

## PUBLIC UTILITIES COMMISSION

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



September 27, 2011

File Number: G.11-08-011  
Spruce Street  
City Riverside, Riverside County

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

**Re: General Order 88-B Request for Authority to Alter the Spruce Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 002X-2.02 and DOT No. 027305B, in the City of Riverside, Riverside County.**

Dear Ms. Rosso:

This refers to your letter, dated August 4, 2011 (received on August 15, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Spruce Street at-grade crossing over the San Jacinto Subdivision railroad tracks owned by Riverside County Transportation Commission (RCTC) and operated by BNSF Railway Company (BNSF) in the City Riverside, Riverside County. The crossing is currently identified as CPUC Crossing No. 002X-2.02 and DOT No. 027305B.

The single track crossing is currently a divided roadway, two lanes, one lane in each direction over one branch line track. The Spruce Street at-grade crossing is equipped with two curb mounted Commission Standard 8 (flashing light signal assembly) warning devices. Spruce Street and Watkins Drive is the unsignalized intersection adjacent to and west of the crossing. Watkins Drive runs parallel to the tracks and its terminus is at Spruce Street, southwest of the crossing. 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 one track crossing, as part of the PVL Metrolink project to meet SCRRA standards, as SCRRA will be the service operator:

- Remove the existing two curb mounted Commission Standard 8 warning devices;
- Install one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device with 12-inch LED flashing lights for westbound Spruce Street vehicular traffic at the northeast quadrant of the crossing;
- Install one curb mounted Commission Standard 9 warning device with 12-inch LED flashing lights for eastbound Spruce Street vehicular traffic at the southwest quadrant of the crossing;
- Install one curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an

- exit gate) warning device with 12-inch LED flashing lights at the northwest quadrant with Exit Gate Management System (vehicle presence detection) for westbound Spruce Street vehicular traffic;
- Install one curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an exit gate) warning device with 12-inch LED flashing lights at the southeast quadrant with Exit Gate Management System (vehicle presence detection) for eastbound Spruce Street vehicular traffic;
  - Construct Americans with Disabilities Act (ADA) compliant sidewalks on north and south approaches of the crossing;
  - Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all four pedestrian sidewalk approaches to the crossing;
  - Install pedestrian channelization in the form of hand railing and fencing to prevent trespassing, as shown in plans;
  - Install ADA compliant detectable warning tactile strips for all sidewalk approaches to the crossing;
  - Adjust the approach grade on Spruce Street to reduce the potential of low clearance vehicles scraping at the crossing;
  - Install concrete crossing panels surfacing for the one branch line track;
  - Install new traffic signals with advance preemption system at the intersection of Spruce Street and Watkins Drive and upgrade track circuitry to support it;
  - Install push button-actuate pedestrian walk signals at new pedestrian crosswalk, at the Spruce Street and Watkins Drive intersection southwest of the crossing;
  - Install R3-1 'NO RIGHT TURN' train activated blank out sign as shown in plans;
  - Install illumination on northeast and southwest quadrants at crossing, as shown in plans;
  - Application of MUTCD compliant signage and pavement markings, including W10-1 and W10-4 advance warning signs, R106 (CA) 'LOOK FOR TRAINS', R8-8 'DO NOT STOP ON TRACKS', R10-6 'STOP HERE ON READ', R3-7 'RIGHT LANE MUST TURN RIGHT' signage, and 'KEEP CLEAR', 'WAIT HERE' and RxR pavement markings as shown in plans.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by RCTC and finds it adequately addresses compliance and safety. As RCTC, BNSF, City, and SCRRRA 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 August 4, 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

RCTC should also 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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Bill Lay at 213-576-1399 or [bl@cpuc.ca.gov](mailto:bl@cpuc.ca.gov).

Sincerely,

A handwritten signature in cursive script, appearing to read "Daren Gilbert".

Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

- C: Tom Boyd, City of Riverside, 3900 Main Street, Riverside, CA 92522  
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