

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
Sacramento, CA 95834-2939



August 10, 2011

File Number: G.11-06-004

Hellman Avenue  
City of Rancho Cucamonga, San Bernardino County

Mark Steuer, PE  
City Engineer  
City of Rancho Cucamonga  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91729-0807

**Re: General Order 88-B Request for Authority to Alter the Hellman Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101SG-39.60 and DOT No. 026164R, in the City of Rancho Cucamonga, San Bernardino County.**

Dear Mr. Steuer:

This refers to your letter, dated June 22, 2011 (received on June 28, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Hellman Avenue at-grade crossing of the Southern California Regional Railroad Authority (SCRRA) San Gabriel subdivision tracks in the City of Rancho Cucamonga (City), San Bernardino County. The crossing is currently identified as CPUC Crossing No. 101SG-39.60 and DOT No. 026164R.

The Hellman Avenue at-grade crossing is an existing two lane roadway, one lane in each direction, traversing over one SCRRA main line track. Currently, the crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and advance warning pavement markings and signage. Eighth Street runs parallel to the tracks and is the unsignalized intersection adjacent to, and south of the crossings. In addition to SCRRA passenger trains, BNSF Railway Company (BNSF) operates freight trains on this line.

The City proposes the following modifications to the crossings, as part of their project to install a 120 inch storm drain under Hellman Avenue:

- Widen Hellman Avenue from 11-feet to 17-feet;
- Adjust approach grade on Hellman Avenue to reduce it to achieve SCRRA approach grade requirements at the crossing;
- Remove the existing two Commission Standard 9 warning devices;
- Install one curb mounted and one median mounted Commission Standard 9 warning devices with 12-inch LED flashing lights for northbound Hellman Avenue, at the southeast quadrant of the crossing;
- Install one curb mounted Commission Standard 9 warning device with 12-inch LED flashing lights for southbound Hellman Avenue, at the northwest quadrant of the crossing;
- Install one curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an exit gate) warning device with 12-inch LED flashing lights at the southwest quadrant with Exit Gate Management System (vehicle presence detection);

- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all four pedestrian sidewalk approaches to the crossing;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install fencing and hand railing for pedestrian crossing approaches, as shown in plans;
- Install push button-actuate pedestrian walk signals at new pedestrian crosswalks, south of the crossing;
- Construct an 8-inch in height, 9-feet in width and 100-feet in length raised center median for southbound vehicular approach to the crossing;
- Construct an 8-inch in height, 9-feet in width and 19-feet in length raised center median for northbound vehicular approach to the crossing;
- Install new traffic signals at the intersection of Hellman Avenue and 8<sup>th</sup> Street to include 35 seconds of advance preemption and upgrade track circuitry to support it;
- Install a Preemption Interconnect System to provide interconnection with traffic signal system to monitor crossing operation and safety;
- Install concrete crossing panels surfacing for both pedestrian pathways at crossing;
- Install R3-2 blank out 'NO LEFT TURN' train activated sign on mast arm on the southeast quadrant of the intersection;
- Install R3-1 blank out 'NO RIGHT TURN' train activated sign on signal pole on the southwest quadrant of the intersection;
- Install new street lighting at crossing and at Hellman Avenue and 8<sup>th</sup> Street intersection, per plans;
- Application of MUTCD compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, R10-6 'STOP HERE ON RED' signage, R8-8 'DO NOT STOP ON TRACKS' signage, R3-4 'NO U-TURN' signage and 'KEEP CLEAR' and RxR pavement markings.

In addition, the traffic signal operation at the end of preemption will have solid red for all Hellman Avenue north-south traffic movement approaching the crossing and solid green signal for all 8<sup>th</sup> Street east-west traffic movement. Hellman Avenue/8<sup>th</sup> Street traffic signal operation will resume to normal after train has cleared the crossing.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As City, BNSF and SCRRA 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 June 22, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with 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.

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 or if the work is not completed within three years of the date of this letter. Upon written request to this office, 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, City 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

SCCRA should 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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Bill Lay at 213-576-1399 or [bl@cpuc.ca.gov](mailto:bl@cpuc.ca.gov).

Sincerely,



Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

- C: Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408  
Naresh Patel, P.E., SCRRA, 279 E. Arrow Highway, Suite A, San Dimas, CA 91773