

PUBLIC UTILITIES COMMISSION

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



September 25, 2012

File Number: G.12-08-035
Blaine Street
City of Riverside, Riverside County

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

Re: General Order 88-B Request for Authority to Modify the Blaine Street Highway-Rail Crossing, CPUC Crossing No. 002X-2.70 and DOT No. 027307P, in the City of Riverside, Riverside County.

Dear Ms. Rosso:

This refers to your letter, dated August 15, 2012, received by us on August 20, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing Blaine Street 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-2.70 and DOT Number 027307P.

The Blaine Street single track at-grade crossing is currently a divided roadway with four lanes, two lanes in each direction. The crossing is equipped with two curb mounted and three median mounted Commission Standard 9 (flashing light signal Assembly with automatic gate arm) warning devices. Watkins Drive runs parallel to the track and is a traffic signal controlled intersection with Blaine Street approximately 30 feet west of the crossing. The current annual daily traffic count for this crossing is approximately 1,900 vehicles. This line currently experiences approximately two BNSF trains per day at 15 mph, and is part of the proposed Perris Valley Line (PVL) Metrolink project.

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 two curb mounted and three median mounted Commission Standard 9 warning devices;
- Install one new curb mounted and one median mounted Commission Standard 9 warning devices for eastbound Blaine Street, on the southwest quadrant of the crossing;
- Install one new curb mounted and one median mounted Commission Standard 9 warning devices for westbound Blaine Street, on the northeast quadrant of the crossing;

- Install one new curb mounted and one median mounted Commission Standard 9 warning devices for the right turn lane from northbound Watkins Drive to eastbound Blaine Street, on the southwest quadrant of the crossing;
- Install one new curb mounted and one median mounted Commission Standard 9-E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices with Exit Gate Management System (vehicle presence detection) for eastbound Blaine Street vehicular traffic on the southeast quadrant of the crossing;
- Install one new curb mounted Commission Standard 9-E for westbound Blaine Street vehicular traffic on the northwest quadrant of the crossing;
- Construct a new raised median 8-inch in height, 9-feet in width, and approximately 38-feet in length on the eastbound approach to the crossing;
- Construct a new raised median 8-inch in height, 9-feet in width, and approximately 100-feet in length on the westbound approach to 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 new ADA compliant curb access ramps, curb and gutter and sidewalk landing on southwest and northwest quadrants of the crossing;
- Install a near side traffic signal for westbound Blaine Street on the northeast quadrant as shown in plans;
- Update the existing railroad interconnection with the existing traffic signal at the intersection of Blaine Street and Watkins Drive to provide approximately 24 seconds of advance preemption;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support it;
- Install concrete crossing panel surface for the track;
- Install two R3-1 “NO RIGHT TURN” train activated blank out sign as shown in plans;
- Relocate the existing utility pole in the northeast quadrant of the crossing to the back of the sidewalk;
- Reconstruct the County Flood Control access road and driveway in the northeast quadrant of the crossing so the access road is in advance of the new gated entry;
- Reconstruct the street profile at the crossing to current Metrolink standards, as shown on plans;
- 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 W10-4 (MOD) advance warning signs, R15-8 ‘LOOK’, R8-8 ‘DO NOT STOP ON TRACKS’, R10-6 ‘STOP HERE ON RED’, R6-2 ‘ONE WAY’, R26(CA) ‘NO PARKING ANYTIME’ signage, and ‘KEEP CLEAR’, ‘WAIT HERE’, ‘SCHOOL XING’ 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, City, Metrolink 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 15, 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 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.

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, Public Project Manager, BNSF
Tom Boyd, Deputy 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