

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



December 20, 2012

File Number: G.12-12-002  
State Route 58 (Bakersfield Corral OH)  
City of Bakersfield, County of Kern

Maria Toles  
District Rail Coordinator  
California Department of Transportation  
855 M Street, Suite 200  
Fresno, CA 93720

Re: **General Order 88-B Request for Authority to Modify the Bakersfield Corral State Route 58 Overhead (Bakersfield Corral OH) Highway-Rail Crossing, CPUC Crossing No. 103BT-315.44-A, DOT No. 757217F in the City of Bakersfield, Kern County.**

Dear Ms. Toles:

This refers to your letter, dated December 11, 2012, received by us on December 11, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the grade-separated crossing (crossing) of the San Joaquin Valley Railroad (SJVR) Buttonwillow Subdivision tracks and State Route (SR) 58 (also referred to as Bakersfield Corral Overhead) in the City of Bakersfield, Kern County. The crossing is identified by CPUC Crossing No. 103BT-315.44-A, DOT No. 757217F.

The California Department of Transportation (Caltrans) proposes to widen SR 58 from four lanes to six lanes from the SR 99 connector ramps to Cottonwood Road to reduce congestion, improve traffic operations and provide a continuous six-lane freeway between SR 99 and SR 184 overcrossing in Kern County. The Bakersfield Corral SR 58 Overhead structure is within the project limits and will widen the east bound and west bound overhead structures from two lanes to three lanes by adding 16.5 feet of pavement to the inside of each structure.

The project proposes a temporary impaired vertical clearance during construction of 21 feet and a permanent vertical clearance of 22 feet 5 inches, which is the existing structure vertical clearance. SJVR operates freight trains on this line and Union Pacific Railroad Company (UPRR) owns the right of way. Both SJVR and UPRR are in agreement with the temporary impaired vertical clearance.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by Caltrans and finds it adequately addresses compliance and safety. As Caltrans, SJVR, and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request dated December 11, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the 2012 California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and the CA MUTCD.

Pursuant to Commission Resolution SX-76 and Section 16.2 of General Order (GO) 26-D, Caltrans is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet above the top of the highest rail to the lowest of point on the overhead structure and false work, during the period of widening of the Bakersfield Corral Overhead structure, CPUC Crossing Number 103BT-315.44-A, DOT No. 757217F.

Because the temporary construction clearance still meets the railroad standard of 21 feet, no special conditions are placed upon the railroad as it pertains to the temporary deviation to GO 26-D, Section 2.1. Caltrans shall issue instructions to all individuals responsible for operation of trains over these tracks regarding the temporary reduced clearance of 21 feet beneath the Bakersfield Corral Overhead structure and shall submit the instructions in advance of the date when Caltrans will create the temporary reduced overhead clearance to the office of Commission's Rail Operations Safety Branch and RCES. Notification may be made to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

Relative to the grade separation, this project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Public Resources Code 21080.13].

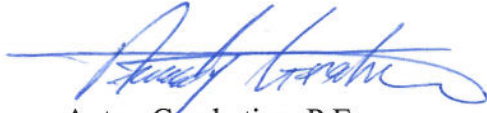
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Caltrans shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

SJVR should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Sergio Licon at (213) 576-7085 or [sal@cpuc.ca.gov](mailto:sal@cpuc.ca.gov).

Sincerely,



Anton Garabetian, P.E.  
Program and Project Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

C: Marc Bader, SJVR  
Kenneth Tom, UPRR