

PUBLIC UTILITIES COMMISSION

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SACRAMENTO, CA 95834-2939



September 25, 2012

File Number: G.12-08-037
San Jacinto 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 San Jacinto Avenue Highway-Rail Crossing, CPUC Crossing No. 002X-18.10 and DOT No. 027338N, in the City of Perris, Riverside County.

Dear Ms. Rosso:

This refers to your letter, dated August 2, 2012, received by us on August 7, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing San Jacinto 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-18.10 and DOT Number 027338N.

The San Jacinto 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. D Street runs parallel to the track and is a stop controlled intersection with San Jacinto Avenue approximately 220 feet east of the crossing. C Street runs parallel to the track and is a stop sign controlled intersection with San Jacinto Avenue approximately 150 feet west of the crossing. The current annual daily traffic count for this crossing is approximately 3,700 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;
- Remove the existing track and install one new track approximately 18-feet west of existing track;
- Widen San Jacinto Avenue from two lanes to three lanes, through the crossing;

- Install a 4-foot wide, tapered grouted rock island between adjacent pedestrian pathway and roadway to channel westbound San Jacinto Avenue through the crossing, as shown on plans;
- Install one new curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device for eastbound San Jacinto Avenue, on the southwest quadrant of the crossing;
- Install one new curb mounted Commission Standard 9 warning device for westbound San Jacinto Avenue, on the northeast quadrant of the crossing;
- Install one new curb 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 device with Exit Gate Management System (vehicle presence detection) for eastbound San Jacinto Avenue vehicular traffic on the southeast quadrant of the crossing;
- Install two new median mounted Commission Standard 8 (flashing light signal assembly) warning devices, one for each approach to the crossing;
- Construct a new raised median 8-inch in height, 12-feet in width, and approximately 110-feet in length on the eastbound approach to the crossing;
- Construct a new raised median 8-inch in height, varying from 12-feet to 2-feet in width, and approximately 140-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 concrete crossing panel surface for the track;
- Repave San Jacinto Avenue and adjust profile between D Street and C Street as shown on plans;
- Interconnect with the proposed traffic signal at the intersection of San Jacinto Avenue and D Street to provide approximately 33 seconds of advance preemption;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support interconnection at the San Jacinto Avenue/D Street intersection;
- Remove existing two R1-1 'STOP SIGN' and stop bars pavement markings for eastbound and westbound San Jacinto Avenue at the intersection of San Jacinto Avenue and C Street with installation of W4-4P 'CROSS TRAFFIC DOES NOT STOP' advance warning signage for north and south bound C Street at the San Jacinto Avenue/C Street intersection;
- Install one R3-1 train activated blank out sign for southbound D Street as shown on plans;
- Install illumination on the northeast and southwest quadrant of the crossing, 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, R15-8 'LOOK', R8-8 'DO NOT STOP ON TRACKS' regulatory signage, and 'WAIT HERE' and RxR 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 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 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 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
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