

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



March 30, 2012

File Number: G.12-03-001
Mountain Avenue
City of Ontario, County of San Bernardino

Freddy C. Cheung
Sr. Manager, Industry & Public Projects
Union Pacific Railroad Company
19100 Slover Avenue
Bloomington, California 92316

Re: General Order 88-B Request for Authority to Alter the Grade-Separated Crossing of Mountain Avenue and Union Pacific Railroad Company's Alhambra Subdivision Tracks, CPUC Crossing Number 001B-519.00-A and DOT Number 746938A, in the City of Ontario, San Bernardino County

Dear Mr. Cheung:

This refers to your letter dated January 12, 2012 (received on March 2, 2012), requesting authorization, pursuant to the California Public Utilities Commission (Commission) General Order (GO) 88-B to alter the existing grade-separated crossing of the Mountain Avenue and the Union Pacific Railroad Company (UPRR) Alhambra Subdivision main line tracks in the City of Ontario (City), San Bernardino County. The crossing is identified by CPUC Crossing Number 001B-519.00-A and DOT Number. 746938A.

Mountain Avenue is a four-lane roadway running north/south, two (2) lanes in each direction. The Mountain Avenue overpass crosses over four UPRR main line tracks, one (1) on the Alhambra Subdivision and three (3) on the Los Angeles Subdivision. There are approximately 36 UPRR freight trains per day and one (1) National Passenger Railroad Corporation (Amtrak) passenger train per day operating over the Alhambra Subdivision track.

UPRR proposes the following alterations to the Mountain Avenue overpass crossing:

- Installation of an additional second main track across and underneath the existing Mountain Avenue overpass, 20 feet south of the existing Alhambra Subdivision main track centerline;
- Installation of a new Los Angeles/Alhambra Subdivision Connection track across and underneath the existing Mountain Avenue overpass, 77 feet south of the existing Alhambra Subdivision main track centerline; and
- Installation of a crash wall between the two (2) proposed tracks, as shown in plans.

The existing Mountain Avenue overpass structure complies with the minimum clearance requirements of 22 feet 6 inches for vertical clearance and 8 feet 6 inches for horizontal clearance, specified in Commission GO 26-D. The project proposes a minimum horizontal clearance of approximately 11 feet 1 inch between the proposed second track and the proposed crash wall and a minimum vertical clearance of 23 feet at the proposed second track, conforming to GO 26-D standards. During construction, temporary traffic control devices will be in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation (Caltrans). The only potential traffic control will be site access by the contractors. Therefore, this authorization does not require temporary or permanent clearance deviations or other variances from applicable GO standards.

The Commission's Rail Crossings Engineering Section (RCES) has investigated UPRR's request, and finds it adequately addresses compliance and safety. As UPRR and City 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 January 12, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the CA MUTCD. All parties shall comply with all applicable rules, including the Commission General Orders and CA MUTCD.

As modification of an existing grade-separated crossing, this project is statutorily exempt from the requirements of the California Environment Quality Act (CEQA) of 1970, as amended. [California Public Resources Code 21080.13]

This authorization shall expire within three (3) years of the date of this letter or shall automatically terminate when the above conditions are not complied with. If an extension/revision of this authorization is anticipated, a written request for extension/revision shall be filed with RCES at least 30 days prior to the expiration/termination date. Any written request for an extension/revision shall include concurrence letters by involved parties in support of the extension/revision. If an extension/revision is requested, RCES may reevaluate the crossing prior to granting an extension or require a new authorization, as appropriate.

Within 30 days after completion of this project, UPRR 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 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, UPRR should notify the Federal Railroad Administration (FRA) of the completion of the crossing alternation by submitting a completed U.S. DOT CROSSING INVENTORY FORM, form FRA F6180.71, for the alternation. The Commission requests that UPRR provide a concurrent copy of that submittal to rces@cpuc.ca.gov.

Mr. Freddy C. Cheung
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If you have any questions, please contact Bill Lay at 213-576-1399 or bl@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, prominent initial "D".

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

CC:

Louis Abi-younes, P.E., City Engineer, City of Ontario, 303 East "B" Street, Ontario, California 91764-4196
Harry Steelman, Amtrak, 810 N. Alameda Street, 3rd Floor, Los Angeles, California 90012