

PUBLIC UTILITIES COMMISSION

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



March 29, 2017

File Number: XREQ 2016120011
Bakersfield Corral Overhead (SR 58)
City of Bakersfield, Kern County

Nick Fidler
Public Works Director
City of Bakersfield
1600 Truxtun Avenue
Bakersfield, CA 93301

SENT VIA E-MAIL

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

Dear Mr. Fidler:

This refers to your letter dated November 21, 2016, received by us on December 20, 2016, requesting an amendment to XREQ 2014060003 General Order 88-B authorization dated July 2, 2014. This approval letter has been delayed because Union Pacific Railroad Company (UPRR) provided concurrence to the amendment request on March 27, 2017. The original City of Bakersfield authorization request, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, proposes to modify the grade-separated State Route (SR) 58 Bakersfield Corral Overhead and the San Joaquin Valley Railroad (SJVR) Buttonwillow Subdivision tracks highway-rail crossing (crossing), in the City of Bakersfield (City), Kern County. SJVR operates freight trains on this line and the UPRR owns the right-of-way. The crossing is identified as CPUC Crossing No. 103BT-315.44-A and DOT No. 757217F.

The crossing consists of two bridges, one for each traffic direction, each with three-lanes and shoulders, over the SJVR tracks. Modifications to the crossing are part of the Beltway Operational Improvements Project, spanning approximately 3.5 miles of SR 58 and the Ming interchange on SR 99. The City, in cooperation with the California Department of Transportation (Caltrans), proposes to widen the southerly side of the southerly (eastbound) bridge by a varying amount up to a maximum of 2 feet 3 ½ inches to support a new barrier and sound wall, with full standard shoulder.

The City proposes to amend the proposed temporary impaired vertical clearance under the XREQ 2014060003 authorization, from 21 feet 6 inches to 21 feet 4 inches. The temporary impaired vertical clearance consists of false work proposed to be in place for a maximum of six months. Both SJVR and UPRR are in agreement with the temporary impaired vertical clearance.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request filed by the City and finds it adequately addresses compliance and safety. As Caltrans, SJVR, UPRR, and

City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the amended temporary impaired vertical clearance as described in your request dated November 21, 2016, and summarized above, are authorized. In all other respects, the original authorization for improvements remains in full force and effect.

Temporary traffic controls shall be provided in compliance with the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, the City 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 4 inches above the top of the highest rail to the lowest of point on the overhead structure and false work, during the construction period of the crossing.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

1. City and/or Caltrans shall notify SJVR and the Los Angeles office of the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and RCEB at least 15 days but not more than 30 days in advance of the date when the temporary reduced vertical clearance is created. For the Commission, this notification may be submitted electronically to rceb@cpuc.ca.gov.
2. SJVR shall issue instructions to all individuals responsible for operation of trains over these tracks of the temporary reduced vertical clearance of 21 feet 4 inches, and shall submit the instructions to the Los Angeles office of ROSB and RCEB in advance of the date when the temporary reduced vertical clearance is created. This notification may be submitted electronically to rceb@cpuc.ca.gov.

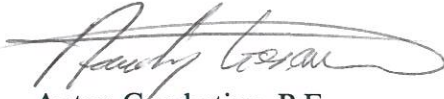
This project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Public Resources Code 21080.13].

Within 30 days after completion of this project, the City 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 Commission web site Form G page at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, SJVR shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Oliver Garcia at (213) 576-7077 or og1@cpuc.ca.gov.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Anthony Jones, SJVR
Daniel Moreno, UPRR
Steven Milton, Caltrans
Ryan Wilson, NV5

