

PUBLIC UTILITIES COMMISSION

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



September 8, 2011

File Number: G.11-07-006
South Perris Blvd
City of Perris, Riverside County

Edda Rosso, P.E.
Capital Projects Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Re: General Order 88-B Request for Authority to Alter the South Perris Boulevard At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 002X-19.40 and DOT No. 027348U, in the City of Perris, Riverside County.

Dear Ms. Rosso:

This refers to your letter, dated June 27, 2011 (received on July 6, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing South Perris Boulevard at-grade crossing on the San Jacinto Subdivision railroad tracks owned by Riverside County Transportation Commission (RCTC) and operated by BNSF Railway Company (BNSF) in the City of Perris (City), Riverside County. The crossing is currently identified as CPUC Crossing No. 002X-19.40 and DOT No. 027348U.

The single track crossing is currently a divided roadway, two lanes, one lane in each direction over one branch line track. The South Perris Boulevard at-grade crossing is equipped with two curb mounted Commission Standard 1-R (crossbuck sign on a post) warning devices. East 11th Street/Case Road is the unsignalized intersection adjacent to and 200 feet south of the crossing. South State Street runs parallel to the tracks and its terminus is south of the crossing at South Perris Boulevard. Commercial Street is an unimproved roadway running parallel to the tracks and its terminus is north of the crossing at South Perris Boulevard. This line currently experiences approximately two BNSF freight trains per day at 15 mph. The crossing improvement project is part of the proposed Southern California Regional Rail Authority (SCRRA) Perris Valley Line (PVL) Metrolink commuter extension project from the current terminus in the City of Riverside to the City of Perris.

RCTC proposes the following modifications to the crossing, as part of the PVL Metrolink project to meet SCRRA standards, as SCRRA will be service operator:

- Widen South Perris Boulevard between East 11th Street/Case Road and to approximately 130 feet north of the crossing to accommodate the medians and traffic lanes;
- Remove the existing two Commission Standard 1-R warning devices;
- Adjust approach grade on South Perris Boulevard to reduce the potential of low clearance vehicles scraping at the crossing;

- Install one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with 12-inch LED flashing lights for northbound South Perris Boulevard, at the southeast quadrant of the crossing;
- Install one curb mounted Commission Standard 9 warning device with 12-inch LED flashing lights for southbound South Perris Boulevard, at the northwest quadrant of the crossing;
- Construct Americans with Disabilities Act (ADA) compliant sidewalks on both approaches of the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates on all sidewalk approaches of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install fencing and hand railing along the crossing approaches to prevent trespassing, as shown in plans;
- Construct an 8-inch in height, 10-feet in width and 130-feet in length raised center median for northbound vehicular approach to the crossing;
- Construct an 8-inch in height, 10-feet in width and 100-feet in length raised center median for southbound vehicular approach to the crossing;
- Install a near-side and far-side Queue-Cutter traffic signal with loop detectors on South Perris Boulevard along with MUTCD compliant signage and pavement markings, as shown per plans;
- Install preemption interconnect system to provide interconnection with traffic signal system to monitor crossing operation and safety;
- Install new traffic signal at the intersection of South Perris Boulevard and East 11th Street/Case Road with advance preemption and upgrade track circuitry to support it;
- Install push button-actuate pedestrian walk signals at new pedestrian crosswalks, at the South Perris Boulevard and East 11th Street/Case Road intersection south of the crossing;
- Install a Stop sign (R1) at the South Perris Boulevard and South State Street intersection along with MUTCD compliant R3-5R 'RIGHT TURN ONLY,' R3-2 'NO LEFT TURN' and pavement markings, as shown on plans;
- Install R3-1(NO RIGHT TURN) train activated blank out sign per plan;
- Install curb, gutter and sidewalk closing Commercial Street at South Perris Boulevard;
- Install concrete crossing panels surfacing for the one branch line track;
- Install illumination on northwest and southeast quadrants, as shown in plans;
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, R8-8 'DO NOT STOP ON TRACKS' signage, R106 (CA) "LOOK FOR TRAINS" and 'KEEP CLEAR' and RxR pavement markings.

In addition, the traffic signals operation at the end of preemption at the intersection of South Perris Boulevard and East 11th Street/Case Road will have solid red for all South Perris Boulevard north-south traffic movement approaching the crossing and solid green signal for all East 11th Street/Case Road east-west traffic movement. South Perris Boulevard /East 11th Street/Case Road traffic signal operation will resume to normal after the train has cleared the crossing.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by RCTC and finds it adequately addresses compliance and safety. As RCTC, City, BNSF and SCRRA 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 June 27, 2011 and summarized above are authorized.

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 categorically exempt from the requirements of the California Environmental 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 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, RCTC 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.

RCTC should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. 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, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

- C: Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408
- Naresh Patel, P.E., SCRRA, 279 E. Arrow Highway, Suite A, San Dimas, CA 91773
- Habib Motlagh, City of Perris, 101 N. D Street, Perris, CA 92570