

PUBLIC UTILITIES COMMISSION

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



August 10, 2015

File Number: XREQ2015070002
Colton Street
Redlands, San Bernardino County

Chris Diggs
Municipal Utilities & Engineering Director
City of Redlands
35 Cajon Street
Redlands, CA 92373

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the Colton Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 002-7.40, DOT No. 027234G in the City of Redlands, San Bernardino County.

Dear Mr. Diggs:

This refers to your letter dated July 16, 2015, and received by us on the same day, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the at-grade rail-crossing (crossing) of the San Bernardino Associated Governments (SANBAG) Redlands Branch tracks and Colton Avenue in the City of Redlands (City), San Bernardino County. The crossing is identified by CPUC Crossing No. 002U-7.40 and DOT No. 027234G.

The severely skewed single track crossing is a two-lane roadway, located just north of the Redlands Boulevard and Colton Avenue "STOP" sign controlled intersection. The crossing is equipped with two curb mounted Commission Standard 8 (flashing light signal assembly) warning devices. There is no train activity along this line and SANBAG is the track maintainer. The crossing improvement project is part of the proposed Southern California Regional Rail Authority (SCRRA) Redlands Passenger Rail Project (RPRP) Metrolink commuter extension project from the terminus in the City of San Bernardino to the City of Redlands.

The City is proposing the following alterations to the Colton Avenue crossing, as part of the RPRP Metrolink project to meet SCRRA standards, as SCRRA will be the service operator:

- Remove the existing track including the two Commission Standard 8) warning devices and install one new track on new alignment;
- Reconstruct the intersection of Colton Avenue and Redlands Boulevard, to allow for Colton Avenue to cross the railroad tracks at better angle and eliminate the severe skew for the crossing;
- Reconstruct the driveway on the northwest quadrant of the crossing;

- Install four Commission Standard 9 (flashing light signal assembly with automatic gate arm) pedestrian gate warning devices in combination with swing gates at all pedestrian sidewalk approaches to the crossing;
- Install one new curb and one new median mounted Commission Standard 9 warning devices for northbound Colton Avenue on the southeast quadrant of the crossing;
- Install one new curb and one new median mounted Commission Standard 9 warning devices for southbound Colton Avenue on the northwest quadrant of the crossing;
- Install two Commission Standard 9-E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices with Exit Gate Management System (vehicle presence detection) in the southwest quadrant of the crossing— one curb mounted and one median mounted;
- Construct a 14-foot wide, 6-inch high, and approximately 175-foot long raised median, on the north side of the crossing;
- Construct a 14-foot wide, 6-inch high, and approximately 16-foot long raised median, on the south side of the crossing;
- Widen the Colton Avenue roadway from one lane to two lanes in each direction, for a total width of 64-feet through the crossing;
- Construct Americans with Disabilities Act (ADA) compliant sidewalks on both sides of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install steel gate per SCRRRA engineering standard on the northwest and northeast quadrant of crossing, per plans;
- Install fencing along the right of way to prevent trespassing, as shown in plans;
- Install barrier-type material between new pedestrian pathways and roadway, per plans;
- Install curb ramps, curb, gutter and ADA compliant sidewalk landing at the intersection of Colton Avenue and Redlands Boulevard, south of the crossing and at the driveway northwest of the crossing;
- Install a traffic signal at the intersection of Colton Avenue and Redlands Boulevard and interconnect with the railroad warning devices to provide 46 seconds of advanced preemption;
- Install 106-feet of concrete panel crossing surface for the track; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings; including W10-1 and W10-3 advance warning signs, R8-8 “DO NOT STOP ON TRACKS”, R10-6 “STOP HERE ON RED” sign, and “RXR” pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request filed by City and finds it adequately addresses compliance and safety. As SANBAG 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 dated July 16, 2015, and summarized above are authorized.

SANBAG must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

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


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 this office, 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, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City shall notify RCEB 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/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, SANBAG/SCRRA should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Sergio Licon at (213) 576-7085 or sal@cpuc.ca.gov.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**

Carrie Schindler, SANBAG

