

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



May 3, 2013

File Number: XREQ 2013040022

Rialto Avenue  
City of San Bernardino, San Bernardino County

Mitchell A. Alderman  
Director of Transit & Rail Programs  
San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

**Re: General Order 88-B Request for Authority to Modify the Rialto Avenue Highway-Rail Crossing, CPUC Crossing No. 002U-0.50 and DOT No. 027206D, in the City of San Bernardino, San Bernardino County.**

Dear Mr. Alderman:

This refers to your letter dated April 23, 2013, received by us on April 26, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Rialto Avenue at-grade crossing(crossing) on the Redlands 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-0.50 and DOT Number 027206D.

The crossing is a divided roadway with four lanes, two lanes in each direction. The railroad tracks currently cross the signalized intersection of Rialto Avenue and I Street diagonally. The crossing is equipped with four curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm), and one curb mounted Commission Standard 8 (flashing light signal assembly) warning devices with advance warning signage and pavement markings. 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 City's Santa Fe Depot Station to the proposed Transit Center in Downtown.

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;
- Close the "I" Street roadway portion of this crossing, leaving only Rialto Avenue crossing for the proposed double track crossing by reconstructing "I" Street, north of the crossing, to become a T-Intersection with Rialto Avenue allowing only right-turn movements;

- Reconstruct “I” Street, south of the crossing to become a cul-de-sac with pedestrian pathway and fencing to channel users to the Rialto Avenue crossing;
- Remove the traffic signals at the intersection of Rialto Avenue and “I” Street;
- Remove the Commission Standard 9 warning devices;
- Install two new Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices in the northeast and southwest quadrants of the crossing for each Rialto Avenue approach;
- Construct a new raised median 8-inch in height, 4-feet 3-inches in width, and approximately 101-feet in length on the eastbound approach to the crossing;
- Construct a new raised median 8-inch in height, 4-feet 3-inches in width, and approximately 157-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;
- Construct curb ramps, curb, gutter and ADA compliant sidewalk landing on the “I” Street/Rialto Avenue intersection and “I” Street cul-de-sac south of the crossing, as shown on plans;
- Install pedestrian pathway through crossing on both sides;
- Install illumination at the 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 R10-6 ‘STOP HERE ON RED’, R6-1R ‘ONE WAY’, and R-28A (CA) ‘NO PARKING ANY TIME’ regulatory signage as shown in plans.

The proposed new crossing identification number will be CPUC Crossing Number 101SG-57.12 and DOT Number 027206D.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request by SANBAG and finds it adequately addresses compliance and safety. As SANBAG, City, SCRRA, 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 April 23, 2013 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.

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This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21084]

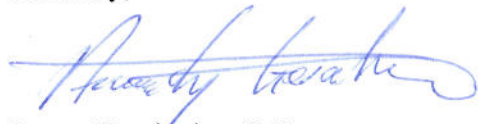
This authorization shall expire if the above conditions are not complied with and the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, BNSF should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission 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 [bll@cpuc.ca.gov](mailto:bll@cpuc.ca.gov).

Sincerely,



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

C: Melvin Thomas, Public Project Manager, BNSF  
Naresh Patel, Public Projects Engineer, SCRRA  
Robert G. Eisenbeisz, City Engineer, City of San Bernardino  
Gerard Reminiskey, Senior Project Engineer, HDR