

PUBLIC UTILITIES COMMISSION

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



August 12, 2019

File Number: XREQ 2018120023
Fresno Street
City 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 Fresno Street Underpass Crossing, CPUC Crossing No. 001B-205.40-B and DOT No. 757329E, in the City of Fresno.

Dear Mr. Armistead:

This refers to your letter received by us via email on December 18, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Fresno Street grade-separated underpass highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) tracks in the City of Fresno (City). The crossing is identified as CPUC Crossing No. 001B-205.40-B and DOT Crossing No. 757329E.

The California High Speed Rail Authority (CHSRA) proposes to alter the double track crossing by constructing four CHSRA tracks on a new bridge west of the UPRR bridge. CHSRA will construct a new UPRR service bridge approximately 39 feet east of the CHSRA bridge and west of and adjacent to the existing UPRR bridge. The proposed Fresno Street underpass will have a new profile (vertical alignment), resulting in modifications to local streets near the crossing area. From west to east, Fresno Street will travel below the proposed G Street bridge, CHSRA tracks, UPRR service bridge, and UPRR tracks. The Fresno Street will consist of two travel lanes, a median/barrier, five-foot bike lane, and eleven-foot sidewalk.

The existing crossing with its two UPRR tracks will continue to be identified as CPUC Crossing No. 001B-205.40-B and DOT No. 757329E. The new grade separated Fresno Street CHSRA crossing will be identified as 135S-191.85-B and DOT No. 968520K.

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

- Constructing a bridge with four high-speed rail tracks;
- Constructing a UPRR service bridge and new abutments to the west of the existing UPRR bridge;
- Providing a new profile (vertical alignment) for Fresno Street; and
- Installing a continuous Access Restricted (AR) fence or barrier. The AR fence will be 8 foot high and consist of welded wire mesh.

On February 13, 2019, CHSRA submitted a GO 26-D variance request letter to Commission's Rail Crossings and Engineering Branch (RCEB). GO 26-D, Section 12.1 requires a minimum vertical clearance of 15 feet from roadway to track structure. CHSRA proposes a vertical clearance of 14 feet and 9 inches for the UPRR tracks and 14 feet and 10 inches for the CHSRA tracks. On August 1, 2019, the Commission approved the variance request through SX-132 Resolution.

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, that 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 modifying an existing grade-separated crossing as noted herein, 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) agree 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 summarized above.

All Parties shall comply with all applicable rules, including Commission General Orders, except GO 26-D, Section 12.1 vertical clearance requirement approved by the Commission through SX-132 Resolution, 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.

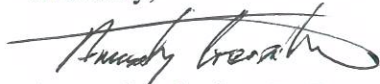
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence 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, 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 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,

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

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

Cc: Andrew Benelli, City
Mary Schroll, UPRR

