

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
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September 25, 2012

File Number: G.12-08-036
East Ellis Avenue
City of Perris, 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 East Ellis Avenue Highway-Rail Crossing, CPUC Crossing No. 002X-19.90 and DOT No. 027350V, in the City of Perris, Riverside County.

Dear Ms. Rosso:

This refers to your letter, dated August 16, 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 East Ellis 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 Perris (City), Riverside County, identified as CPUC Crossing Number 002X-19.90 and DOT Number 027350V.

The East Ellis Avenue single track at-grade crossing is currently a divided roadway with two lanes, one lane in each direction. The crossing is equipped with two curb mounted Commission Standard 1-R (crossbuck sign on a post) warning devices. Case Road runs parallel to the track and is a stop sign controlled intersection with East Ellis Avenue approximately 74 feet west of the crossing. The current annual daily traffic count for this crossing is approximately 5,500 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 Commission Standard 1-R warning devices;
- Widen East Ellis Avenue through the crossing to accommodate truck turning movements at the intersection of East Ellis Avenue and Case Road;
- Widen the north side of Case Road, west of the crossing, to accommodate truck turning movements at the intersection of East Ellis Avenue and Case Road;

- Construct approximately 100-foot roadway to continue East Ellis Avenue on the west side of Case Road;
- Install one new curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device for westbound East Ellis Avenue, on the northeast quadrant of the crossing;
- Install one new curb mounted and two median mounted Commission Standard 9 warning devices for eastbound East Ellis Avenue, 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 westbound East Ellis Avenue vehicular traffic on the northwest quadrant of the crossing;
- Construct a new pork chop raised median 8-inch in height, 9-feet in width, and approximately 20-feet in length on westbound East Ellis Avenue between the crossing and the East Ellis Avenue/Case Road intersection;
- Construct a new pork chop raised median 8-inch in height, 40-feet by 35-feet, on northbound Case Road for the dedicated right turn lane that leads to eastbound East Ellis Avenue;
- Construct a new raised median 8-inch in height, varying from 10-feet to 4-feet in width, and approximately 120-feet in length on the westbound approach to the crossing;
- Construct a new raised median 8-inch in height, 10-feet in width, and approximately 120-feet in length on East Ellis Avenue, west of the East Ellis Avenue/Case Road intersection to prevent eastbound vehicles turning north onto Case Road, due to roadway geometry;
- Install concrete crossing panel surface for the track;
- Signalize the intersection of East Ellis Avenue and Case Road and interconnect railroad warning devices with the proposed traffic signal to provide approximately 30 seconds of advance preemption;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support it;
- Install near side pre-signal equipment, including a new cantilevered traffic signal for westbound East Ellis Avenue on the northeast quadrant, as shown on plans;
- Install one R3-1 and one R3-2 train activated blank out sign, as shown in 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 advance warning signs, R8-8 'DO NOT STOP ON TRACKS', R10-6 'STOP HERE ON RED', and R3-2 'NO LEFT TURN' regulatory signage, and 'WAIT HERE' and 'KEEP CLEAR' 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 16, 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
- Habib Motlagh, City Engineer, City of Perris
- Laura Mohr, Crossings Design Task Manager, AECOM
- Richard Quirk, Project Manager, STV Incorporated
- Naresh Patel, Public Projects Engineer, SCRRA