

PUBLIC UTILITIES COMMISSION

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



February 7, 2019

File Number: XREQ 2018120016
Orange Street
City of Redlands, San Bernardino County

Paul Toor
Municipal Utilities and Engineering Director
City of Redlands
35 Cajon Street, Suite 15-A
Redlands, CA 92373

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Orange Street At-Grade Highway-Rail Crossing Identified as CPUC Crossing No. 101SG-65.57 and DOT Crossing No. 027242Y in the City of Redlands, San Bernardino County.

Dear Mr. Toor:

This refers to your letter dated and received by us on November 9, 2018, and amended on February 4, 2019, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Orange Street at-grade highway-rail crossing (crossing) of the San Bernardino County Transportation Authority (SBCTA) Redlands Branch track in Redlands (City), San Bernardino County. The crossing is identified as CPUC Crossing Number 101SG-65.57 and DOT Number 027242Y.

The crossing is part of the Redlands Passenger Rail Project (Project). The Commission's Rail Crossings and Engineering Branch (RCEB) is reviewing the other Project crossings modifications altogether. Accordingly, the approval of the requested crossing modifications exceeds the GO 88-B mandated 45-day period.

The crossing is comprised of one track through a four-lane roadway, with two traffic lanes in each direction. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Currently, there is no train activity at this crossing. Once the Project is complete, it is anticipated that 50 passenger trains will operate through the crossing at a maximum speed of 50 miles per hour, operated by Omnitrans. The average daily traffic at the crossing is approximately 15,098 vehicles.

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

- Remove existing single track and replace with new track;
- Install concrete panels along the track to replace existing asphalt crossing surface;
- Install two-foot-wide, eight-inch high raised medians, approximately 95 feet long south of the tracks and 105-foot-long north of the tracks;

- Install one new curb-mounted Commission Standard 9 warning device for northbound traffic;
- Install one new curb-mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and cantilever) warning device for southbound traffic;
- Install Commission Standard 9 pedestrian gate warning devices, with front and back flashing lights, in combination with emergency egress swing gates, tactile warning strips, and pedestrian channelization at each quadrant sidewalk crossing approach;
- Install new interconnected traffic signal at the adjacent intersection of Orange Street and West Stuart Avenue with a pre-signal at the crossing for northbound traffic;
- Replace existing signal house with a new signal house;
- Repave Orange Street, reconstruct curb and gutter 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.

RCEB investigated the request filed by the City and finds that it adequately addresses compliance and safety. As SCRRA, SBCTA 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 November 9, 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 SCRRA must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

SCRRA 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.

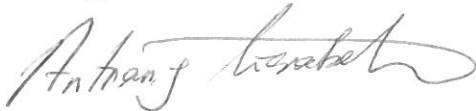
Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site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

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At the conclusion of the project, 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. RCEB 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)**

Justin Fornelli, SCRRA
Andres Ramirez, SBCTA
Trischelle Baysden, Omnitrans

