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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

A1510007

Application of the California High-Speed Rail Authority to construct proposed high-speed tracks and underpass grade separation at Raymond Road (MP 169.79) within the County of Madera, California.

Application No. _____

APPLICATION

The California High-Speed Rail Authority (CHSRA or Applicant) hereby respectfully requests authority from the California Public Utilities Commission (CPUC or Commission) to construct proposed tracks and a highway-rail underpass grade separation in the County of Madera at Raymond Road, which is part of the proposed California High-Speed Train System (CHSTS).

In support of this application the Applicant asserts that:

1. The Applicant's exact legal name is California High-Speed Rail Authority and CHSRA is a public agency formed pursuant to the California High-Speed Rail Act (California Public Utilities Code § 185000 *et seq.*).
2. Applicant's principal place of business is California High-Speed Rail Authority, 770 L Street, Suite 620; Sacramento, CA 95814. The main telephone number is (916) 324-1541.
3. All correspondence, communication, notices, orders and other papers relative to this application should be addressed to: Bruce W. Armistead, Director of Operations and Maintenance, at the above address and at the following e-mail address: Bruce.Armistead@hsr.ca.gov. Mr. Armistead is an employee of CHSRA and Applicant's authorized agent.

4. The proposed underpass at Raymond Road is a part of the California High-Speed Train Project Construction Package 1 (CP1 Project), which is the first construction package of the CHSTS. CHSRA is working cooperatively with the stakeholders--government agencies and railroads--along the corridor.

The CP1 Project limits begin in Madera County in the north and extend south through the City of Fresno, into unincorporated Fresno County. The CP1 Project length is approximately thirty miles and consists of two CHSTS mainline tracks, generally aligned in a north-south direction.

Grade separations allow for safe and simultaneous movement of highway and rail modes of travel. With that consideration, the proposed highway-rail and rail-rail crossings of the CP1 Project include nineteen (19) new grade separations, modification of thirteen (13) existing at-grade crossings to grade separations, and modification of six (6) existing grade separations. Eight (8) existing at-grade crossings and one (1) grade separated crossing are proposed to be closed. No new at-grade crossings are proposed for the CP1 Project.

For the protection of the general public and the CHSTS passengers, the CHSTS will be a closed corridor. Unauthorized access to CHSRA right-of-way will be protected with the use of a continuous Access Restricted (AR) fence or barrier. The typical AR barrier consists of a seven foot (7 ft) chain link fence topped with one foot (1 ft) of barbed wire, for a total height of eight feet (8 ft). Where warranted by site conditions, walls or walls topped with barbed wire will be used. In addition to the AR barrier, intrusion monitoring and detection is proposed. CHSRA will employ security services to enforce right-of-way access restrictions.

The overhead contact system, which will supply energy to the rail vehicles, is consistent with the requirements of General Orders 26-D, 95, 128 and 176.

5. This application and relief sought herein is filed pursuant to Sections 1201 through 1205, inclusive, of the Public Utilities Code and in accordance with Rules 3.7 and 3.9 of the Commission's Rules of Practice and Procedure.
6. The CHSRA, in cooperation with the County of Madera, proposes to construct two CHSTS mainline tracks and an underpass grade separation structure at

Raymond Road located in Madera County. The existing roadway will remain at-grade and the proposed mainline tracks will be constructed above-grade on the Fresno River Viaduct structure.

The proposed crossing is located approximately 100' west of an existing BNSF at-grade crossing (CPUC No. 002-1020.40; DOT No. 028618U). The existing crossing will be protected in-place and will not be modified by or because of this project.

7. At the proposed crossing, the CHSTS mile post is 169.79 along its Sierra Subdivision, the proposed CPUC crossing number is 135S-169.79-B, and the proposed DOT crossing number is 968496L.
8. The legal description for the location of the proposed CHSTS grade separation (Rule 3.7(a)) is provided in Exhibit A, attached hereto and made a part hereof. Please note: the exhibit accurately depicts the final location of the proposed grade separation; the preliminary stamp on the sheet refers to other aspects of the project coordination, not the crossing location.
9. The crossing identification numbers of the nearest existing public crossings on each side of the proposed crossing (Rule 3.7(b)) are as follows:

Along the CP1 Project alignment the nearest existing crossing to the north is at Road 27 and the BNSF's Stockton Subdivision mainline track in the County of Madera, with CPUC No. 002-1022.50 and DOT No. 028619B.

The nearest crossing to the south is at State Route 145 (Yosemite Ave) and the BNSF's Stockton Subdivision mainline track in the County of Madera, with CPUC No. 002-1020.20-B and DOT No. 028617M.

10. CP1 Project design drawings showing the general vicinity (Rule 3.7 (e)), proposed horizontal and vertical alignment for the two CHSTS tracks (Rule 3.7 (f) and 3.9 (c)), roadway plan (Rule 3.7 (d)), and structure design drawings (Rule 3.7 (d)) are provided in Exhibit B, attached hereto and made a part hereof. A profile for Raymond Rd (Rule 3.7 (f)) is not included since the road will remain in place without modification.

As shown on the design drawings and as summarized in the following table, the minimum permanent clearances exceed the clearances required by

General Order 26-D. A temporary clearance exception is requested for the thirteen foot (13 ft) vertical clearance necessary during construction when falsework is in place. High-profile vehicles will be detoured around the construction zone when the falsework is in place.

Raymond Rd Underpass	Minimum Vertical	Minimum Horizontal
Permanent Roadway Clearances	16' 1"	>25' (36.3' from centerline of road to northerly abutment)
Temporary Roadway Clearances	13' 0"	15' from centerline of road to face of falsework.
Permanent Track Clearances	N/A	≥10' from centerline of track to face of OCS pole

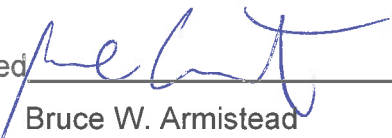
11. In support of the proposed underpass grade separation at Raymond Road, a letter of concurrence from the County of Madera and the agreement between the CHSRA and Madera County (Rule 3.9 (a)) are provided in Exhibit C, attached hereto and made a part hereof.
12. The CHSRA, as the lead agency under the provisions of the California Environmental Quality Act (CEQA), prepared the Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS) for the Merced to Fresno Section of the California High-Speed Train Project. The Federal Railroad Administration (FRA) was the lead agency under the National Environmental Policy Act (NEPA). The Notice of Determination (NOD) for the Final EIR/EIS was certified on May 3, 2012 (State Clearinghouse No. 2009091125) and Record of Decision (ROD) was dated September 18, 2012. The Final EIR/EIS for the Merced to Fresno Section of the California High-Speed Train Project is provided to the Docket Office on an archival CD-ROM/DVD. A Notice of Availability for the Final EIR/EIS is attached hereto as Exhibit D.
13. Attached hereto as Exhibit E is the Scoping Memo for this application.
14. Attached hereto as Exhibit F is the Certificate of Service for this application.
15. Attached hereto as Exhibit G is the Verification for this application.

WHEREFORE, the Applicant respectfully requests:

1. That the Public Utilities Commission of the State of California issue an Order authorizing construction of the underpass grade separation of Raymond Road, and CHSTS mainline tracks, pursuant to the provisions of Sections 1201-1205, inclusive, of California Public Utilities Code.
2. That the Order provides seventy-two (72) months from the date of such an Order within which to complete the work requested. This extended period of time is requested due to the complexity, size and unique nature of the CP1 Project.

The CP1 Project scope includes design and construction of the structures and track roadbed, encompassing nearly 50 crossings. To complete construction at the Raymond Road crossing and all of the crossings along the length of the CP1 Project, CHSRA anticipates issuing a separate contract within several years for construction of the proposed tracks and overhead contact system. The construction of the CP1 Project and the future track work contract will not be complete within the standard 36 month authorization period, but is likely to be completed within 72 months. In addition, since the proposed crossings are grade separations, the clearances and crossing configurations are well defined and not subject to the variability common for at-grade crossings. Given the number of new CHSTS crossing requests that will be submitted to the CPUC in the coming months and years, authorizing the extended period for this crossing will relieve both the CP1 Project and CPUC staff of preparing and processing numerous crossing extensions that will result with a 36 month Order.

Signed



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