain UPRR and San Joaquin Valley Railroad (SJVR) rail service during construction of the UPRR bridge. SJVR operates on the UPRR tracks.

The roadway under the bridges will consist of the following for each direction of traffic: one 11 foot lane, a 5 foot shoulder, and an 11 foot sidewalk with railing. From southwest to northeast, Tulare Street will pass below G Street, CHSRA tracks, and UPRR tracks.

The new crossing will be identified for the UPRR tracks as CPUC Crossing No. 001B-205.50-B and DOT No. 972520S, and for the CHSRA tracks, CPUC Crossing No. 135S-192.03-B and DOT No. 968521S.

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

- Eliminating the UPRR at-grade highway-rail crossing at Tulare Street;
- Constructing a bridge to carry two UPRR mainline tracks and one future track;

- Constructing a bridge to carry four CHSRA high-speed rail tracks (two of them mainline tracks);
- Constructing below the two bridges, a new Tulare Street roadway, shoulder and sidewalk; and
- Constructing a shoofly (detour) track to maintain UPRR and SJVR rail service during construction of the UPRR bridge.

The underpass grade separations 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. CHSRA indicates in its GO 88-B request that there are no temporary clearances required during construction.

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 two underpass grade separations, 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.

Bruce Armistead
XREQ 2018030010
April 17, 2018
Page 3 of 3

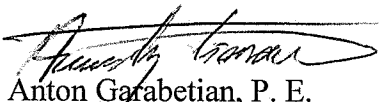
Within 30 days after completion of this project, the CHSRA shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>.

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

