

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



October 1, 2012

File Number: G.12-09-008
West 4th Street
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 West 4th Street Highway-Rail Crossing, CPUC Crossing No. 002X-18.35 and DOT No. 027340P, in the City of Perris, Riverside County.

Dear Ms. Rosso:

This refers to your letter, dated August 27, 2012, received by us on September 4, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing West 4th 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 Perris (City), Riverside County, identified as CPUC Crossing Number 002X-18.35 and DOT Number 027340P.

The West 4th Street double 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 Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. C Street and D Street run parallel to the track and are traffic signal controlled intersections with West 4th Street west and east of the crossing, respectively. Intersection of C Street and West 4th Street is approximately 150 feet west of the crossing and intersection of D Street and West 4th Street is approximately 300 feet east of the crossing. The current annual daily traffic count for this crossing is approximately 23,600 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. The Orange Empire Railway Museum (OERY) will operate over one of new tracks.

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 tracks;

- Install new PVL mainline track approximately 18-feet west of the existing mainline track;
- Install new OERY track approximately 26-feet west of the new PVL mainline track;
- Remove the existing two curb mounted Commission Standard 9-A and the two median mounted Commission Standard 9 warning devices;
- Install one new curb mounted Commission Standard 9-A and one median mounted Commission Standard 9 warning devices for westbound West 4th Street, on the northeast quadrant of the crossing;
- Install one new curb mounted and one median mounted Commission Standard 9 warning devices for eastbound West 4th Street, on the southwest quadrant of the crossing;
- Construct a new raised median 8-inch in height, 14-feet in width, and approximately 140-feet in length on the westbound approach to the crossing;
- Construct a new raised median 8-inch in height, 14-feet in width, and approximately 80-feet in length on the eastbound 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 both tracks;
- Modify the existing traffic signal at the intersection of West 4th Street and C Street to eliminate westbound left turns onto C Street and remove the existing protective left turn signal head;
- Reconstruct the street surface for West 4th Street between C Street and D Street, as shown on plans;
- Interconnect the existing traffic signals at intersections of West 4th Street/C Street and West 4th Street/D Street with railroad warning devices to provide approximately 42 seconds of advance preemption;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support it;
- Install one R3-1 "NO RIGHT TURN" and two R3-2 "NO LEFT TURN" train activated signs, 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, W48, and W10-4 advance warning signs, R8-8 'DO NOT STOP ON TRACKS', R10-6 'STOP HERE ON RED', R3-4 'NO U-TURN', R15-8 'LOOK', R28(CA) 'NO PARKING ANYTIME' and R3-2 'NO LEFT TURN' regulatory signage, and 'WAIT HERE' 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, OERY 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 27, 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]

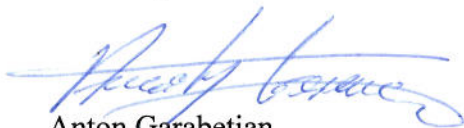
This authorization shall expire if the above conditions are not complied with and the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 bll@cpuc.ca.gov.

Sincerely,



Anton Garabetian
Program & Project Supervisor
Rail Crossings Engineering Section
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
Thomas N. Jacobson, Orange Empire Railway Museum