

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



June 3, 2014

File Number: XREQ 2014050003  
East Prado/Prado (SR-91) OH  
City of Corona, Riverside County

David K. Thomas  
Toll Project Manager  
Riverside County Transportation Commission  
2455 Anselmo Drive, Suite 202  
Corona, CA 92879

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Modify the East Prado/Prado State Route 91 Overhead Bridge Grade-Separated Highway-Rail Crossing, Identified as CPUC Crossing No. 002B-27.85-A and DOT No. 026532D, in City of Corona, Riverside County.**

Dear Mr. Thomas:

This refers to your letter, dated April 24, 2014, received by us on April 25, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the grade-separated East Prado/Prado State Route (SR) 91 Overhead Bridge and the BNSF Railway Company (BNSF) Mainline 2B track highway-rail crossing (crossing), in the City of Corona, Riverside County. The crossing is identified by CPUC Crossing No. 002B-27.85-A and DOT No. 026532D.

The crossing is an 11-lane bridge structure that crosses over the BNSF track. Modifications to the crossing are part of a SR-91 corridor improvements project spanning from SR-241 to Interstate I-15. Riverside County Transportation Commission (RCTC), in collaboration with Caltrans, is administering the project design-build contract. The proposed modifications of the overhead include partial demolition, widening, construction of express lanes, and catcher bents.

Commission GO 26-D, Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches from the top of rail to the bottom of the overhead structure; RCTC's request indicates during construction, the temporary clearance will be 21 feet 6 inches. The permanent vertical clearance will be 24 feet 7 inches. Therefore, RCTC requests a temporary deviation from the vertical clearance requirements of GO 26-D.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by RCTC and finds it adequately addresses compliance and safety. As RCTC, Caltrans, 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 dated April 24, 2014, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, RCTC is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary vertical clearance of not less than 21 feet 6 inches from the top of rail, during construction period of the structure.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

1. RCTC shall notify BNSF and the Los Angeles office of the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and RCES at least 15 days but not more than 30 days in advance of the date when RCTC will create the temporary reduced vertical clearance. For the CPUC, this notification may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).
2. BNSF shall issue instructions to all individuals responsible for operation of trains over these tracks of the temporary reduced vertical clearance of 21 feet 6 inches, and shall submit the instructions in advance of the date when RCTC will create the temporary reduced vertical clearance to the Los Angeles office of ROSB and RCES. This notification may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

This project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Public Resources Code 21080.13].

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 re-evaluate the crossing prior to granting an extension.

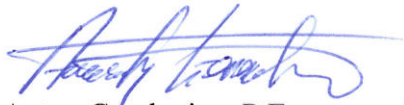
Within 30 days after completion of this project, RCTC and/or BNSF shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, BNSF shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

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If you have any questions, please contact Sergio Licon at (213) 576-7085 or [sal@cpuc.ca.gov](mailto:sal@cpuc.ca.gov) .

Sincerely,



Anton Garabetian, P.E.  
Program and Project Supervisor  
Rail Crossings Engineering Section  
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**  
Rebecca Guirado, Caltrans  
Melvin Thomas, BNSF

