

PUBLIC UTILITIES COMMISSION

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



September 5, 2012

File Number: G.12-08-031
Tyler Street
City of Riverside, Riverside County

Debbie Anderson
Senior Engineer
City of Riverside
3900 Main Street, 4th Floor
Riverside, CA 92522

Re: General Order 88-B Request for Authority to Modify the Tyler Street Highway-Rail Crossing , CPUC Crossing Number 002B-17.40 and DOT Number 026512S, in City of Riverside, Riverside County

Dear Ms. Anderson:

This refers to your letter, dated August 9, 2012, received by us on August 15, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of BNSF Railway Company's (BNSF) Mainline 2B Subdivision tracks and Tyler Street in the City of Riverside (City), Riverside County, identified as CPUC Crossing No. 002B-17.40 and DOT No. 026512S.

Tyler Street is a four lane roadway, two lanes in each direction, that crosses over two BNSF mainline tracks and is equipped with two curb mounted and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning signage and pavement markings. The Indiana Avenue (North) runs parallel to the track and is the traffic signal controlled T-intersection with Tyler Street approximately 300 feet north of the crossing. The current annual average daily vehicle traffic count for this crossing is approximately 40,900. In addition to BNSF operating freight trains, the National Passenger Railroad Company (Amtrak) and Southern California Regional Railroad Authority (SCRRA) operate passenger trains over this line. Approximately 62 freight trains per day and approximately 20 passenger trains per day operate over the mainline.

City proposes the following alterations to the Tyler Street crossing as part of the City's project to create a 24-hour quiet zone at fifteen crossings between milepost 10.70 and milepost 20.05:

- Remove the existing two curb mounted and two median mounted Commission Standard 9 warning devices;
- Install one new curb mounted and one new median mounted Commission Standard 9 warning devices for northbound Tyler Street, on the southeast quadrant of the crossing;
- Install one new curb mounted and one new median mounted Commission Standard 9 warning devices for southbound Tyler Street, on the northwest quadrant of the crossing;

- Install one new curb mounted Commission Standard 8 warning device for pedestrian traffic on the northeast quadrant of the crossing;
- Install one new curb mounted Commission Standard 8 warning device for pedestrian traffic on the southwest quadrant of the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;
- Install queue cutter traffic signal on the eastern quadrant of the crossing for northbound traffic with implementation of approximately 41 seconds of advance preemption to prevent the queuing on the tracks;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install concrete panels crossing surface for pedestrian pathways on both sides of the crossing;
- Remove existing median and construct a new raised median 8-inch in height, 10-feet in width, and approximately 100-feet in length on the southbound approach to the crossing;
- Remove existing median and construct a new raised median 8-inch in height, 10-feet in width, and approximately 90-feet in length on the northbound approach to the crossing;
- Install pedestrian channelization in the form of hand railing and 2-rail black steel fencing 48-inch in height at all four quadrants to prevent trespassing, as shown on plans; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, and pavement markings per plans, including W10-1 and W48 (CA) advance warning signs, R10-6 'STOP HERE ON RED' and R8-8 'DO NOT STOP ON TRACKS' regulatory signs and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by City, and finds it adequately addresses compliance and safety. As City 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 9, 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 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 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.

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Within 30 days after completion of this project, City and/or BNSF 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, BNSF 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.

If you have any questions, please contact Bill Lay at 213-576-1399 or bl@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 "D" and "G".

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

C: Melvin Thomas, BNSF, 740 E. Carnegie Drive, San Bernardino, CA 92408
Harry Steelman, Amtrak, 810 N. Alameda Street, 3rd Floor, Los Angeles, CA 90012
Naresh Patel, SCRRA, 279 E. Arrow Highway, Suite A, San Dimas, CA 91773