

PUBLIC UTILITIES COMMISSION

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



November 27, 2018

File Number: XREQ 2018100002
E. Nebraska Avenue
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 E. Nebraska Avenue Crossing, CPUC Crossing No. 002-985.20 and DOT No. 028449J, in Unincorporated Fresno County.

Dear Mr. Armistead:

This refers to your letter received by us via email on October 17, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the E. Nebraska Avenue at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) track in unincorporated Fresno County (County). The crossing is identified as CPUC Crossing No. 002-985.20 and DOT Crossing No. 028449J.

The California High-Speed Rail Authority (CHSRA) proposes to grade separate the crossing with an overhead roadway over one BNSF mainline track and one additional new track (noted as BNSF MONM on plans) and two CHSRA proposed tracks. The existing BNSF mainline track will be realigned to the east and the new BNSF MONM track will be installed to the east of the BNSF mainline track. The CHSRA tracks will be located generally parallel and west of the BNSF tracks. The overhead roadway will be a multi-span bridge that will consist of two 12 foot wide vehicle lanes and two 8 foot wide shoulders.

The new crossing will be identified as CPUC Crossing Numbers 002-985.23-A for the BNSF tracks and 135S-204.60-A for the CHSRA tracks and DOT Crossing No. 973165J, shared by both 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 E. Nebraska Avenue;
- Realigning the existing BNSF mainline track to the east;
- Installing a new BNSF track (noted as BNSF MONM on plans) to the east of the BNSF mainline track
- Constructing the new E. Nebraska Avenue overhead roadway over the BNSF and CHSRA tracks consisting of two twelve foot travel lanes and two eight foot wide shoulders;

- Installing two CHSRA tracks west of the BNSF tracks; 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 roadway meets the vertical and horizontal clearance requirements of the Commission's GO 26-D. CHSRA states in its GO 88-B request that there are no temporary clearances required during construction.

This crossing project is part of the California High-Speed Train (CHST) Project Construction Package 2-3 (CP2-3) involving the Fresno to Bakersfield Section. 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, 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 Commission's Rail Crossings and Engineering Branch (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 Parties 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.

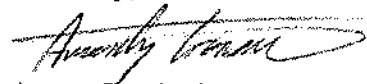
Within 30 days after completion of this project, the CHSRA shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted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

Bruce Armistead
XREQ 2018100002
November 27, 2018
Page 3 of 3

At the conclusion of the project, CHSRA should 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: Mohammad H. Alimi, County
Taylor Smith, BNSF

