

PUBLIC UTILITIES COMMISSION

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



August 28, 2012

File Number: G.12-08-001
Marlborough Avenue
City of Riverside, Riverside County

Edda Rosso
Capital Projects Manager
Riverside County Transportation Commission (RCTC)
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Kenneth Tom
Manager Industrial and Public Projects
Union Pacific Railroad Company
19100 Slover Avenue
Bloomington, CA 92316

Re: General Order 88-B Request for Authority to Modify the Marlborough Avenue Highway-Rail Crossing, CPUC Crossing No. 002X-1.50 and DOT No. 027304U, in the City of Riverside, Riverside County.

Dear Ms. Rosso and Mr. Tom:

This refers to your letter, dated August 2, 2012, received by us on August 2, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing Marlborough Avenue 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 Riverside (City), Riverside County, identified as CPUC Crossing Number 002X-1.50 and DOT Number 027304U.

Marlborough Avenue is currently a divided roadway with two lanes, one lane in each direction that crosses RCTC's Perris Valley Line (PVL) single track crossing and Union Pacific Railroad Company (UPRR) Riverside Industrial Lead Track (RILT) crossing. The UPRR crossing is identified as CPUC Crossing Number 003-543.70 and DOT Number 747084N and is located approximately 165-feet east of the PVL track. The two tracks cross each other approximately 200-feet south of the existing PVL crossing to form an at-grade diamond track-over-track crossing at mile post 543.90. The PVL crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, raised median for westbound Marlborough Avenue and advance warning signage and pavement markings. This line currently experiences approximately two BNSF trains per day at 15 mph, and is part of the proposed PVL Metrolink project.

As part of the project, the UPRR crossing will be eliminated and RILT track will be installed at the PVL crossing with all current UPRR train activity shifted over to the PVL crossing.

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

- Remove the existing at-grade diamond track-over-track crossing located approximately 200 feet south of existing PVL Marlborough Avenue crossing;
- Install an additional track, known as the RILT, approximately 20-feet west of the existing PVL mainline track;
- Relocate the existing curb mounted Commission Standard 9 warning device on the southwest quadrant approximately 15-feet west of new RILT track;
- Construct a new raised median 8-inch in height, 8-feet in width, and approximately 100-feet in length west of the crossing;
- Install four Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all pedestrian sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of hand railing along the pedestrian crossing approaches and fencing along the right of way to prevent trespassing, as shown in plans;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips at all pedestrian sidewalk approaches to the crossing;
- Construct ADA compliant sidewalks on both sides of the crossing;
- Install concrete crossing panel surface for the RILT track;
- Reconstruct the street surface for a smooth transition at the two track crossing;
- Install illumination on the northeast and southwest quadrant, as shown on plans; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W48 advance warning signs, R15-8 'LOOK' signage, and 'WAIT HERE' and bike path pavement markings as shown in plans.

In addition, under a separate contract between the City and UPRR, UPRR will do the following at a later date after the completion of the installation of new RILT track at the PVL crossing:

- Remove the RILT track from its current location;
- Remove the existing two curb mounted Commission Standard 9 warning devices;
- Install the missing segment of the raised median for westbound Marlborough Avenue to provide a uniform and uninterrupted raised median after removal of RILT track; and
- Restore the Marlborough Avenue roadway to City standards.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by RCTC, and finds it adequately addresses compliance and safety. As RCTC, City, Metrolink, UPRR and BNSF 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 August 2, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CAMUTCD.

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 and the work is not completed within three years of the date of this letter. Upon written request to RCES, 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 two part 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.

At the conclusion of the project, RCTC (or BNSF, as appropriate) 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.

At the conclusion of the RILT project, UPRR should also submit a completed Commission Standard Form G to RCES and an updated FRA inventory form to the Federal Railroad Administration, reflecting the closure of the at-grade crossing and retirement of that DOT number. CPUC requests a concurrent copy of the updated FTA inventory form be submitted to rces@cpuc.ca.gov.

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

Sincerely,



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

- C: Melvin Thomas, Public Project Manager, BNSF
Tom Boyd, Public Works Director / City Engineer, City of Riverside
Laura Mohr, Crossings Design Task Manager, AECOM
Richard Quirk, Project Manager, STV Incorporated
Naresh Patel, Public Projects Engineer, SCRRA
Kenneth Tom, Manager Industrial and Public Projects, UPRR