

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939



February 11, 2010

File Number: G.11-01-001
Streeter Avenue
City of Riverside, Riverside County

Farshid Mohammadi
Rail Projects Manager
City of Riverside
3900 Main Street
Riverside, CA 92522

Re: General Order 88-B Request for Authority to Alter the Streeter Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 003-53.80 and DOT No. 811008U, in the City of Riverside, Riverside County.

This refers to your letter, dated January 5, 2011 (received January 7, 2011) requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of Union Pacific Railroad Company (UPRR) Los Angeles Subdivision tracks at Streeter Avenue in the City of Riverside, Riverside County. The crossing is identified as CPUC Crossing No. 003-53.80 and DOT Number 811008U.

Streeter Avenue is a major north-south arterial and is currently a divided roadway with four lanes, two in each direction over two UPRR mainline tracks, equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Dewey Avenue currently intersects with Streeter Avenue immediately adjacent to and just south of the crossing. In addition to UPRR freight trains, the Southern California Regional Rail Authority (SCRRA) and the National Passenger Railroad Corporation (Amtrak) operate passenger trains on this line. As part of the project, the City of Riverside (City) proposes to construct a temporary two-lane detour road crossing east of the existing crossing to maintain vehicular and pedestrian flow in this location while construction of the Streeter Avenue underpass is being completed. Once the bridge is constructed, the main tracks are installed over the bridge, and the street underpass is completed, the temporary road, the at-grade crossing and all warning devices will be removed.

City proposes the following crossing treatments at the temporary detour mainline at-grade crossing:

- Concrete panel crossing surfaces for four tracks (two for existing mainline tracks and two for the proposed shoofly tracks);
- Install two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arms) warning devices on each vehicular approach to crossing;

- Maintain a pedestrian pathway on the east side of the temporary road with a delineated sidewalk through the crossing.
- Install Americans with Disabilities Act compliant standard detectable warning strips on the east sidewalk approach to the temporary crossing;
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 4 tracks signs and RxR pavement markings for both approaches;



W10-1



W48(CA)

City proposes the following for the underpass:

- Construct a grade-separated underpass bridge structure with a minimum vertical clearance of 16.5 feet, crossing .

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City, and finds it adequately addresses compliance and safety. As the City 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 January 5, 2011 and summarized above are authorized. Upon completion of the Streeter Avenue underpass, the temporary detour main line crossing shall be permanently closed and all warning devices removed. The new CPUC Crossing Number for the completed grade separation structure will be 003-53.80-B and DOT No. 440651B.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the 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 California Manual on Uniform Traffic Control Devices published by the California Department of Transportation.

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.

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City shall notify the Commission's RCES at least 5 business days prior to opening the temporary crossing and placing the warning devices in service. Notification should be made to rces@cpuc.ca.gov.

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*. We require separate Form G submittals for placing the temporary crossing in service, as well as one for completion of the grade separation and removal of the temporary crossing. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

UPRR should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the closure of the at-grade crossing and retirement of that DOT number, and the construction of the grade separation and assignment of the new DOT number. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Bill Lay at (213)-576-1399 or bill@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

Cc: Ken Tom, UPRR
Naresh Patel, SCRRA
Harry C Steelman, Amtrak