

PUBLIC UTILITIES COMMISSION

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



September 29, 2016

File Number: XREQ 2016090001

Rialto Avenue
City of San Bernardino, San Bernardino County

Justin Fornelli
Chief of Transit and Rail Programs
San Bernardino Associated Governments (SANBAG)
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Rialto Avenue At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 002B-0.70 and DOT Crossing No. 026440R in the City of San Bernardino, San Bernardino County.

Dear Mr. Fornelli:

This refers to your letter dated and received by us on August 30, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Rialto Avenue at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) Mainline 2B Subdivision track in the City of San Bernardino (City), San Bernardino County. The crossing is identified as CPUC Crossing Number 002B-0.70 and DOT Number 026440R.

The crossing is comprised of a single track and a four lane divided roadway, two lanes for each direction of traffic separated by raised medians. The crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two median mounted Commission Standard 8 (flashing light signal assembly) warning devices. Rialto Avenue and Pico Avenue form a stop controlled T-intersection adjacent to and west of the crossing. Approximately one BNSF freight train and 24 Southern California Regional Rail Authority (SCRRA) passenger trains operate per day at 30 mph over the mainline.

City proposes the following alterations to the crossing:

- Remove all existing warning devices and raised medians;
- Construct new eight-inch high by ten feet wide and 20 feet long raised medians at each approach;
- Install one curb-mounted and one median-mounted Commission Standard 9 warning device in the northeast quadrant of the crossing;
- Install one curb-mounted and one median-mounted Commission Standard 9 warning device in the southwest quadrant of the crossing;
- Install exit gate management system;
- Install one curb-mounted and one median-mounted Commission Standard 9E warning device in the northwest quadrant of the crossing;

- Install one curb-mounted and one median-mounted Commission Standard 9E warning device in the southeast quadrant of the crossing;
- Install one CPUC Commission Standard 9 pedestrian gate at each of the four sidewalk approaches, including emergency swing gates;
- Construct American with Disabilities Act (ADA) compliant sidewalk on both sides of Rialto Avenue including detectable warning tactile strips on all approaches to the crossing;
- Construct pedestrian channelization in the form of new guard rails and hand railings on each side of crossing;
- Install concrete panel crossing surface;
- Repave Rialto Avenue at the crossing including curb and gutter and driveway aprons, and;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings; including W10-1 advance warning signs, “RXR” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request filed by SANBAG and finds that it adequately addresses compliance and safety. As the SANBAG, SCRRA, 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 letter received by us on August 30, 2016, and summarized above, are authorized.

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

All parties shall comply with all applicable rules, including Commission General Orders and California Manual on Uniform Traffic Control Devices.

Temporary traffic controls shall be provided in compliance with current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation.

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.

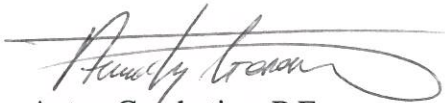
Within 30 days after completion of this project, SANBAG shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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At the conclusion of the project, BNSF 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)**
Christopher Alanis, City of San Bernardino
Patricia Watkins, SCRRA
Jason Sanchez, BNSF

