

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



February 13, 2012

File Number: G.10-02-007
Iowa Avenue
City of Riverside, Riverside County

Debbie Anderson
Senior Engineer
City of Riverside
3900 Main Street, 4th Floor
Riverside, CA 92522

Re: General Order 88-B Request for Authority to Modify the Iowa Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 002B-7.30 and DOT No. 026472W in the City of Riverside, Riverside County

Dear Ms. Anderson:

This refers to your letter dated January 23, 2012, requesting authorization to amend the GO 88-B authorization (G.10-02-007) dated March 15, 2010, that authorized the City of Riverside (City) to modify the existing at-grade crossing of the BNSF Railway Company (BNSF) Mainline 2B tracks and Iowa Avenue, in the City of Riverside, Riverside County, identified by CPUC Crossing No. 002B-7.30 and DOT No. 026472W.

The Commission's Rail Crossings Engineering Section (RCES) Staff originally authorized modifications to the Iowa Avenue crossing to be grade-separated as an overhead bridge structure over the BNSF tracks. City is now requesting a temporary construction vertical clearance of 21 feet 6 inches from the top of the rail to the bottom of the overhead structure, therefore requiring a variance from Commission General Order (GO) 26-D Section 2.1 which requires a minimum vertical clearance of 22 feet 6 inches.

BNSF provided concurrence to the proposed modification of the impaired vertical clearance by email on January 19, 2012.

RCES investigated the request filed by the City, and finds it adequately addresses compliance and safety. As the City and BNSF are all in agreement, the modification as summarized above is authorized.

In all other respects to the original authorization for improvements to the crossing dated March 15, 2010, including its expiration date, remains in full force and affect.

Pursuant to Commission Resolution SX-76 and Section 16.2 of General Order (GO) 26-D, the City is granted a temporary deviation from GO 26-D, Section 3.1 and is authorized a temporary vertical

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clearance of not less than 21 feet 6 inches from the top of rail, during the temporary construction period for the structure.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 3.1:

1. City shall notify BNSF and the Los Angeles office of the Commission's Consumer Protection and Safety Division – Rail Operations Safety Branch (ROSB) and Rail Crossings Engineering Section at least 15 days but not more than 30 days in advance of the date when City will create the temporary reduced vertical clearance. For the CPUC, this notification may be submitted electronically to rces@cpuc.ca.gov

Because the temporary vertical clearance requirements meet the lesser railroad clearance standards, no further notification to the railroad other than those agreed to between the parties shall apply to the temporary deviation to GO 26-D, Section 3.1:

If you have any questions, please contact Bill Lay at (213)-576-1399 or bill@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large initial "D".

Daren Gilbert, Manager
Rail Transit & Crossings Branch
Consumer Protection and Safety Division

Cc: Melvin Thomas, BNSF Railway
Harry Steelman, Amtrak
Naresh Patel, SCRRRA