

## PUBLIC UTILITIES COMMISSION

320 W 4th Street, Suite 500  
Los Angeles, CA 90013



December 5, 2014

File Number: XREQ 2014110001  
Eastbound Magnolia Avenue  
Home Garden (Unincorporated), Riverside County

Dowling Tsai  
Engineering Project Manager  
Riverside County Transportation Department  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Eastbound Magnolia Avenue At-Grade Highway–Rail Crossing, Identified as CPUC Crossing No. 002B-20.30, and DOT No. 026517B, in the City of Home Garden (Unincorporated), Riverside County.**

Dear Mr. Tsai:

This refers to your letter, dated October 20, 2014, received by us on November 3, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Eastbound Magnolia Avenue at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) Mainline 2B tracks in the City of Home Garden (unincorporated), Riverside County (County). The crossing is identified as CPUC Crossing No. 002B-20.30, DOT No. 026517B.

The Eastbound Magnolia Avenue crossing is one-way roadway with two through lanes over two BNSF mainline tracks. The Eastbound Magnolia Avenue at-grade crossing is equipped with one 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 one median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Buchanan Street is approximately 900 feet east of the crossing and is a signalized intersection. In addition to BNSF freight trains, the Southern California Regional Rail Authority and the National Passenger Railroad Corporation operate passenger trains over this line.

A Grade separation project is currently under way at this crossing. During stage 3 of the grade separation construction, the crossing will be modified into a two-way roadway, allowing both eastbound and westbound traffic movements. The proposed queue-cutter traffic signal will provide additional traffic management for westbound Magnolia Avenue traffic once it is shifted south of the median.

The County states in its request letter, "The proposed Queue-Cutter traffic signal enhances safety by stopping westbound traffic from crossing the at-grade crossing when westbound traffic queue is reaching closely towards the tracks from Lincoln Street. The proposed signal control will

minimize the chance that westbound motorists stop on the tracks in conflicting with train movements.”

The County’s proposal to modify the crossing shall consist of the following alterations as indicated in its request letter and shown on its plans:

- Install one curb mounted queue-cutter traffic signal with video detection system on a traffic signal mast arm; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W48 (CA) advance warning signs, and RXR and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the County and finds it adequately addresses compliance and safety. As the County and BNSF are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the County may proceed with the alternations as described in its request letter and attachments, and summarized above.

BNSF must also ensure that Emergency Notification System signs are installed to comply with Title 49 Code of Federal Regulations, Section 234.309.

County shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission GO’s and the CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic Resources Code 21084].

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 RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

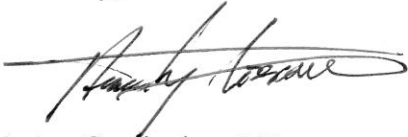
Within 30 days after completion of this project, County shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page 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 must submit an updated inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@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,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

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

cc: **(SENT VIA EMAIL)**  
Matt Keim, BNSF  
Patricia Romo, County

