

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 4, 2015

File Number: XREQ 2015100002
Interstate 15 (Victorville Separation and Overhead)
City of Victorville, San Bernardino County

David Buzon
District 8 Railroad Coordinator
California Department of Transportation (Caltrans)
464 West Fourth Street, MS 950
San Bernardino, CA 92401

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the Interstate 15 (Victorville Separation and Overhead) Grade-Separated Highway-Rail Crossing, Identified as CPUC Crossing Number 002-36.00-A, and DOT Number 026078U, in the City of Victorville, San Bernardino County.

Dear Mr. Buzon:

This refers to your letter dated September 22, 2015, received by us on September 23, 2015, requesting authorization pursuant to California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B, to modify the grade-separated Interstate 15 (Victorville Separation and Overhead) and the BNSF Railway Company (BNSF) tracks highway-rail crossing (crossing), in the City of Victorville (City), San Bernardino County. The crossing is identified as CPUC Crossing Number 002-36.00-A, DOT Number 026078U.

The original authorization through Decision 11-02-012 was granted by the Commission on February 24, 2011, which expired on March 24, 2014. California Department of Transportation (Caltrans) did not request a time extension prior to the expiration date, nor was construction of the grade-separation started. Therefore, Caltrans is requesting a new authorization to modify the Interstate 15 grade-separated crossing.

Caltrans plans to widen the existing Interstate 15 (I-15, Victorville Separation and Overhead, Bridge 54-0484) grade-separated crossing over four sets of railroad tracks own by BNSF. The Victorville Separation and Overhead will be widened on both sides with precast concrete girders on new pier walls. The construction will also provide a northbound on-ramp to I-15 from "D" Street. The six span precast concrete bridge shares the same horizontal and pier alignment as the existing grade-separation. The final permanent vertical clearance will be 24 feet.

Caltrans proposes the following alterations to the grade-separated crossing:

- Reconstruct parts of the existing Interstate 15 grade separated structure, and;
- Widen the new bridge structure by 24 feet 9 ³/₄ inches varying on both sides with a minimum vertical clearance of 24 feet.

The project proposes a temporary impaired vertical clearance requirement from Commission GO 26-D during construction of 21 feet 6 inches. BNSF operates freight trains on this line and owns the right of way. BNSF is in agreement with the temporary impaired vertical clearance. All proposed permanent clearances will comply with Commission GO 26-D minimum clearance requirements.

Pursuant to Commission Resolution SX-76 and Section 16.2 of 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 during construction.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request filed by Caltrans and finds it adequately addresses compliance and safety. As Caltrans and BNSF 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 September 22, 2015, and summarized above are authorized.

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 RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

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

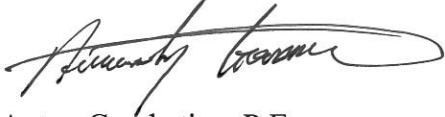
Within 30 days after completion of this project, Caltrans shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission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

At the conclusion of the project, BNSF shall submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**
Matt Keim, BNSF

