

## PUBLIC UTILITIES COMMISSION

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



September 16, 2019

File Number: XREQ 2019080004

US 395

Unincorporated San Bernardino County

John Rubalcaba  
Associate Right of Way Agent - Railroads  
California Department of Transportation  
464 West 4<sup>th</sup> Street  
San Bernardino, CA 92401

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter the US 395 At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 002-777.70 and DOT Crossing No. 028208V in the Unincorporated San Bernardino County.**

Dear Mr. Rubalcaba:

This refers to your letter dated August 7, 2019, received by us on August 8, 2019, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the US Route 395 (US 395) at-grade highway-rail crossing (crossing) of the BNSF Railway (BNSF) Mojave Subdivision track in Unincorporated San Bernardino County near Kramer Junction. The crossing is identified as CPUC Crossing Number 002-777.70 and DOT Number 028208V.

The crossing is comprised of one track through a four-lane roadway, with two turn lanes and two through lanes in the southbound direction and one through lane in the northbound direction. The crossing is equipped with one curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one curb-mounted Commission Standard No. 9-A (flashing light signal assembly with automatic gate arm and a cantilever arm) warning devices. US 395 and State Route 58 (SR 58) form a traffic signal-controlled intersection approximately 130 feet south of the crossing.

BNSF operates approximately 32 trains per day through the crossing at a maximum speed of 70 mile per hour. The average daily traffic at the crossing is approximately 3,200 vehicles.

The California Department of Transportation (Caltrans), in cooperation with BNSF, proposes the following alterations as indicated in the request letter and/or shown in the attachments:

- Widen US 395 by 16 feet in the northbound direction to include four 12-foot lanes, a 12-foot median, and two 4-foot shoulders;
- Install concrete panels along the tracks to accommodate widening the roadway;
- Install 12-foot wide medians to be eight inches high;
- Install one curb-mounted Commission Standard 9-A warning devices for southbound vehicular traffic;



- Install one curb-mounted Commission Standard 9-A warning devices for northbound vehicular traffic;
- Install one curb-mounted Commission Standard 9E exit gate (a standard 9 installed on the departure side of the at-grade crossing) warning device for southbound vehicular traffic;
- Install new railroad interconnection and advanced preemption with the SR 58 on/off ramps and existing SR 58/ US 395 intersection;
- Remove surrounding vegetation;
- Replace existing signal house with a new signal house outside the line of sight for stopped vehicles;
- Replace guardrail system and concrete for vegetation control;
- Repave US 395 and reconstruct curb and gutter and;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings; including W10-1 advance warning signs, “RXR” and railroad limit pavement markings.

Rail Crossings and Engineering Branch (RCEB) investigated the request filed by Caltrans and finds that it adequately addresses compliance and safety. As BNSF and Caltrans 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 letter received by us on August 8, 2019, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by Caltrans. Caltrans and BNSF must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

BNSF must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with, or if the proposed project 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, RCEB may reevaluate the crossing prior to granting an extension.

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

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At the conclusion of the project, BNSF should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) 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. RCEB requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@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 and Engineering Branch  
Safety and Enforcement Division

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cc: **(SENT VIA E-MAIL)**

Tiera Adams, BNSF

