

California High-Speed Rail Authority

Fresno to Bakersfield *Section*

Draft Supplemental
Environmental Impact
Report/Environmental
Impact Statement

Appendix 2-A
Road Crossings

November 2017



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APPENDIX 2-A: ROAD CROSSINGS

Table 2-A-1 Road Crossings for the F-B LGA

| No. | Road | City/Community | Existing Conditions | Proposed Modifications |
|-----|-------------------------|-----------------|--|--|
| 1 | Poplar Avenue | City of Shafter | Existing north-south street with at-grade RR crossing and intersection with SR 43. | Poplar Avenue would pass over HSR, BNSF, and SR 43 along current street alignment. A new connector would connect Poplar Avenue and SR 43 west of the HSR. The existing BNSF RR at-grade crossing would be removed. |
| 2 | Madera Avenue | City of Shafter | Existing intersection with Poplar Avenue. | Proposed to be closed |
| 3 | Mettler Avenue | City of Shafter | Existing intersection with Fresno Avenue. | Proposed to be realigned to the east. |
| 4 | Fresno Avenue | City of Shafter | Existing at-grade RR crossing and intersection with SR 43. | HSR and BNSF would pass over Fresno Avenue. The existing intersection between SR 43 and Fresno Avenue would be maintained. The existing BNSF RR at-grade crossing would be removed. |
| 5 | North Shafter Avenue | City of Shafter | Existing north-south local street with at-grade RR crossing and intersection with SR 43. | The existing at-grade RR crossing and intersection on SR 43 are proposed to be closed. Shafter Avenue would be realigned to cross under HSR and BNSF at a 90-degree angle and intersect SR 43 at the existing Tulare Avenue intersection on SR 43. |
| 6 | Tulare Avenue | City of Shafter | Existing east-west arterial with at-grade intersection with North Shafter Avenue. | HSR would be elevated on an aerial structure. Tulare Avenue would be rerouted to connect with Shafter Avenue north of the existing intersection. |
| 7 | Central Avenue | City of Shafter | Existing local street with at-grade RR crossing and intersection with SR 43. | HSR and BNSF would cross Central Avenue on aerial structures. |
| 8 | Mannel Avenue | City of Shafter | Existing north-south local street intersection with E Lerdo Highway. | HSR would cross Mannel Avenue on an aerial structure. |
| 9 | E Lerdo Highway | City of Shafter | Existing east-west arterial with at-grade RR crossing and intersection with SR 43. | HSR and BNSF would cross E Lerdo Highway on aerial structures. |
| 10 | Beech Avenue | City of Shafter | Existing north-south local street with intersection with Los Angeles Avenue. | Roadway would be connected to allow free flow from Beech Avenue to E Los Angeles Avenue. |
| 11 | East Los Angeles Avenue | City of Shafter | Existing east-west local street with at-grade RR crossing and intersection with SR 43. | RR crossing proposed to be closed. Roads would be connected to allow free flow from Beech Avenue to E Los Angeles Avenue. |

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|-----|-------------------|--|--|--|
| 12 | Gold's Avenue | City of Shafter | Existing north-south local street intersection with Riverside Street. | Proposed to be closed. |
| 13 | Riverside Street | City of Shafter | Existing east-west arterial with at-grade RR crossing and intersection with SR 43. | HSR would cross Riverside Street on an aerial structure. BNSF would remain at-grade and Riverside Street is proposed to be raised over SR 43 and BNSF. Additionally a tie-in roadway would be built to maintain connection to South Central Valley Highway. |
| 14 | Cherry Avenue | Kern County | Existing north-south local street intersection with Riverside Street. | HSR would be elevated on an aerial structure. |
| 15 | Orange Avenue | Unincorporated Kern County | Existing private east-west farm road. | Proposed to be closed at HSR only. Intersection with Oleander Avenue would remain open. |
| 16 | Driver Road | Unincorporated Kern County | Existing north-south arterial. | Driver Road would pass under HSR. |
| 17 | Zachary Avenue | City of Shafter | Existing north-south arterial. | Zachary Avenue would pass under HSR. |
| 18 | Zerker Road | City of Shafter | Existing north-south arterial. | Zerker Road would pass under HSR. |
| 19 | Verdugo Lane | City of Shafter | Existing private north-south farm road. | Verdugo Lane would pass under HSR. |
| 20 | Coffee Road | Kern County | Existing rural street serving businesses. | HSR would be elevated on an aerial structure. Coffee Road would be realigned south of the HSR structure. Businesses to the north would have access under HSR from Coffee Road. Additionally at the existing intersection of 7th Standard Road, Coffee Road profile would be modified to meet the proposed 7th Standard Road profile. |
| 21 | 7th Standard Road | Caltrans/Kern County/City of Shafter/City of Bakersfield | Existing east-west arterial with grade separation over UPRR. | 7th Standard would be raised over HSR. Existing interchange with SR 99 would be modified including the addition of new westbound to southbound on-ramp. New retaining walls and bridges would be built at SR 99. |
| 22 | Fruitvale Avenue | City of Bakersfield | Existing north-south local street. Dead ends at UPRR. | HSR would be elevated on aerial structure. |
| 23 | Snow Road | City of Bakersfield | Existing east-west arterial terminates at intersection with Norris Road. | HSR would be elevated on an aerial structure. |
| 24 | Knudsen Drive | City of Bakersfield | Existing north-south local street. | HSR would be elevated on an aerial structure. |

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|-----|-------------------------|---------------------|---|--|
| 25 | SR 99 | Caltrans | SR 99 is a state-owned north-south freeway. | HSR would be elevated on an aerial structure. |
| 26 | State Road | City of Bakersfield | Existing north-south frontage road along SR 99. | HSR would be elevated on an aerial structure. Roadway would be realigned under HSR structure, and a turnaround constructed at the end of State Road. |
| 27 | SR 99 On/Off Ramps | Caltrans | Existing on and off ramps to SR 99, a state-owned north-south freeway. | HSR would be elevated on an aerial structure. |
| 28 | Olive Drive | City of Bakersfield | Existing east-west arterial with at-grade crossing of UPRR. | HSR would be elevated on an aerial structure. |
| 29 | State Road | City of Bakersfield | Existing north-south frontage road along SR 99. | HSR would be elevated on an aerial structure. |
| 30 | State Road | City of Bakersfield | Existing north-south frontage road along SR 99. | HSR would be elevated on an aerial structure. State Road would be relocated north of HSR structure. |
| 31 | Airport Drive | City of Bakersfield | Existing east-west arterial that passes under UPRR. | HSR would be elevated on an aerial structure. |
| 32 | SR 99 NB On-Ramp | Caltrans | Existing on ramp to SR 204, a state-owned north-south freeway. | HSR would be elevated on an aerial structure. |
| 33 | SR 99 NB Off-Ramp | Caltrans | Existing off ramp to SR 204, a state-owned north-south freeway. | HSR would be elevated on an aerial structure. |
| 34 | SR204 | Caltrans | Existing north-south highway. | Proposed new interchange with F Street. New on and off ramps would be added to connect with reconstructed F Street. New bridge added over F Street and existing bridges widened. |
| 35 | F Street | City of Bakersfield | F Street terminates at the Golden State Frontage Road (North) intersection. | F Street would be reconstructed to cross under SR 204 and into the station area. HSR structure would pass over the reconstructed roadway. |
| 36 | 34 th Street | City of Bakersfield | 34 th Street terminates at Chester Avenue intersection. | 34 th Street would be reconstructed slightly north and extended west across Chester Avenue. Roadway profile would be raised to cross over UPRR. |
| 37 | 32nd Street | City of Bakersfield | Existing local road within proposed station site. | HSR would be elevated on an aerial structure. Roadway will be removed and reconstructed to connect to Chester Avenue and internal station area roads. |

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|-----|--------------------|---------------------|---|---|
| 38 | Chester Avenue | City of Bakersfield | Existing north-south arterial that passes under UPRR. | HSR would be elevated on an aerial structure. Chester Avenue would be raised to meet new 34th Street profile. |
| 39 | 30th Street | City of Bakersfield | Existing east-west arterial. | HSR would be elevated on an aerial structure. |
| 40 | M Street | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. |
| 41 | O Street | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. |
| 42 | Q Street | City of Bakersfield | Existing north-south arterial road. | HSR would be elevated on an aerial structure. |
| 43 | SR 178 | Caltrans | SR 178 is a state-owned east-west freeway. | HSR would be elevated on an aerial structure. |
| 44 | 24th Street | City of Bakersfield | Existing local road that terminates at UPRR right-of-way. | Proposed to be closed. |
| 45 | Sumner Street | City of Bakersfield | Existing east-west local road. | HSR would be elevated on an aerial structure. |
| 46 | Union Avenue | City of Bakersfield | Existing north-south arterial with grade separation over UPRR. | HSR would be elevated on an aerial structure. HSR would pass over south abutment. |
| 47 | Sumner Street | City of Bakersfield | Existing east-west local road. | HSR would be elevated on an aerial structure with columns down the median. Left turns only allowed at Baker Street and Beale Avenue. Westbound Sumner Street realigned west of Baker to follow HSR, then transitions under HSR back to original alignment at Sonora Street. |
| 48 | Baker Street | City of Bakersfield | Existing north-south local road with at-grade crossing over UPRR. | HSR would be elevated on an aerial structure. |
| 49 | Beale Avenue | City of Bakersfield | Existing north-south arterial with grade separation over UPRR. | HSR would be elevated on an aerial structure. HSR would pass over existing bridge. |
| 50 | Miller Street | City of Bakersfield | Existing north-south local road. | Proposed to be closed. |
| 51 | Haley Street | City of Bakersfield | Existing north-south local road. | Proposed to be closed. |
| 52 | Truxtun Avenue | City of Bakersfield | Existing east-west arterial road. | HSR would be elevated on an aerial structure. |
| 53 | Ogden Street | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. |
| 54 | Chamberlain Avenue | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. |
| 55 | Mt. Vernon Avenue | City of Bakersfield | Existing north-south arterial with grade separation over UPRR. | HSR would be elevated on an aerial structure. HSR would pass over existing bridge. |

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| 56 | Exchange Street | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. Roadway would be extended to meet realigned Edison Highway. |
| 57 | Webster Street | City of Bakersfield | Existing north-south local road. | HSR would be elevated on an aerial structure. Roadway would be extended to meet realigned Edison Highway. |
| 58 | Edison Highway | Kern County | Existing east-west collector. | HSR would be elevated on an aerial structure down the middle of roadway. Roadway would be reduced from 4 lanes to 2 lanes with median. Roadway would be realigned south of HSR structure between Mt. Vernon and Oswell Street. |
| 59 | Oswell Street | Kern County | Existing north-south arterial with grade separation over UPRR. | HSR would be elevated on an aerial structure. HSR would pass over existing bridge. |

BNSF = BNSF Railway
 Caltrans = California Department of Transportation
 F-B LGA = Fresno to Bakersfield Locally Generated Alternative
 HSR = high-speed rail
 NB = northbound
 RR = railroad
 SR = State Route
 UPRR = Union Pacific Railroad

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