

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



March 16, 2012

File Number: G.12-02-013  
Riverside Avenue  
City of Riverside, County of Riverside

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

**Re: General Order 88-B Request for Authority to Alter the Riverside Avenue Highway-Rail Crossing, CPUC Crossing No. 003-55.60, DOT No. 811012J in the City of Riverside, Riverside County**

Dear Mr. Mohammadi:

This refers to your letter dated January 22, 2012 (received on February 23, 2012), requesting authorization, pursuant to Commission General Order (GO) 88-B to grade-separate the existing at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) Los Angeles Subdivision railroad tracks at Riverside Avenue in the City of Riverside (City), Riverside County. The crossing is identified by CPUC Crossing No. 003-55.60 and DOT No. 811012J.

The single track crossing is currently equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) with advance warning signage and pavement markings. Riverside Avenue is a two-lane divided roadway running north/south, one lane in each direction. In addition to the approximately 36 UPRR freight trains per day, the Southern California Regional Rail Authority (SCRRA) operates 12 passenger trains per day over this line.

City proposes the following alterations to the Riverside Avenue crossing:

- Construct a grade-separated underpass bridge structure with a minimum vertical clearance of 16 feet and 6 inches; and
- Construct the public roadway under the UPRR tracks as a four lane roadway with shoulders, a raised center median and two 6-foot 6-inches wide sidewalks.

During construction, Riverside Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices. As part of the project, City requires construction of a temporary shoofly for the one UPRR main line track. Railroad traffic will be shifted to the shoofly track while the existing track is removed and the elevated railroad bridge structure is constructed in stages. The temporary shoofly track will then be

removed upon completion of the grade separated track structure and the main line track is installed over the bridge.

The Commission's Rail Crossings Engineering Section (RCES) investigated the City's request, 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 letter dated January 22, 2012 and summarized above are authorized.

The following requirements pertain to this authorization:

- The new CPUC Crossing Number for the completed grade separation structure will be 003-55.60-B, DOT No. 440689X, and
- The City shall block access at the former at-grade crossing to all vehicular and pedestrian traffic during construction by installing a six feet high chain-link fencing, 15-feet north of the centerline of shoofly track extending approximately 950-feet west of the crossing to approximately 1000-feet east of the crossing, and the public shall be appropriately directed to nearby existing authorized crossing locations.

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 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, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after the new structure is opened to traffic and the at-grade crossing is removed from service, UPRR and/or 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*. 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.

At the conclusion of the project, UPRR should notify the Federal Railroad Administration of the existence of the new grade-separated crossing (and retirement of the at-grade crossing and its former US DOT number) by submitting a completed U.S. DOT CROSSING INVENTORY FORM, form FRA F6180.71, for the new grade-separated structure. CPUC requests a concurrent copy of that submittal is to be provided to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

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

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, stylized initial "D".

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

C: Ken Tom, Manager Industry & Special Projects, UPRR, 2015 South Willow Street, Bloomington, CA 92316