

## PUBLIC UTILITIES COMMISSION

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



April 9, 2015

File Number: XREQ 2015030013  
State Route 91 (Pachappa Underpass)  
City of Riverside, Riverside County

Denny Fong  
Senior Transportation Engineer  
California Department of Transportation (Caltrans)  
1120 N. Street MS-37  
Sacramento, CA 95814

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the State Route 91 (Pachappa Underpass) Grade Separated Highway-Rail Crossing, identified as CPUC Crossing No. 003-56.40-B and DOT No. 811015E, in the City of Riverside, Riverside County.**

Dear Mr. Fong:

This refers to your letter, dated and received by us on March 20, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the grade separated Union Pacific Railroad Company's (UPRR) Los Angeles Subdivision tracks and State Route (SR) 91 crossing (crossing) in the City of Riverside (City), Riverside County. The crossing is identified as CPUC Crossing No. 003-56.40-B and DOT No. 811015E and is referred by Caltrans as the Pachappa Underpass.

The crossing rail bridge structure contains one UPRR mainline track and crosses over SR 91. The California Department of Transportation (Caltrans), in partnership with Riverside County Transportation Commission and the City of Riverside, plan to widen SR 91 to add one High Occupancy Vehicle (HOV) lane, adjacent to the median, in each direction. The widening of SR 91 will require replacement of existing rail bridge structure. In addition to UPRR freight trains, the Southern California Regional Rail Authority operates passenger trains over this line. As part of the project, Caltrans proposes to construct a temporary shoofly structure to maintain train flow at this location while construction of the new underpass is being completed. Once the new bridge is constructed and placed in service, the temporary shoofly structure will be removed.

Caltrans proposes the following alterations:

- Remove and replace the existing grade separated structure to accommodate the addition of the HOV lanes along SR 91;
- Widen the rail bridge structure to 25 feet with a minimum permanent vertical clearance of 20 feet; and
- Construct a temporary shoofly railroad structure with a minimum clearance of 19 feet 9 inches to the freeway surface below.

The minimum vertical clearance of 19 feet 9 inches for the temporary shoofly railroad structure and a minimum permanent vertical clearance of 20 feet are in compliance with the minimum clearance requirements specified in the Commission GO 26-D of 15 feet.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by Caltrans and finds it adequately addresses compliance and safety. As Caltrans and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, Caltrans may proceed with the alternations as described in its request letter and attachments, and summarized above. Upon completion of the Pachappa Underpass, the temporary shoofly structure for the main line track shall be removed. The shoofly bridge abutments will be left in place for potential future use by UPRR.

Caltrans shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, published by the California Department of Transportation.

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

This project is statutorily exempt from the requirements of the California Environmental 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 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.

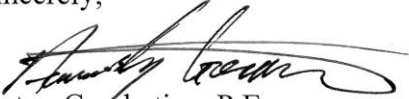
Within 30 days after completion of this project, Caltrans shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web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

At the conclusion of the project, UPRR should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

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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 Branch  
Safety and Enforcement Division

cc: **(SENT VIA EMAIL)**  
Kyle Nodggard, UPRR  
David Buzon, Caltrans

