

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



December 18, 2012

File Number: G.12-12-001

Second Street

City of San Bernardino, San Bernardino County

Mitchell A. Alderman
Director of Transit and Rail Programs
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Re: General Order 88-B Request for Authority to Modify the Second Street Highway-Rail Crossing, CPUC Crossing No. 002U-0.27 and DOT No. 027204P, in the City of San Bernardino, San Bernardino County.

Dear Mr. Alderman:

This refers to your letter, dated November 29, 2012, received by us on December 3, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing Second Street at-grade crossing (crossing) on the Redlands Branch Subdivision railroad tracks owned by San Bernardino Associated Governments (SANBAG) and operated by BNSF Railway Company (BNSF) in the City of San Bernardino (City), San Bernardino County, identified as CPUC Crossing Number 002U-0.27 and DOT Number 027204P.

The Second Street single track at-grade crossing is currently a divided roadway with four lanes, two lanes in each direction. The crossing is equipped with two curb and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. The crossing improvement project is part of the proposed Southern California Regional Rail Authority (SCRRA) Metrolink commuter extension project from the current terminus at the Santa Fe Depot Station in the City of San Bernardino to the proposed Transit Center in Downtown, City of San Bernardino.

SANBAG proposes the following alterations to the crossing as part of the Metrolink extension project to meet the service operator, SCRRA, standards:

- Install one additional mainline track and realign the existing mainline track at 16-foot track centers;
- Relocate the existing four Commission Standard 9 warning devices;
- Construct a new raised median 8-inch in height, 9-feet in width, and approximately 100-feet in length on the eastbound approach to the crossing;

- Construct a new raised median 8-inch in height, 9-feet in width, and approximately 100-feet in length on the westbound approach to the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all four pedestrian sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of hand railing, and mesh fabric chain link fencing along right-of-way to prevent trespassing, as shown in plans;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips for all pedestrian sidewalk approaches to the crossing;
- Construct ADA compliant sidewalks on north and south approaches of the crossing;
- Install pedestrian pathway through crossing on both sides;
- Relocate the existing power pole with street lighting on the southeast quadrant of crossing;
- Install concrete crossing panel surface for both tracks; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W48 advance warning signs, and R3-2 'NO LEFT TURN,' and R-28 'NO STOP ANY TIME' regulatory signage as shown in plans.

The proposed new crossing identification number will be CPUC Crossing Number 101SG-56.98 and DOT Number 027204P.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by SANBAG, and finds it adequately addresses compliance and safety. As SANBAG, City, SCRRRA, and BNSF 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 November 29, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the 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 and 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 completion of this project, SANBAG 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

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<http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SANBAG (or BNSF, as appropriate) should also submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Bill Lay at 213-576-1399 or bll@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Melvin Thomas, Public Project Manager, BNSF
Robert Eisenbeisz, City Engineer, City of San Bernardino
Naresh Patel, Assistant Director of Standards and Design, SCRRA
Gerard Reminiskey, Senior Project Manager, HDR Engineering Inc.