

PUBLIC UTILITIES COMMISSION

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



March 24, 2011

File Number: G.11-02-013
Pachappa Underpass
City of Riverside, Riverside County

Denny Fong
Senior Transportation Engineer
California Department of Transportation (Caltrans)
1120 N. Street MS-37
Sacramento, CA 95814

Re: General Order 88-B Request for Authority to Alter the State Route 91 (Pachappa Underpass) Grade Separated Highway-Rail Crossing, identified as CPUC Crossing No. 003-56.40-B and DOT No. 811015E, in the City of Riverside, Riverside County.

Dear Mr. Fong:

This refers to your letter, dated February 23, 2011 (received on February 24, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing grade separated crossing of Union Pacific Railroad Company's (UPRR) Los Angeles Subdivision tracks and State Route (SR) 91 in the City of Riverside (City), Riverside County. The crossing is identified as CPUC Crossing No. 003-56.40-B and DOT No. 811015E and is referred to by Caltrans as the Pachappa Underpass.

The Pachappa Underpass bridge structure, containing one UPRR mainline track, crosses over SR 91. The California Department of Transportation (Caltrans) in partnership with Riverside County Transportation Commission (RCTC) and the City of Riverside plan to widen SR 91 to add one High Occupancy Vehicle (HOV) lane in each direction, adjacent to the median of the existing freeway. The widening of SR 91 will require the replacement of the existing Pachappa Underpass structure. In addition to UPRR freight trains, the Southern California Regional Rail Authority (SCRRA) operates passenger trains over this line. As part of the project, Caltrans proposes to construct a temporary shoofly structure to maintain train flow in this location while construction of the new underpass is being completed. Once the new bridge is constructed and placed in service, the temporary shoofly structure will be removed.

Caltrans proposes the following alterations:

- Remove and replace the existing grade separated structure to accommodate the addition of the HOV lanes along SR 91;
- The bridge structure will be widened from a little less than 25 feet in width to 25 feet in width and a minimum permanent vertical clearance of 20 feet 0 inches; and
- Construct a temporary shoofly railroad structure with a minimum clearance of 19 feet 9 inches to the freeway surface below;

The minimum vertical clearance of 19 feet 9 inches for the temporary shoofly railroad structure and a minimum permanent vertical clearance of 20 feet 0 inches, are in compliance with the minimum

clearance requirements specified in the Commission General Order (GO) 26-D of 15 feet 0 inches, therefore this authorization does not require a temporary or permanent clearance deviation.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by Caltrans, and finds it adequately addresses compliance and safety. As Caltrans 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 February 23, 2011 and summarized above are authorized. Upon completion of the Pachappa Underpass, the temporary shoofly structure for the main line track shall be removed. The shoofly bridge abutments will be left in place for potential future use by UPRR..

Temporary traffic controls shall be provided in compliance with 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 CA MUTCD.

This project is statutorily exempt from the requirements of the California Environmental 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.

Within 30 days after completion of this project, Caltrans shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. 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.

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

- C: Kenneth Tom, Union Pacific Railroad Company, 19100 Slover Avenue, Bloomington, CA 92316
Naresh Patel, Metrolink, 700 South Flower Street 26th Floor, Los Angeles, CA 90017
Karl Sauer, Riverside Co. Transportation Comm., 4080 Lemon St., 3rd Floor, Riverside, CA 92501