

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



June 18, 2012

File Number: G.12-05-015

Vineyard Avenue  
City of Ontario, County of San Bernardino

Louis Abi-younes  
City Engineer  
City of Ontario  
303 East B Street  
Ontario, CA 97164

**Re: General Order 88-B Request for Authority to Alter the Vineyard Avenue Highway-Rail Crossing, CPUC Crossing No. 001B-522.40, DOT No. 746960M in the City of Ontario, San Bernardino County**

Dear Mr. Abi-younes:

This refers to your letter dated May 14, 2012 ( received on May 18, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B to grade-separate the existing at-grade crossing of the Union Pacific Railroad (UPRR) Alhambra Subdivision railroad tracks at Vineyard Avenue in the City of Ontario (City), San Bernardino County. The crossing is identified by CPUC Crossing No. 001B-522.40 and DOT No. 746960M.

Vineyard Avenue is a six-lane divided roadway running north/south, three lanes in each direction, that crosses over one UPRR mainline track and is currently equipped with two curb mounted and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning signage and pavement markings. In addition to UPRR operating freight trains, the National Passenger Railroad Company (Amtrak) operates passenger trains over this line. Approximately 34 freight trains per day traveling at a maximum speed of 60 miles per hour and approximately 1 passenger train per day traveling at a maximum speed of 65 miles per hour operate over the mainline.

City proposes the following alterations to the Vineyard Avenue crossing:

- Construct a two track bridge structure with a minimum vertical clearance of 16 feet and 10 inches; and
- Construct the public roadway under the UPRR tracks as a six lane roadway with shoulders, a raised center median and two 6-foot 6-inches wide sidewalks.

During construction, Vineyard Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices. As part of the project, City requires construction of a temporary shoofly for two UPRR mainline tracks. Railroad traffic will be shifted to the shoofly track while the existing track is removed and the elevated railroad bridge structure is constructed in stages. The temporary shoofly tracks will then be removed upon completion of the grade separated track structure and the mainline tracks is installed over the bridge.

The Commission's Rail Crossings Engineering Section (RCES) investigated the City's request, and finds it adequately addresses compliance and safety. As the City and UPRR 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 May 14, 2012 and summarized above are authorized.

The following requirements pertain to this authorization:

- The new CPUC Crossing Number for the completed grade separation structure will be 001B-522.40-B, DOT No. 440691Y, and
- The City shall block access at the former at-grade crossing to all vehicular and pedestrian traffic during construction by installing approximately 1,370 feet of fencing north of the crossing, and the public shall be appropriately directed to nearby existing authorized crossing locations.

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 statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic 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 reevaluate the crossing prior to granting an extension.

Within 30 days after the new structure is opened to traffic and the at-grade crossing is removed from service, UPRR and/or City 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 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.

Louis Abi-younes  
G.12-05-015  
June 18, 2012  
Page 3 of 3

At the conclusion of the project, UPRR should notify the Federal Railroad Administration of the existence of the new grade-separated crossing (and retirement of the at-grade crossing and its former US DOT number) by submitting a completed U.S. DOT CROSSING INVENTORY FORM, form FRA F6180.71, for the new grade-separated structure. CPUC requests a concurrent copy of that submittal is to be provided 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,

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

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

C: Ken Tom, UPRR, 2015 South Willow Street, Bloomington, CA 92316  
Harry Steelman, Amtrak, 810 N. Alameda Street, 3rd Floor, Los Angeles, CA 90012