

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 9, 2012

File Number: G.12-05-016
South Milliken 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 South Milliken Avenue Highway-Rail Crossing, CPUC Crossing No. 003-43.40 and DOT No. 810913D 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 Company (UPRR) Los Angeles Subdivision railroad tracks and South Milliken Avenue in the City of Ontario (City), San Bernardino County. The crossing is identified by CPUC Crossing No. 003-43.40 and DOT No. 810913D.

South Milliken Avenue is an eight-lane divided roadway running north/south, three northbound and five southbound that crosses over two UPRR mainline tracks and is currently equipped with two 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 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 Southern California Regional Railroad Authority (SCRRA) operates passenger trains over this line. Approximately 9 freight trains per day traveling at a maximum speed of 65 miles per hour and approximately 12 passenger trains per day traveling at a maximum speed of 79 miles per hour operate over the mainline.

City proposes the following alteration to the South Milliken Avenue crossing:

- Construct an overhead bridge structure crossing for the UPRR railroad tracks.

During construction, South Milliken 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 requests a temporary deviation from the vertical clearance requirements of GO 26-D, for an impaired clearance of 21 feet 6 inches above the top rail during construction. GO 26-D, Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches. Its permanent vertical clearance will be 23 feet 4 inches.

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 003-43.40-A, DOT No.440736D, and
- The crossing will be closed to all vehicular and pedestrian traffic during construction
- Barriers will be provided during construction to impede the ability of vehicles and pedestrians to enter the construction zone.
- Traffic will be directed to alternate routes.

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].

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, City is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet 6 inches above the top of the highest rail to the lowest of point on the overhead structure during construction, including construction false work.

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, the 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 as outlined on the web page.

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.

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, 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
William Doran, SCRRA, 279 East Arrow Highway, San Dimas, CA 91773