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The overhead contact system (OCS) powering the HSR is subject to clearance requirements stated in GO 95 and GO 176. Construction and maintenance of walkways adjacent to track is subject to Commission GO 118-A, which details standards for vegetation abatement, surface materials, slope, track clearance, and width. GO 72-B details the rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads, and highways.

A diagnostic meeting is required for each crossing alteration or construction. The diagnostic team consists of representatives from the railroads, roadway agencies, local government agencies, CPUC, and other stakeholders. You may contact RCEB staff to schedule diagnostic meetings and to discuss preliminary designs of all proposed crossings. Section 3.2.7 Mitigation Measures includes considerations for changes to traffic signal operations and roadway alignments during construction, including existing highway-rail crossings approaches. Such alterations to crossing roadway approaches and traffic signal phasing or preemption timing require CPUC review and may require GO 88-B authorization prior to implementation.

Appendix 2-A provides plans sheets for roadway, grade separations, access roads and Appendix 2-B: Railroad Crossings, lists proposed roadway crossings of high-speed rail, modifications, and closures. According to GO 75-D, Section 2, CPUC's policy is to reduce the number of at-grade crossings of freight and passenger railroad mainlines. RCEB recommends that the entire HSR corridor be grade separated with no at-grade highway-rail crossings. Grade separated crossings provide a greater level of safety, for both the roadway users as well as railroad employees, than at-grade highway-rail crossings.

Please continue to keep RCEB informed of the project's development. If you have any questions or require clarification on CPUC's role in rail crossings projects, you may contact Chris Palas at Christopher.palas@cpuc.ca.gov.

Sincerely,



Chris Palas
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