

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Consumer Protection and Safety Division
Rail Transit and Crossings Branch
Rail Crossings Engineering Section

RESOLUTION SX-68
July 21, 2005

RESOLUTION

RESOLUTION SX-68 ORDER AUTHORIZING A TEMPORARY
DEVIATION FROM GENERAL ORDER 26-D, SECTION 2.1,
ALLOWING THE STATE OF CALIFORNIA DEPARTMENT OF
TRANSPORTATION AND SAN BERNARDINO ASSOCIATED
GOVERNMENTS A TEMPORARY OVERHEAD CLEARANCE OF
NOT LESS THAN 21 FEET, 6 INCHES ABOVE THE TOP OF THE
HIGHEST RAIL AT THE CAJON OVERHEAD BRIDGE
STRUCTURES OF STATE ROUTE 210 GRADE-SEPARATED
HIGHWAY-RAIL CROSSING (CPUC CROSSING NO. 2-78.00-A).

SUMMARY

The State of California, Department of Transportation (Caltrans), by letter dated June 2, 2005, requested authority, pursuant to General Order (GO) 88-B, to reconstruct, using a temporary false-work structure, the Cajon Overhead bridge structures of State Route 210 (SR-210) grade-separated highway-rail crossing (grade separation) over the BNSF Railway Company (BNSF) Main Line in the City of San Bernardino. San Bernardino Associated Governments (SANBAG), the agency responsible for the reconstruction project, and Caltrans requested authority, pursuant to GO 26-D, Section 16.2, for a temporary deviation from GO 26-D, Section 2.1, which requires a minimum overhead clearance above railroad tracks used for transporting freight cars of 22 feet, 6 inches. This resolution authorizes a deviation for a temporary overhead clearance of 21 feet, 6 inches above the top of the highest rail during the reconstruction of the Cajon Overhead bridge structures.

BACKGROUND AND DISCUSSION

Caltrans and SANBAG's proposed alteration will replace the two existing structures comprising the Cajon Overhead of SR-210 with two new widened and seismically retrofitted structures at the same location. The replacement structures will be cast-in-place pre-stressed reinforced concrete box girder structures. Abutments and bents will consist of reinforced concrete. Caltrans and SANBAG are requesting an exemption from GO 26-D to build a temporary false-work structure beneath the bridge and over the track area with a temporary overhead clearance of 21 feet, 6 inches above the top of the highest rail.

The public will benefit from the two new structures by improving public safety and by increasing traffic flow after the reopening of SR-210. Caltrans and SANBAG identified the existing structure as in need of seismic retrofit. Construction of the temporary false-work structure will allow Caltrans and SANBAG to complete the project within a shorter time frame, with fewer impediments to BNSF, and with less expense to the public.

This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to Public Utilities Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comments is being waived.

FINDINGS

1. Caltrans and SANBAG requested a temporary deviation of GO 26-D, Section 2.1 for the reconstruction of the Cajon Overhead grade separation bridge structures of SR-210.
2. Caltrans and SANBAG request a temporary deviation with overhead clearance of 21 feet, 6 inches above the top of the highest rail to build a temporary false-work structure beneath the bridge and over the track area.
3. The Construction and Maintenance Agreement between BNSF, SANBAG, and Caltrans (parties) stated that the parties agree to the temporary overhead clearance of 21 feet, 6 inches above the top of the highest rail during the period of reconstruction.
4. Commission staff has reviewed Caltrans and SANBAG's request and finds that the request is a safe and reasonable temporary alternative to the

minimum overhead clearance specified in Section 2.1 of GO 26-D and has merit.

5. Staff recommends that this resolution be adopted.

THEREFORE, IT IS ORDERED THAT:

Pursuant to Section 16.2 of General Order (GO) 26-D, the State of California, Department of Transportation (Caltrans) and San Bernardino Associated Governments (SANBAG) are granted a temporary deviation from GO 26-D, Section 2.1 and are authorized a temporary overhead clearance of not less than 21 feet, 6 inches above the top of the highest rail, during the period of reconstruction of the Cajon Overhead bridge structures of State Route 210 grade-separated highway-rail crossing, CPUC Crossing No. 2-78.00-A, over BNSF Railway Company's (BNSF) Main Line in the City of San Bernardino.

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

1. BNSF shall issue instructions to operating employees of the temporary reduced clearance of 21 feet, 6 inches beneath the Cajon Overhead bridge structures and shall submit the instructions in advance of the date when Caltrans and SANBAG will create the temporary overhead clearance to the Caltrans Division of Right of Way - Office of Project Delivery, to the SANBAG Director of Freeway Construction, and to the Los Angeles office of the Commission's Consumer Protection and Safety Division – Rail Operations Safety Section and Rail Crossings Engineering Section.
2. SANBAG shall notify Caltrans Division of Right of Way – Office of Project Delivery, BNSF, and the Los Angeles office of the Commission's Consumer Protection and Safety Division – Rail Operations Safety Section and Rail Crossings Engineering Section at least 15 days but not more than 30 days in

advance of the date when SANBAG will create the temporary overhead clearance.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on July 21, 2005. The following Commissioners voted favorably thereon:

_____/s/ STEVE LARSON_____
STEVE LARSON
Executive Director

MICHAEL R. PEEVEY
President
GEOFFREY F. BROWN
SUSAN P. KENNEDY
DIAN M. GRUENEICH
JOHN A. BOHN
Commissioners