

PUBLIC UTILITIES COMMISSION

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



January 22, 2018

File Number: XREQ 2018010002
Cedar Avenue
City of Rialto, San Bernardino County

Azzam Jabsheh
Associate Civil Engineer
City of Rialto
335 West Rialto Avenue
Rialto, CA 92376

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Cedar Avenue At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-51.44 and DOT Crossing No. 026140C in the City of Rialto, San Bernardino County.

Dear Mr. Jabsheh:

This refers to your letter received by us on January 4, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Cedar Avenue at-grade highway-rail crossing (crossing) of the Southern California Regional Rail Authority (Metrolink) San Gabriel Subdivision tracks in Rialto (City), San Bernardino County. The crossing is identified as CPUC Crossing Number 101SG-51.44 and DOT Number 026140C.

The crossing is comprised of two tracks and a four lane divided roadway, with two traffic lanes for each direction. 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 9 warning devices. Cedar Avenue and West Rialto Avenue form a traffic signal controlled intersection approximately 1000 feet north of the crossing. About 10 BNSF Railway Company (BNSF) freight trains at a maximum speed of 55 mph and 38 Metrolink passenger trains at a maximum speed of 79 mph operate per day over the mainline. The average daily traffic at the crossing is approximately 28,000 vehicles.

The City, in cooperation with Metrolink, proposes the following alterations as indicated in the request letter and/or shown in the attachments:

- Construct an eight-foot wide American with Disabilities Act (ADA) compliant sidewalk on the east side of Cedar Avenue, including detectable warning strips on both approaches to the crossing;
- Install additional concrete panels along the track to accommodate the new sidewalk;
- Install one Commission Standard 9 pedestrian warning device at each sidewalk approach, including emergency swing gates on the east side of Cedar Avenue;
- Install pedestrian channelization in the form of hand railings for both approaches on the east side of Cedar Avenue;

- Install pedestrian barricades on the west side of Cedar Avenue for both approaches to the crossing;
- Install right-of-way fencing and maintenance access gates to the railroad right-of-way, and;
- Remove the existing backlights from the median-mounted Commission Standard 9 warning devices as requested by Metrolink, to maintain consistency with their design standards, ;
- 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 the City and finds that it adequately addresses compliance and safety. As Metrolink and the 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 January 4, 2018, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the California Department of Transportation. The City and Metrolink must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

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

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

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 proposed project 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, the 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/crossings/>. This report may be submitted electronically to rceb@cpuc.ca.gov.

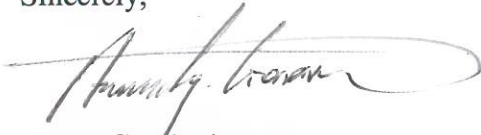
At the conclusion of the project, Metrolink should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a

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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,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish extending to the right.

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

cc: **(SENT VIA E-MAIL)**
Justin Fornelli, Metrolink

