

PUBLIC UTILITIES COMMISSION

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



July 11, 2018

File Number: XREQ 2018060003
Road 27
County of Madera

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 Road 27 Crossing, CPUC Crossing No. 002-1022.50 and DOT No. 028619B, in an Unincorporated Area of Madera County.

Dear Mr. Armistead:

This refers to your letter received by us via email on May 31, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Road 27 at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) track in an unincorporated area of Madera County (County). The crossing is identified as CPUC Crossing No. 002-1022.50 and DOT Crossing No. 028619B.

The California High Speed Rail Authority (CHSRA) proposes to eliminate the crossing and replace it with a grade-separated (overhead) crossing over BNSF's mainline track and CHSRA's two proposed tracks. The two CHSRA tracks will be located generally parallel and westerly to the BNSF track, aligned in a northwest-southeast direction. The overhead roadway will be a multi-span bridge that will consist of two 12 foot wide vehicle lanes, one 8 foot wide shoulder, one 3 foot wide shoulder, and one 5 foot wide sidewalk on the east side of the roadway.

The new crossing will be identified as CPUC Crossing No. 002-1022.50-A for the BNSF track and 135S-167.69-A for the CHSRA tracks. The crossing will be identified as DOT Crossing No. 968517C, shared by the BNSF and CHSRA tracks.

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

- Eliminating BNSF's at-grade highway-rail crossing at Road 27;
- Constructing the new Road 27 Overhead over the BNSF and CHSRA tracks;
- Installing two CHSRA tracks westerly of the BNSF track, aligned in a northwest-southeast direction; and
- Installing a continuous Access Restricted (AR) fence or barrier. The AR fence will be 8 foot high and consist of welded wire mesh.

The overhead shall meet the vertical and horizontal clearance requirements of the Commission's GO 26-D and the CHSRA. CHSRA states in its GO 88-B request that there are no temporary horizontal or vertical clearances required during construction.

This crossing project is part of the California High-Speed Train (CHST) Project Construction Package 1 (CP1) involving the Merced to Fresno Section. CHSRA has prepared and filed a Final Environmental Impact Report/Environmental Impact Statement, with findings of significant impact, for the overall Merced to Fresno Section of the CHST Project, of which this project is a part, which 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 County, BNSF, 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.

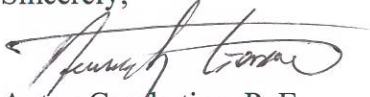
This authorization shall expire if the above conditions are not complied with or if the work is not completed within six years of the date of this letter. The County, BNSF, and CHSRA are in agreement with the six-year authorization in which to complete construction of the proposed improvements. Upon 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,

A handwritten signature in black ink, appearing to read "Anton Garabetian". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

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

Cc: Ahmad Alkhayyat, County
Taylor Smith, BNSF

