

APPENDIX 5: GSN-2 Form

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Order Instituting Investigation for the purpose of establishing a list for the fiscal years 2022-2023 and 2023-2024 of existing crossings at grade of city streets, county roads or state highways in need of separation, or existing separations in need of alterations or reconstruction in accordance with Section 2452 of the California Streets and Highways Code.

FILED
PUBLIC UTILITIES COMMISSION
June 24, 2021
SAN FRANCISCO, CALIFORNIA
INVESTIGATION 21-06-018

**Nomination for Alteration or Reconstruction
Of
Existing Grade-Separated Crossing**

Nomination by San Bernardino County transportation Authority

Road/Highway	Cedar Avenue
CPUC Crossing ID No.	001B – 534.70 - A
DOT ID No.	746980Y
Railroad(s)	UPRR

This packet contains the GSN-2 Form and instructions. Please carefully read the instructions before completing the form.

A. Nominating Party – Please include two (2) contacts

Agency Name						
Contact Name	Title	Street Address	City	Zip Code	Telephone	E-mail
Sal Chavez, P.E.	Project Delivery Manager	1170 W. 3 rd St., 2 nd Floor	San Bernardino	92410	909.884.8276	schavez@gosbcta.com
Heng Chow, P.E.	Project Manager	1170 W. 3 rd St., 2 nd Floor	San Bernardino	92410	909.884.8276	hchow@gosbcta.com
Alternate						
Douglas H. Mays, P.E.	Consultant	414 Tennessee St. Ste. G	Redlands	92373	909.335.8670	dhmays@douglascivil.com

B. Crossing Location and Project Type (List all crossings for a consolidation project)

Road/Highway Name	Cedar Ave. Nearest cross street – I-10 freeway to the North
CPUC ID NO.	001 – 534.70 – A
DOT ID NO.	746980Y
City / County / ZIP Code	Bloomington, Unincorporated area San Bernardino County: 92316
Railroad(s)	UPRR
Project Type – Reconstruction*	Underpass [] Overpass [X]
Is project part of a consolidation?	Yes [] No [X]

* see Attachment B

C. Clearances

Horizontal Width	* 94.0 ft
Height Clearance	* 24.62ft min. over main running track #1
Number of Lanes	7 Lanes: 2 SB, 1 pointed Median, NB; 1 Turn WB, 2 NB & 1 Turn EB
Separation Type	Underpass [] Overpass [X]

* see Attachment C

D. Speed Reduction or Slow Order

Vehicle Speed Reduction	No
Railroad Slow Order	Unknown ¹
Is there a center divider?	Yes [] No [X]

¹ UPRR considers this proprietary information & will not release information to outside agencies.

E. Average Daily Vehicle & Train Volumes

Transportation Mode	COUNT	COUNT DATE
Total Number of Vehicles	35,794 ¹	9/22/2021 & 10/6/2021
Total Number of Trains ⁴	35 ²	
Freight Trains	35 ²	
Passenger Trains	0	
Light Rail Trains	0	

1 – ADT from County – 9/22/202 – Attachment E

2 – U.S. DOT Crossing Inventory Form for next at grade rail/highway crossing West
S. Bon View Avenue for thru trains total 32 and 3 switching trains

F. Accident History Data

Total Number Accidents			
Fontana Police Department & Statewide Integrated Traffic Records System *	5/17/2014 to 11/3/2020	Killed 0	Injured 25

* see Attachment F

G. Costs and Contributions

Please fill in the following worksheet to determine the total project costs.

Right-of Way allowance.....	\$ 8,400,000
Preliminary Engineering.....	\$ 9,600,000
Construction Engineering.....	\$ 12,000,000
Total Engineering.....	\$30,000,000
Bridge Construction.....	\$ 33,000,000
Railroad Work.....	\$ 0
Highway Approaches & Connections...	\$ 39,400,000
Utility Relocation.....	\$ 4,000,000
Contingencies.....	\$ 4,000,000
Removing Existing Crossing.....	\$ 600,000
Total Construction Costs.....	\$ 81,000,000
TOTAL PROJECT COSTS:	\$ 111,000,000

Contributions:

ALLOCATED SHARE FROM STATE FUND: \$ 5,000,000

City of Rialto	\$ 6,493,500
City of Fontana	\$ 3,962,700
County of San Bernardino	\$ 22,843,800
Union Pacific Railroad	\$ 0
San Bernardino County Transportation Authority	\$ 72,700,000

H. Probability of Failure

Specify the date that the structure was built?	Built Circa 5/16/1967 Lengthened Circa 1/3/1973
When was structure last evaluated? *	A widening and retrofitting Alternative for the Cedar Ave OH structure was studied in 2015, in the PA/ED Phase for the I-10/Cedar Ave. Interchange Project.
Has the structure been retrofitted to current standards for seismic safety or other improvements? ** If so, indicate completion date of retrofit work.	Yes [] No [X]

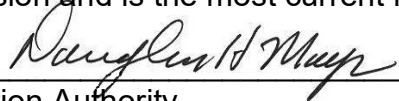
* see Attachment H

I. Attachments

Did you enclose a letter size (8 ½" x 11") location map?	Yes [X] No []
Did you enclose an 8"x 10" photo of each crossing's approach, for a total of two (2) photographs?	Yes [X] No []

J. Declaration

I, Douglas H. Mays, declare under penalty of perjury that the information on this form is true and correct to the best of my knowledge. The information has been verified by me or under my supervision and is the most current information available.

Signature:  Title: Consultant for the San Bernardino County
Transportation Authority

Date: 10/21/2021

No Attachments

“A” / “D” / “G” / “J”

Nomination Application

for

Cedar Avenue Grade Alteration or Reconstruction

in the County of San Bernardino

Attachment “B”

Nomination Application

for

Cedar Avenue Grade Alteration or Reconstruction

in the County of San Bernardino

Crossing Location and project Type

Sta 720+00.00 PCVC (AP)
Elev 1120.48

VPI Sta 721+42.50
Elev 1124.93
285.00 VC

Sta 722+85.00
Elev 1124.38

PROFILE GRADE

NO SCALE

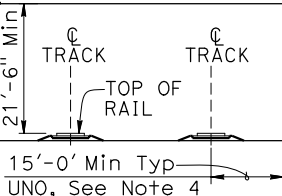
154'-6" (MEASURED ALONG C CEDAR AVE)

-0.38%

FINAL PLAN SUBMITTAL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
DDDD	CCCC	RRRR	PPPP	????	####
REGISTERED CIVIL ENGINEER			X	DATE	
MM/DD/YYYY			PLANS APPROVAL DATE		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.			REGISTERED PROFESSIONAL ENGINEER		
W. HASIA			No. X		
Exp. X			CIVIL		

NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS SHALL BE PLACED WITHIN THESE LIMITS, SEE RAILROAD CONSTRUCTION NOTES



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

(NORMAL TO RAILROAD)

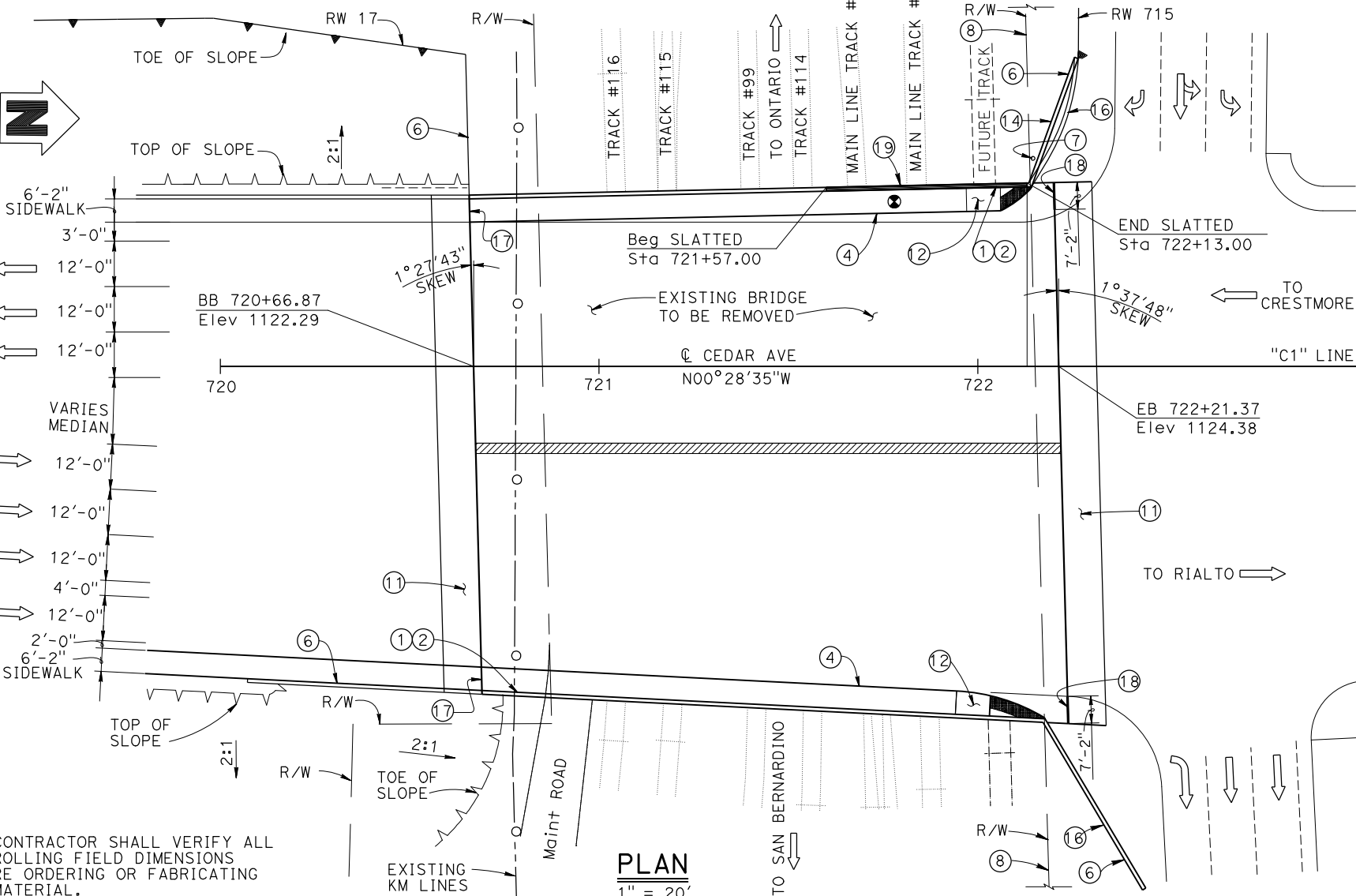
DATUM

Elev=1040

720

721

722



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

PLAN

1" = 20'

LEGEND:

----- Existing structure

● Point of Minimum Vertical Clearance

→ Direction of traffic

▨ Closure Pour

C CEDAR AVE

131'-10 3/8" Min - 142'-8" Max

68'-4" Min - 71'-6 3/4" Max

STAGE 2 CONSTRUCTION

63'-6 3/8" Min - 71'-1 1/4" Max

STAGE 1 CONSTRUCTION

5'-0" Shld

23'-0"

4'-0"

2'-9"

2'-0" Shld

7'-2" Typ

1-3"C *

3"Ø C *

PC/PS WIDE FLANGE Conc GIRDERS

12"Ø WATER LINE IN 20" CASING BY OTHERS

2 FIBER OPTIC LINES IN 4" CASING BY OTHERS

8"Ø WATER LINE IN 16" CASING BY OTHERS

6"Ø GAS LINE IN 10" CASING BY OTHERS

TYPICAL SECTION

1" = 10'

* See ROADWAY PLANS

NOTES:

- For Bridge stage construction, see "CONSTRUCTION STAGING" sheet.
- For Quantities, see "DECK CONTOUR" sheet.
- Existing structure (Br No. 54C-0103) to be removed, see "BRIDGE REMOVAL" sheet and "Foundation Plan" sheet
- See "BRIDGE REMOVAL" Sheet
- Paint "Br. No. 54C-0784" and year constructed
- Paint "CEDAR AVE OVERHEAD"
- Closure pour.
- Concrete Barrier (TYPE 732SW Mod)
- Chain Link Railing (TYPE 7 MODIFIED)
- Wingwall
- Signal Pole
- Remove existing Retaining Wall, see "RETAINING WALL PLANS".
- Temporary Railing (TYPE K), see "ROADWAY PLANS".
- 12"Ø unknown existing concrete pipe to be abandoned. see ROADWAY PLANS.
- Structure Approach (TYPE N MODIFIED)
- ADA curb ramp structure. See "ADA Ramp" sheet
- Under deck lightings. see ROADWAY PLANS.
- Standard B11-7 chain link railing
- Architectural treatment
- Concrete Barrier (TYPE 842 Mod)
- Joint Armor for pedestrian walkway
- Joint Armor for crosswalk
- Chain Link Railing (TYPE 7 Mod, SLATTED)

RAILROAD CONSTRUCTION NOTES

- The proposed project shall not increase the quantity and/or characteristics of the water flow in the railroad's ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of railroad prior to construction.
- The contractor shall submit a proposed method of erosion and sediment control and have the proposed method approved by railroad.
- All shoring systems that impact the railroad's operations and/or supports the railroad's embankment shall be designed and constructed per current railroad guidelines for temporary shoring.
- All demolition within the railroad's right-of-way and/or demolition that may impact the railroad's tracks or operations shall be in compliance with the railroad's demolition guidelines.
- Erection over the railroad's right-of-way shall be designed to cause no interruption to the railroad's operation, enabling the track(s) to remain open to traffic per the railroad's requirements.
- All personnel shall clear the area within 25 feet of the track centerline and secures all equipment when a train passes the work site.
- Temporary support clearances shall comply with minimum construction clearance envelope shown.
- All permanent clearances shall be verified prior to construction.
- Minimum construction clearances shown shall extend past the bridge per current bridge guide lines.

ATTACHMENT "B"

DESIGN	BY W. Hsia	CHECKED R. Wang	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA	DIVISION OF ENGINEERING SERVICES	BRIDGE No. 54C-0784	CEDAR AVE OVERHEAD (REPLACE)	
DETAILS	BY H. Mahboobi / M. S.	CHECKED W. Hsia	LAYOUT	BY W. Hsia	DEPARTMENT OF TRANSPORTATION	DESIGN BRANCH 19	POST MILE 18.5	GENERAL PLAN	
QUANTITIES	BY S. Lee	CHECKED H. Win	SPECIFICATIONS	BY J. Jiang					
DATE PLOTTED => 17-NOV-2020 TIME PLOTTED => 14:27 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					UNIT: 3621 PROJECT NUMBER & PHASE: 08000005791 CONTRACT No.: 08-1A8304				
FILE => 01-54-c0784-a-gp.dgn USERNAME => s111513					DISREGARD PRINTS BEARING EARLIER REVISION DATES				
					REVISION DATES				
					SHEET 1 OF 32				

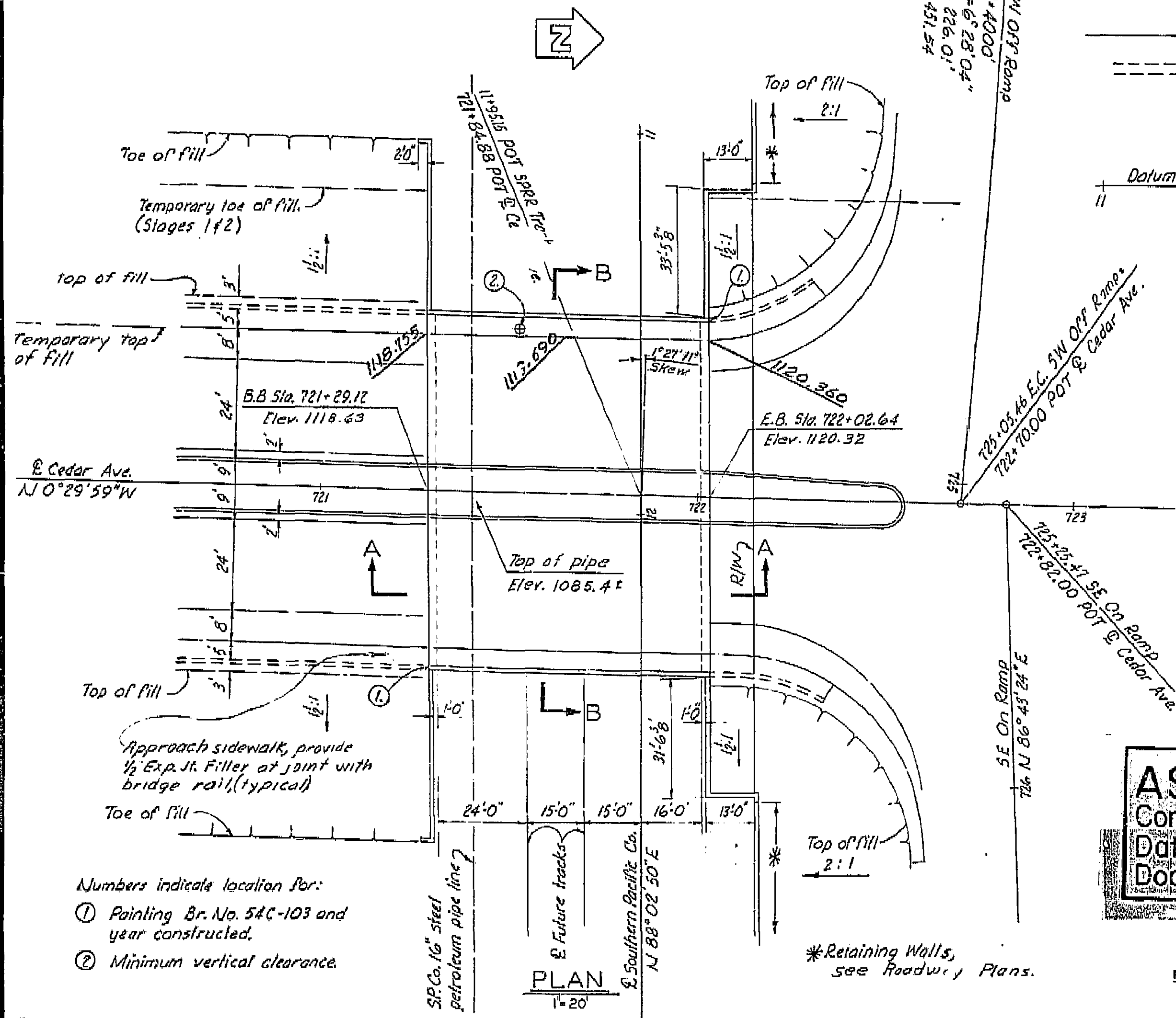
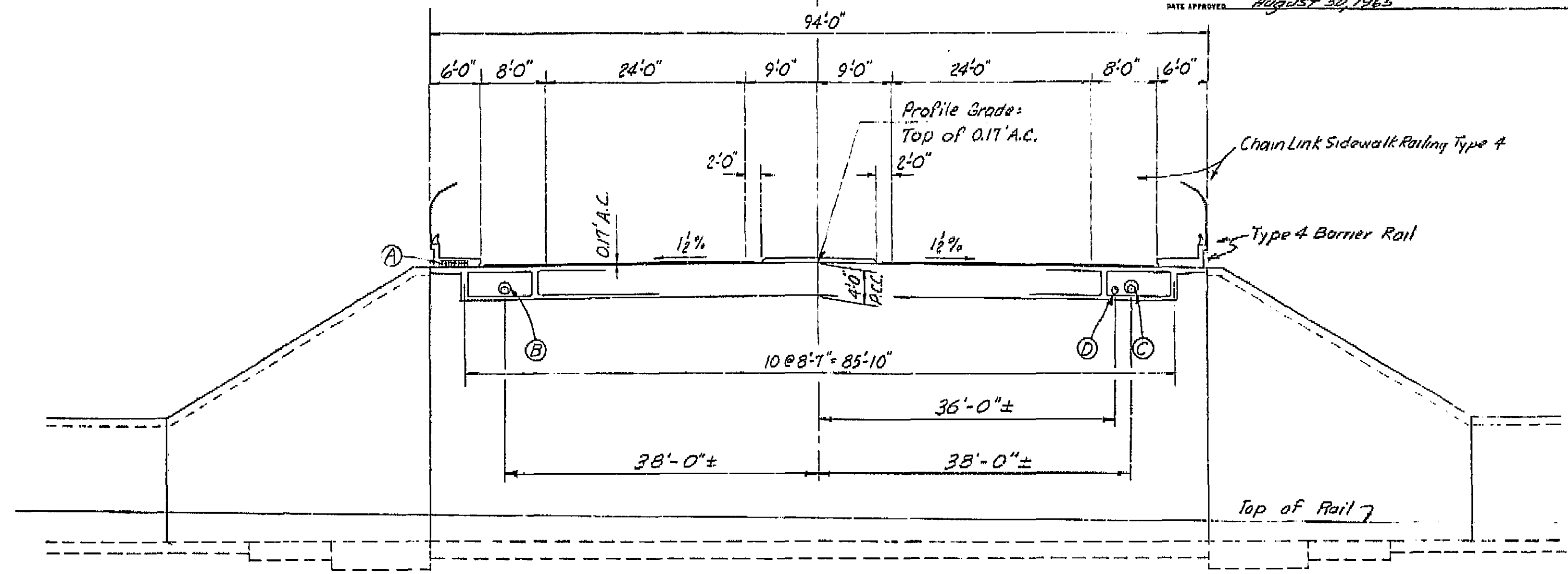
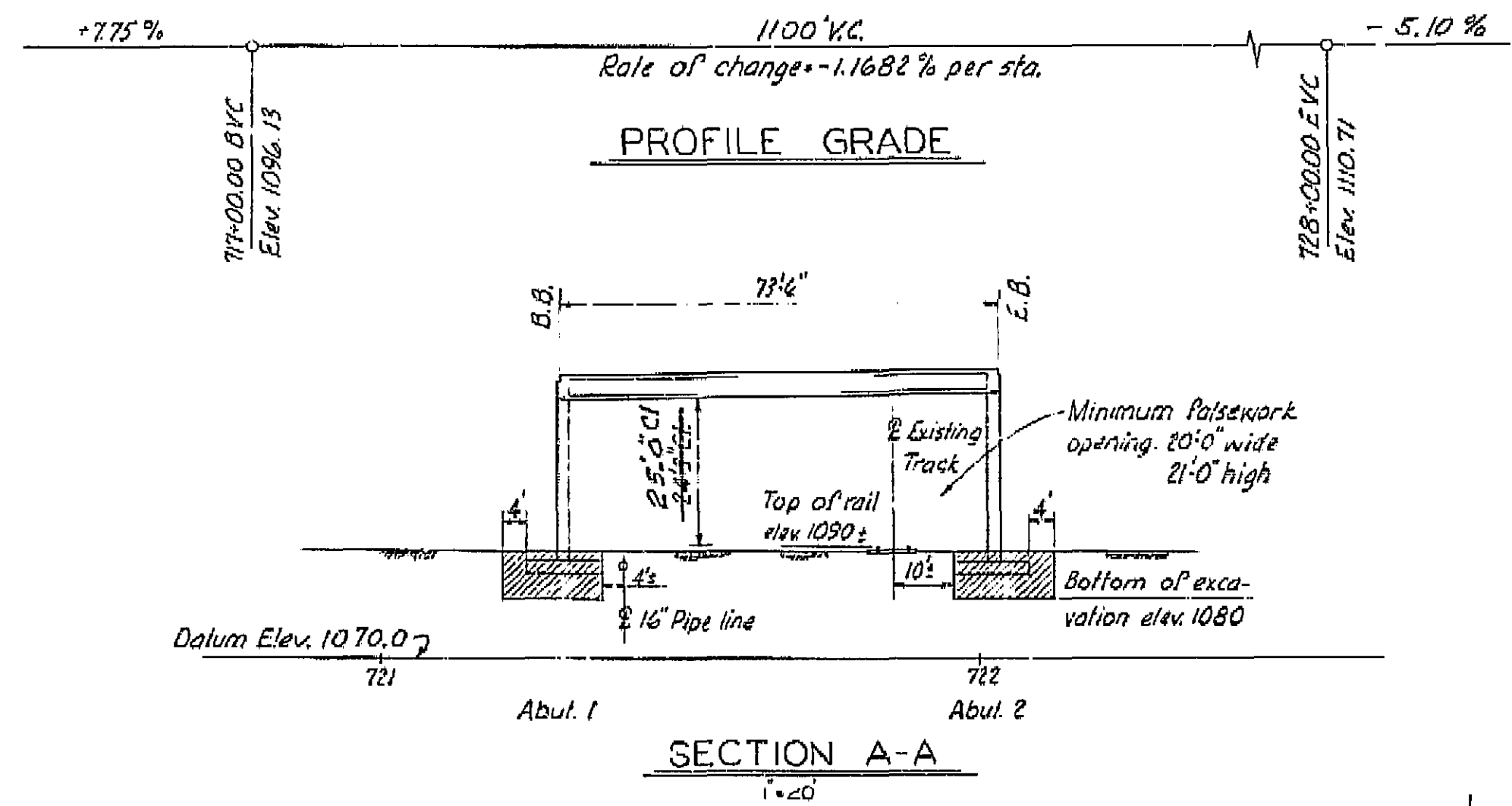
Attachment “C”

Nomination Application
for
Cedar Avenue Grade Alteration or Reconstruction
in the County of San Bernardino

Clearances

DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBD	10	17.3/21.3	98	122

BRIDGE ENGINEER: *[Signature]* REGISTERED CIVIL ENGINEER NUMBER 4394
ASSISTANT STATE HIGHWAY ENGINEER: *[Signature]* REGISTERED CIVIL ENGINEER NUMBER 1380
DATE APPROVED: August 30, 1965



- Utilities
- A Telephone Conduits - Pacific 865 U-780967 8-11-65 Telephone and Telegraph Co.
 - B 8" Water Line, 16" casing - Southern 865 U-780978 7-17-65 California Water Co.
 - C 10" Water Line, 20" casing - West 865 U-780951 8-2-65 San Bernardino Water District
 - D 6" Gas Line, 10" casing - Southern 865 U-781110 11-9-65 California Gas Co.

SHEET NO.	TITLE
1.	GENERAL PLAN
2.	FOUNDATION PLAN
3.	ABUTMENT LAYOUT
4.	TYPICAL SECTION & GIRDER DETAILS
5.	STRUTTED ABUTMENT - SPREAD FOOTING
6.	ABUTMENT 2 WINGWALL
7.	TYPE 1 RETAINING WALL H-4 - H-30
8.	TYPE 1 RETAINING WALL H-32 H-36
9.	RETAINING WALL DETAILS NO. 1
10.	CHAIN LINK SIDEWALK RAILING TYPE 4
11.	BARRIER RAILING SHEET 1
12.	BARRIER RAILING SHEET 2
13.	BOX GIRDER DETAILS NO. 1
14.	LOG OF TEST BORINGS

APPROXIMATE QUANTITIES	
*STRUCTURE EXCAVATION (BRIDGE)	2,585 C.Y.
*STRUCTURE BACKFILL (BRIDGE)	3,410 C.Y.
*PERVIOUS BACKFILL MATERIAL	250 C.Y.
*CLASS "A" CONCRETE (BRIDGE)	1,425 C.Y.
6" WATERSTOP	142 L.F.
*BAR: REINFORCING STEEL (BRIDGE)	300,000 LBS.
MEMBRANE WATERPROOFING	64 S.Y.
BARRIER RAILING (TYPE 4)(5')	148 L.F.
CHAIN LINK SIDEWALK RAILING (TYPE 4)	148 L.F.

*FINAL QUANTITIES

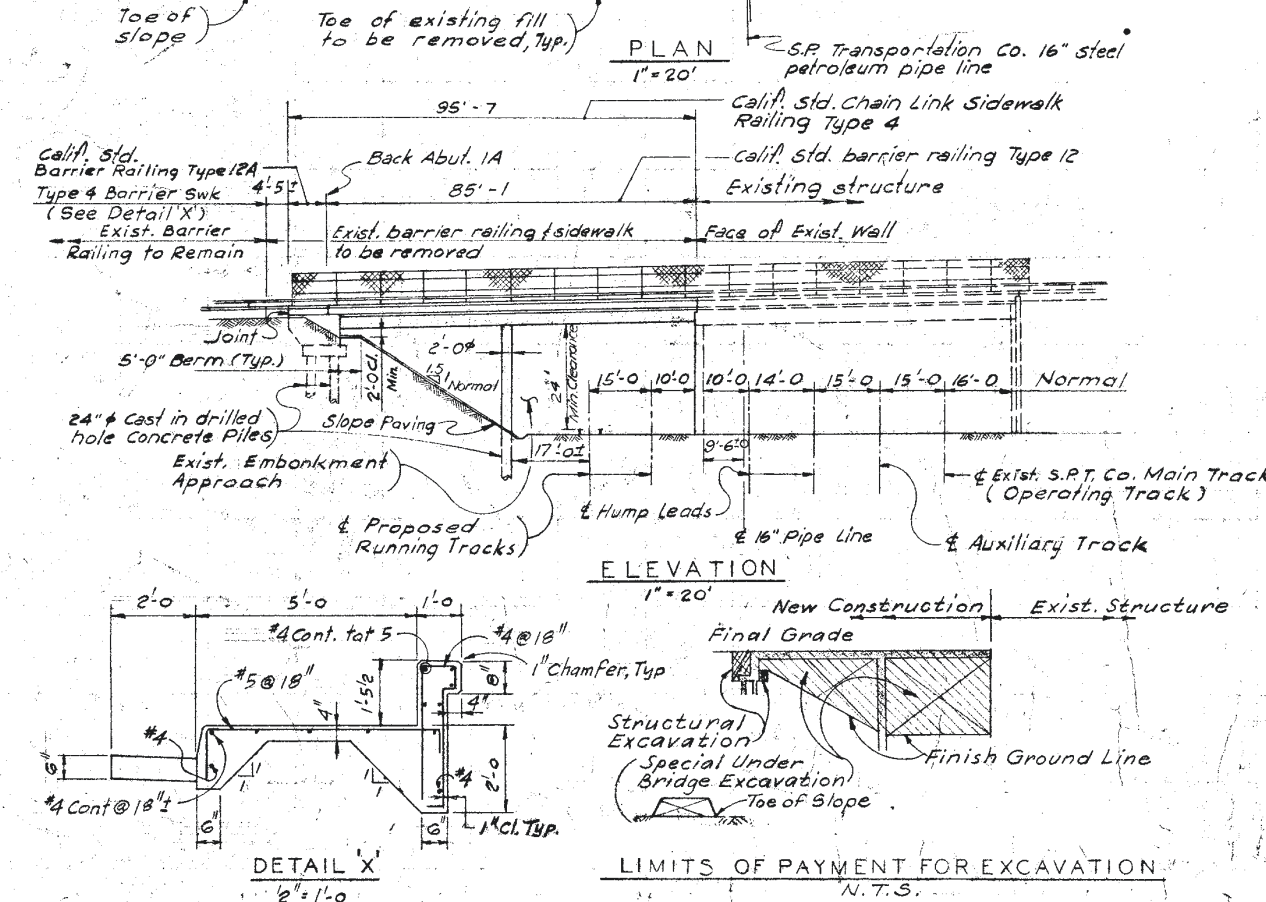
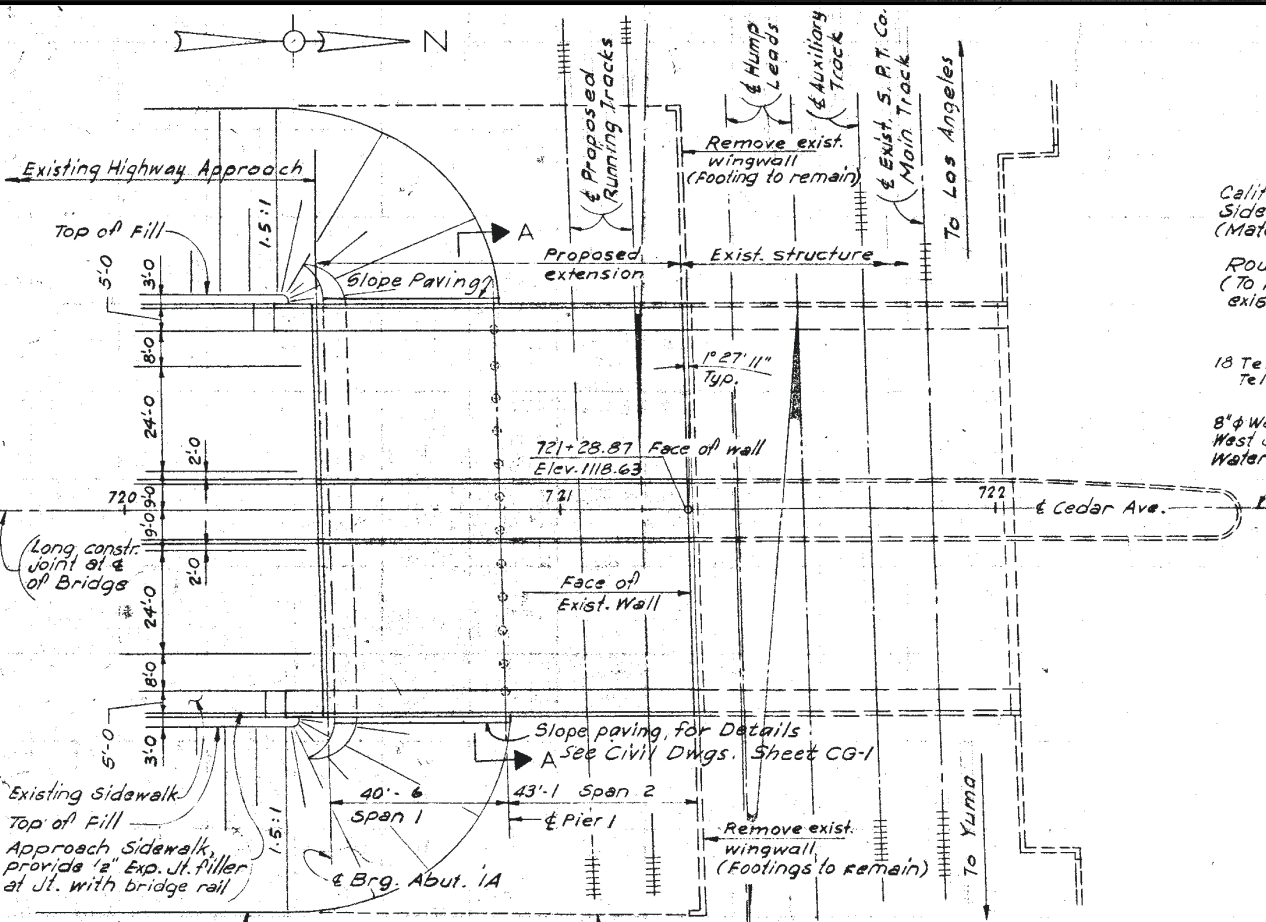
AS BUILT
CORRECTIONS BY *[Signature]* 5-11-67
CONTRACT NO. 08-055054
DATE 10-11-66

AS BUILT PLANS
Contract No. 08-055054
Date Completed 3-16-67
Document No. 80003337

FOR GENERAL NOTES SEE "ABUTMENT LAYOUT" Sheet
LIVE LOADING HS20-44 AND ALTERNATIVE

BRIDGE DEPARTMENT	
DESIGN SECTION 15	
Section Supervisor: <i>[Signature]</i>	
Project Designer: <i>[Signature]</i>	
DESIGN	BY WWWF D/C
DETAILS	BY Y. Nakayama 1-65
LAYOUT	BY Walter W. Whit 3-65
QUANTITIES	BY Y. Nakayama 3-65
SPECIFICATIONS	BY Y. Nakayama 3-65
Approved: <i>[Signature]</i>	

STATE OF CALIFORNIA HIGHWAY TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	
CEDAR AVENUE OVERHEAD	
LOCATED IN THE TOWN OF BLOOMINGTON IN SAN BERNARDINO COUNTY	
GENERAL PLAN	
BRIDGE NO. 54C-103	POST MILE 18.5
DRAWING NO. 54C103-1	SHEET 1 OF 14



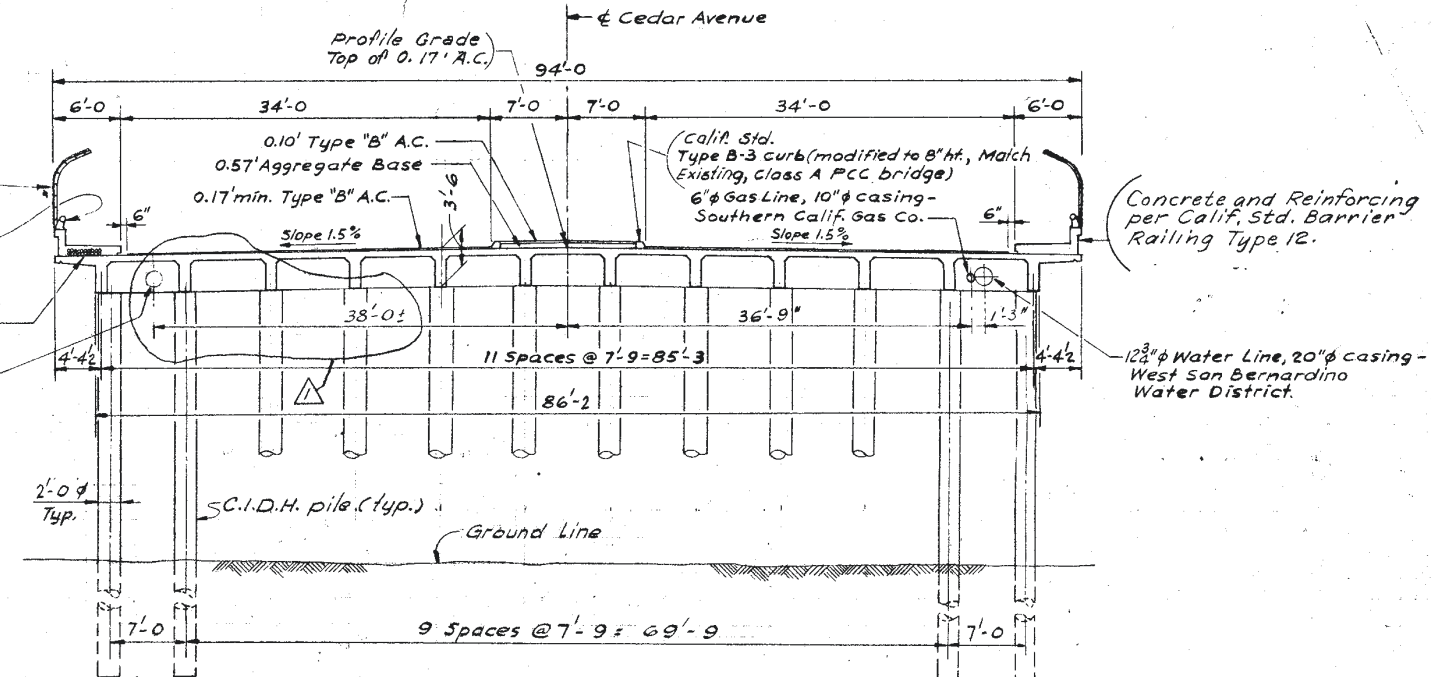
Calif. Std. Chain Link Sidewalk Railing Type 4 (Match Existing)

Round Pipe Rail (To be salvaged from existing barrier rail)

18 Telephone Conduits - Pacific Telephone & Telegraph Co.

8" Water Line, 16" casing - West San Bernardino Water District

P.G.L. N 0° 29' 59" W.



SECTION A - A
1/8" = 1' - 0"

GENERAL NOTES

DESIGN SPECIFICATIONS: American Association of State Highway Officials Standard Specifications for Highway Bridges, 10th Edition, dated 1969. State of California Division of Highways, Bridge Planning and Design Manual.

CONSTRUCTION SPECIFICATIONS: Standard Specifications, State of California, Department of Public Works, Division of Highways, Dated January 1971, and the Special Provisions.

DESIGN LOADING: A.A.S.H.O. HS 20-44

CONCRETE: Reinforced Concrete to be Class A.
f'c = 3250 p.s.i. Ultimate compressive strength in 28 days.
fc = 1300 p.s.i.
n = 10

REINFORCEMENT: All reinforcing bars shall be ASTM A615 deformed, Billet Steel, Grade 60 fy min. = 60,000 p.s.i., fs = 24,000 p.s.i. Bars to be bent according to the Manual of Standard Practice, A.C.I.

CONSTRUCTION JOINTS: No construction joints shall be used, except by permission of the Engineer or as shown on the plans.

FOUNDATIONS: Abutments and Pier to be supported by 24" diameter cast-in-drilled-hole concrete piles, capacity = 70 tons, drilled to length as shown on the plans

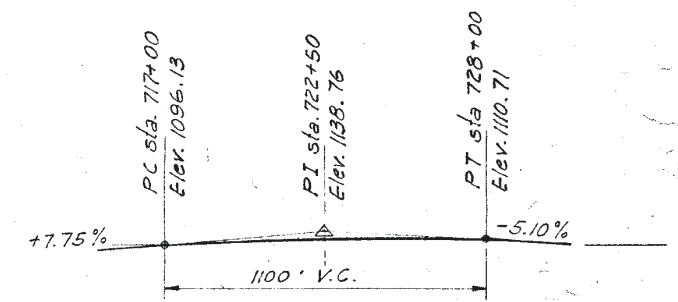
DATUM: Based on plans and elevations of existing Cedar Ave. Overhead.

STANDARD PLANS: State of California, Department of Public Works, Division of Highways, Dated January 1971.

- A62-B-2 Excavation & Backfill, Bridges & Walls
- B6-1 T-Beam Details
- B11-9 Chain Link Railing Type 4
- B11-42 Barrier Railing Type 12. (For Concrete and Reinforcing Details only)
- N8-4 Curbs & Driveways

EXISTING STRUCTURE PLANS: State of California, Division of Highways Bridge No. 54C-103, Cedar Ave. Overhead, 1965

SPECIAL CONSTRUCTION PROCEDURES: See Sect. 13, Special Provisions.



PROFILE GRADE
CEDAR AVENUE
No scale

NOTE:
No change is proposed in profile or roadway width of existing public Highway.

ATTACHMENT "C"

SOUTHERN PACIFIC TRANSPORTATION CO.	
CEDAR AVENUE OVERHEAD GENERAL PLAN & ELEVATION	
DE LEUW, CATHAR & COMPANY CONSULTING ENGINEERS SAN FRANCISCO, CALIFORNIA	
DESIGNED: Pieters/Conner	CHECKED: Potter
DRAWN: Pieters/Lee	APPROVED: P.G. Bibbes
DATE: July 1971	SHEET NO.: CS-1

REV.	DESCRIPTION	DATE	BY
1	As Built	1-3-73	RPL

ATTACHMENT "C"

Doug Mays

From: Hsia, Wei-Kung@DOT <wei-kung.hsia@dot.ca.gov>
Sent: Tuesday, September 21, 2021 8:20 AM
To: Heng Chow; Nguyen, Chris (cnguyen@dpw.sbcounty.gov)
Cc: Sal Chavez; Radhakrishnan, Raghuram@DOT; Wei, Frank H@DOT
Subject: RE: Requested information 2022/2023 and 2023/2024 Railroad Grade Separation Program nom Cedar Ave.

Heng:

Good morning. I hope this is what you are looking for:

Existing Cedar Ave. OH

unit: feet

Track No.	Distance	Str. Depth	V. Clearance
1	28.62	4.00	24.62
2	28.67	4.00	24.67
114	28.66	4.00	24.66
115	29.14	3.50	25.64
116	28.28	3.50	24.78
99	29.50	4.00	25.50

Min. Vertical
Clearance = **24.62**



Wei-Kung Hsia
Seismic Specialist
Bridge Design Branch 19
Phone: (909) 598-5421
Cell: (916) 639-5963

Bridging California with Quality and Innovation

Attachment “E”

Nomination Application

for

Cedar Avenue Grade Alteration or Reconstruction

in the County of San Bernardino

Average Daily Vehicle & Train Volumes

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ATTACHMENT "E"

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 06 / 19 / 2020	B. Reporting Agency ☒ Railroad ☐ Transit ☐ State ☐ Other	C. Reason for Update (Select only one) ☐ Change in Data ☐ New Crossing ☐ Closed ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ No Train Traffic ☐ Quiet Zone Update ☒ Admin. Correction	D. DOT Crossing Inventory Number 746980Y
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN BERNARDINO	
4. City / Municipality ☒ In ☐ Near BLOOMINGTON		5. Street/Road Name & Block Number CEDAR AVENUE (Street/Road Name) * (Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR		
9. Railroad Division or Region ☐ None LOS ANGELES		10. Railroad Subdivision or District ☐ None ALHAMBRA SUB		11. Branch or Line Name ☒ None	
12. RR Milepost 0534.736 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station *		15. Parent RR (if applicable) ☒ N/A		16. Crossing Owner (if applicable) ☐ N/A UP	
17. Crossing Type ☒ Public ☐ Private	18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	19. Crossing Position ☐ At Grade ☒ RR Under ☐ RR Over	20. Public Access (if Private Crossing) ☐ Yes ☒ No	21. Type of Train ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	22. Average Passenger Train Count Per Day ☐ Less Than One Per Day ☐ Number Per Day 0
23. Type of Land Use ☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established		
26. HSR Corridor ID ☒ N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 34.0676260		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -117.3960940		29. Lat/Long Source ☒ Actual ☐ Estimated
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day ☒ How many trains per week? 1
2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 25 to 50		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) ☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☒ Other ☐ None				
6. Is Track Signaled? ☐ Yes ☒ No		7.A. Event Recorder ☐ Yes ☒ No		7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 06/19/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 746980Y	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? ☐ Yes ☒ No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) ☒ None ☐ W10-1 0 ☐ W10-3 ☐ W10-11 ☐ ☐ W10-2 ☐ W10-4 ☐ W10-12	
2.E. Low Ground Clearance Sign (W10-5) ☐ Yes (count 0) ☒ No		2.F. Pavement Markings ☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None		2.G. Channelization Devices/Medians ☐ All Approaches ☐ Median ☐ One Approach ☒ None	
				2.H. EXEMPT Sign (R15-3) ☐ Yes ☒ No	
				2.I. ENS Sign (I-13) Displayed ☐ Yes ☒ No	
2.J. Other MUTCD Signs Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) ☐ Yes ☐ No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration ☐ 2 Quad ☐ Full (Barrier) Resistance ☐ 3 Quad ☐ Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 ☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ ☒ Not Required		3.G. Wayside Horn ☐ Yes Installed on (MM/YYYY) ____/____/_____ ☐ No		3.H. Highway Traffic Signals Controlling Crossing ☐ Yes ☒ No	3.I. Bells (count) 0
3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? ☐ Yes ☐ No	4.B. Hwy Traffic Signal Interconnection ☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	4.C. Hwy Traffic Signal Preemption ☐ Simultaneous ☐ Advance	5. Highway Traffic Pre-Signals ☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) ☐ Yes - Photo/Video Recording ☐ Yes - Vehicle Presence Detection ☐ None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 0 ☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic		2. Is Roadway/Pathway Paved? ☐ Yes ☒ No	3. Does Track Run Down a Street? ☐ Yes ☒ No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) ☐ Yes ☒ No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ ☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? ☐ Yes ☒ No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle ☐ 0° - 29° ☐ 30° - 59° ☐ 60° - 90°		8. Is Commercial Power Available? * ☐ Yes ☒ No	
Part V: Public Highway Information					
1. Highway System ☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal AID		2. Functional Classification of Road at Crossing ☐ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local		3. Is Crossing on State Highway System? ☐ Yes ☒ No	4. Highway Speed Limit _____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System (LRS Route ID) *			
		6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT) Year 1970 AADT 1		8. Estimated Percent Trucks _____ %	9. Regularly Used by School Buses? ☐ Yes ☒ No Average Number per Day 0		10. Emergency Services Route ☐ Yes ☐ No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

ATTACHMENT "E"

□ □ □ □ □ □ □ □ □ □

[illegible]

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Cedar Avenue N, Cedar Place
Department of Public Works
Location: Bloomington

ATTACHMENT "E"

Site Code: Cedar Ave 1 N Cedar
Station ID: PI
Counter #741
Latitude: 34° 3.9670 North
Longitude: 117° 23.7820 West

Start Time	22-Sep-21 Wed	NB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		47	215			0	26				
12:15		48	202			2	21				
12:30		36	191			0	17				
12:45		35	211	166	819	1	3	3	67	169	886
01:00		30	233			1	7				
01:15		47	241			0	7				
01:30		49	275			0	9				
01:45		38	229	164	978	0	11	1	34	165	1012
02:00		39	261			1	21				
02:15		35	270			0	15				
02:30		42	211			2	11				
02:45		66	243	182	985	1	11	4	58	186	1043
03:00		65	241			0	12				
03:15		68	248			1	9				
03:30		82	213			1	13				
03:45		94	240	309	942	2	17	4	51	313	993
04:00		84	199			0	6				
04:15		128	218			1	20				
04:30		175	209			3	13				
04:45		170	200	557	826	5	17	9	56	566	882
05:00		146	256			6	16				
05:15		184	211			2	27				
05:30		251	210			4	32				
05:45		237	221	818	898	8	33	20	108	838	1006
06:00		216	177			3	20				
06:15		194	193			8	16				
06:30		236	197			6	17				
06:45		255	214	901	781	6	18	23	71	924	852
07:00		237	179			6	7				
07:15		296	214			7	18				
07:30		304	191			12	15				
07:45		354	187	1191	771	13	16	38	56	1229	827
08:00		276	186			9	13				
08:15		265	170			9	18				
08:30		233	137			21	14				
08:45		268	161	1042	654	18	17	57	62	1099	716
09:00		294	124			22	20				
09:15		256	124			25	10				
09:30		197	134			24	10				
09:45		180	109	927	491	11	20	82	60	1009	551
10:00		183	115			23	18				
10:15		235	75			22	5				
10:30		216	104			13	9				
10:45		222	93	856	387	24	12	82	44	938	431
11:00		204	64			14	11				
11:15		183	60			15	12				
11:30		209	68			24	9				
11:45		232	54	828	246	20	4	73	36	901	282
Total		7941	8778			396	703			8337	9481
Percent		47.5%	52.5%			36.0%	64.0%			46.8%	53.2%
Grand Total		7941	8778			396	703			8337	9481
Percent		47.5%	52.5%			36.0%	64.0%			46.8%	53.2%

ADT ADT 17,794 AADT 17,794

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ATTACHMENT "E"

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 15 / 2021	B. Reporting Agency ☒ Railroad ☐ Transit ☐ State ☐ Other	C. Reason for Update (Select only one) ☒ Change in Data ☐ New Crossing ☐ Closed ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ No Train Traffic ☐ Quiet Zone Update ☐ Admin. Correction	D. DOT Crossing Inventory Number 746948F
---	--	---	--

Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State CALIFORNIA		3. County SAN BERNARDINO	
4. City / Municipality ☒ In ☐ Near <u>ONTARIO</u>		5. Street/Road Name & Block Number South Bon View Avenue (Street/Road Name) * (Block Number)		6. Highway Type & No. LS	
7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No If Yes, Specify RR <u>ATK</u>		
9. Railroad Division or Region ☐ None <u>Los Angeles</u>		10. Railroad Subdivision or District ☐ None <u>Alhambra Sub</u>		11. Branch or Line Name ☒ None	
12. RR Milepost <u>0520.890</u> (prefix) (nnnn.nnn) (suffix)					
13. Line Segment *		14. Nearest RR Timetable Station *		15. Parent RR (if applicable) ☒ N/A	
16. Crossing Owner (if applicable) ☐ N/A <u>UP</u>					
17. Crossing Type ☒ Public ☐ Private	18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over	20. Public Access (if Private Crossing) ☐ Yes ☒ No	21. Type of Train ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	22. Average Passenger Train Count Per Day ☒ Less Than One Per Day ☐ Number Per Day
23. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established		
26. HSR Corridor ID ☒ N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) <u>34.0618210</u>		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) <u>-117.6366010</u>		29. Lat/Long Source ☒ Actual ☐ Estimated
30.A. Railroad Use *			31.A. State Use * CPUC 001B-520.90		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 16	1.B. Total Night Thru Trains (6 PM to 6 AM) 16	1.C. Total Switching Trains 3	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) <u>65</u> 3.B. Typical Speed Range Over Crossing (mph) From <u>30</u> to <u>60</u>		
4. Type and Count of Tracks Main <u>2</u> Siding <u>0</u> Yard <u>0</u> Transit <u>0</u> Industry <u>0</u>				
5. Train Detection (Main Track only) ☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None				
6. Is Track Signaled? ☒ Yes ☐ No		7.A. Event Recorder ☐ Yes ☒ No		7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/15/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 746948F	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? ☒ Yes ☐ No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) ☐ None ☒ W10-1 2 ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) ☐ Yes (count _____) ☒ No		2.F. Pavement Markings ☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None		2.G. Channelization Devices/Medians ☒ All Approaches ☐ Median ☐ One Approach ☐ None	
2.H. EXEMPT Sign (R15-3) ☐ Yes ☒ No		2.I. ENS Sign (I-13) Displayed ☒ Yes ☐ No			
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) ☐ Yes ☐ No		2.L. LED Enhanced Signs (List types) 0	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration ☒ 2 Quad ☐ Full (Barrier) Resistance ☐ 3 Quad ☐ Median Gates ☐ 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	
3.D. Mast Mounted Flashing Lights (count of masts) 2 ☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included		3.E. Total Count of Flashing Light Pairs 4			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ ☒ Not Required		3.G. Wayside Horn ☐ Yes Installed on (MM/YYYY) ____/____/_____ ☒ No		3.H. Highway Traffic Signals Controlling Crossing ☐ Yes ☒ No	
3.I. Bells (count) 2		3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None			
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____					
4.A. Does nearby Hwy Intersection have Traffic Signals? ☐ Yes ☒ No		4.B. Hwy Traffic Signal Interconnection ☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs		4.C. Hwy Traffic Signal Preemption ☐ Simultaneous ☐ Advance	
5. Highway Traffic Pre-Signals ☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) ☐ Yes - Photo/Video Recording ☐ Yes - Vehicle Presence Detection ☐ None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 ☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic		2. Is Roadway/Pathway Paved? ☒ Yes ☐ No		3. Does Track Run Down a Street? ☐ Yes ☒ No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) ☒ Yes ☐ No		5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ ☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet? ☒ Yes ☐ No If Yes, Approximate Distance (feet) 180		7. Smallest Crossing Angle ☐ 0° - 29° ☐ 30° - 59° ☒ 60° - 90°		8. Is Commercial Power Available? * ☒ Yes ☐ No	
Part V: Public Highway Information					
1. Highway System ☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal AID		2. Functional Classification of Road at Crossing ☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local		3. Is Crossing on State Highway System? ☐ Yes ☒ No	
4. Highway Speed Limit 40 _____ MPH ☒ Posted ☐ Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2016 AADT 5843		8. Estimated Percent Trucks 05 _____ %		9. Regularly Used by School Buses? ☐ Yes ☒ No Average Number per Day _____	
10. Emergency Services Route ☐ Yes ☐ No					
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____ Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

Attachment “F”

Nomination Application

for

Cedar Avenue Grade Alteration or Reconstruction

in the County of San Bernardino

Accident History Data

ATTACHMET "F"

Accident History Data

Source	Date	Injured	Killed
Fontana PD	5/17/2014	0	0
Fontana PD	8/26/2014	2	0
Fontana PD	10/16/2014	1	0
Fontana PD	12/1/2014	1	0
Fontana PD	6/16/2015	0	0
Fontana PD	8/3/2015	0	0
SWITRS	5/14/2016	2	0
Fontana PD	7/22/2016	1	0
Fontana PD	10/27/2016	1	0
Fontana PD	12/13/2016	0	0
SWITRS	7/26/2017	5	0
SWITRS	11/25/2017	1	0
SWITRS	1/29/2018	1	0
SWITRS	6/30/2018	1	0
SWITRS	12/20/2018	1	0
Fontana PD	12/23/2018	0	0
Fontana PD	1/10/2019	0	0
SWITRS	4/22/2019	1	0
Fontana PD	5/6/2019	0	0
Fontana PD	8/29/2019	0	0
Fontana PD	8/31/2019	0	0
SWITRS	1/4/2020	3	0
SWITRS	3/2/2020	1	0
SWITRS	9/4/2020	2	0
SWITRS	11/3/2020	1	0

Fontana PD - Fontana Police Department

SWITRS - Statewide Integrated Traffic Records System

Total Number of Accidents **25**

Attachment “H”

Nomination Application

for

Cedar Avenue Grade Alteration or Reconstruction

in the County of San Bernardino

Probability of Failure

ATTACHMENT "H"

Doug Mays

From: Heng Chow <hchow@gosbcta.com>
Sent: Tuesday, September 21, 2021 11:50 AM
To: Doug Mays
Cc: Dennis Saylor; Sal Chavez; Paul Mays
Subject: Re: Requested information 2022/2023 and 2023/2024 Railroad Grade Separation Program nom Cedar Ave.

We don't have a specific report but Caltrans' input on the probability failure is in the attachment in my 1st email. Due to the vertical clearance constraint and UP requirement for potential future shoofly, the designer determined that widening was no long feasible and replacement of the existing 3-span bridge with a longer single span bridge and slight elevation at the southern end (due to deeper girders) is the way to go.

Heng Chow

On Sep 21, 2021, at 10:16 AM, Doug Mays <dhmays@douglascivil.com> wrote:

Does Caltrans have a probability of failure report for this bridge?

Why was to decision made to replace the structure rather then retrofit and widening Is there study or report supporting this decision?

See responses in red font

Douglas H. Mays, P.E.
President

DOUGLAS ENGINEERING, INC.

414 TENNESSEE ST., STE. "G"

REDLANDS, CA. 92373-8152

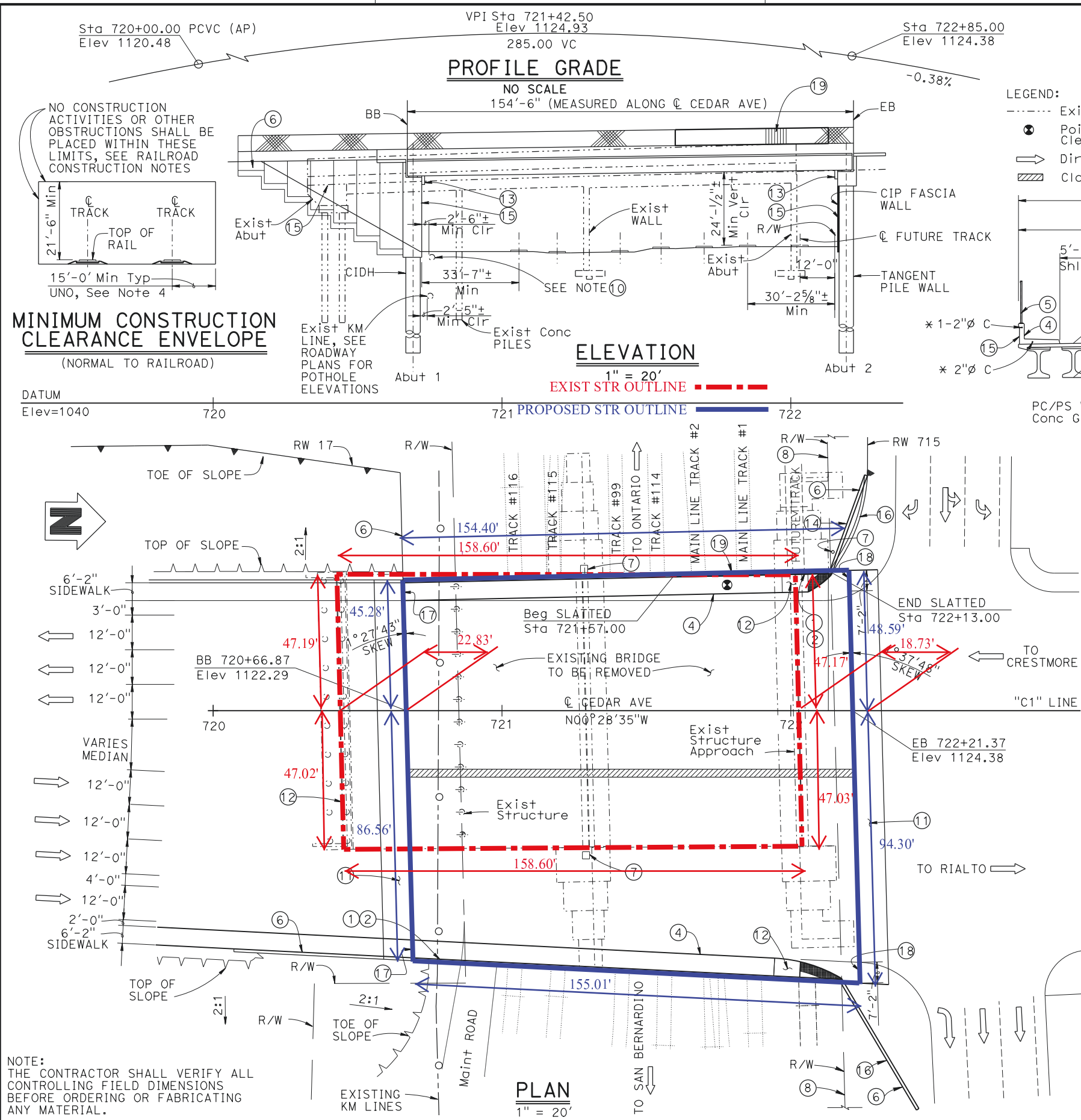
OFC 909.335.8670

FAX 909.335.8671

CEL 909-754-4334

From: Heng Chow <hchow@gosbcta.com>
Sent: Tuesday, September 21, 2021 9:57 AM
To: Doug Mays <dhmays@douglascivil.com>
Cc: Dennis Saylor <dsaylor@gosbcta.com>; Sal Chavez <schavez@gosbcta.com>; Paul Mays <pmmays@douglascivil.com>
Subject: RE: Requested information 2022/2023 and 2023/2024 Railroad Grade Separation Program nom Cedar Ave.

And finally attached are the UPRR approved plans. I have also attached the exhibit comparing the existing and proposed structure, FYI.



UPRR RAILROAD NOTES:

RR MP 534.74
RR SUBDIVISION ALHAMBRA SUB
DOT 746980Y&

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
DDDD	CCCC	RRRR	PPPP	????	####

REGISTERED CIVIL ENGINEER X DATE
MM/DD/YYYY
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

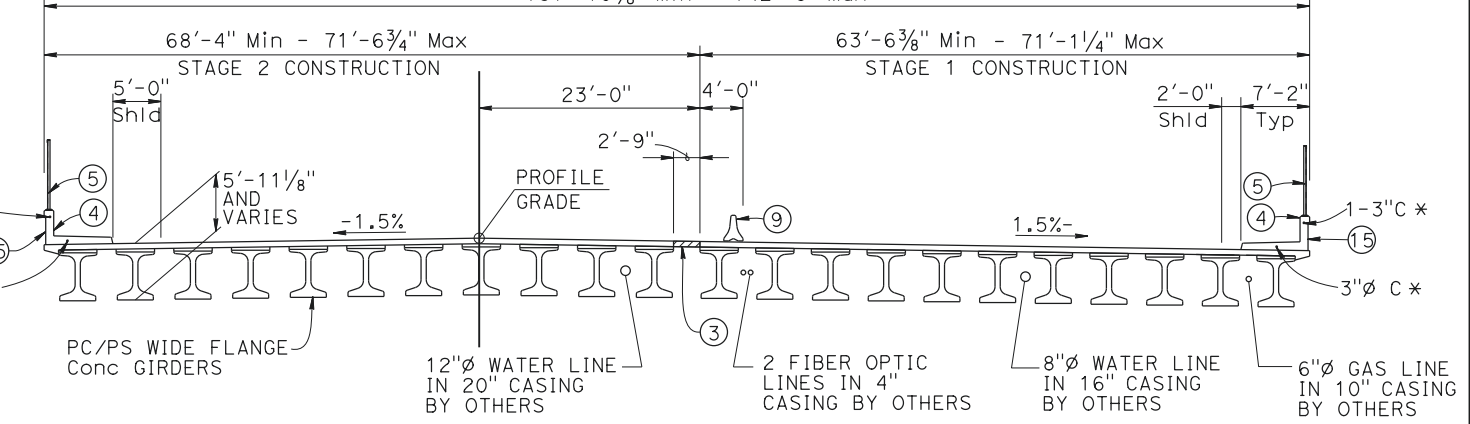
REGISTERED PROFESSIONAL ENGINEER
W. HASIA
No. X
Exp. X
CIVIL
STATE OF CALIFORNIA

LEGEND:

- Existing structure
- Point of Minimum Vertical Clearance
- Direction of traffic
- Closure Pour

CL CEDAR AVE

131'-10 3/8" Min - 142'-8" Max



TYPICAL SECTION

1" = 10'

* See ROADWAY PLANS

NOTES:

- For Bridge stage construction, see "CONSTRUCTION STAGING" sheet.
 - For Quantities, see "DECK CONTOUR" sheet.
 - Existing structure (Br No. 54C-0103) to be removed, see "BRIDGE REMOVAL" sheet and "Foundation Plan" sheet.
 - See "BRIDGE REMOVAL" Sheet.
- ① Paint "Br. No. 54C-0784" and year constructed
② Paint "CEDAR AVE OVERHEAD"
③ Closure pour.
④ Concrete Barrier (TYPE 732SW Mod)
⑤ Chain Link Railing (TYPE 7 MODIFIED)
⑥ Wingwall
⑦ Signal Pole
⑧ Remove existing Retaining Wall, see "RETAINING WALL PLANS".
⑨ Temporary Railing (TYPE K), see "ROADWAY PLANS".
⑩ 12"Ø unknown existing concrete pipe to be abandoned. see ROADWAY PLANS.
⑪ Structure Approach (TYPE N MODIFIED)
⑫ ADA curb ramp structure. See "ADA Ramp" sheet
⑬ Under deck lightings. see ROADWAY PLANS.
⑭ Standard B11-7 chain link railing
⑮ Architectural treatment
⑯ Concrete Barrier (TYPE 842 Mod)
⑰ Joint Armor for pedestrian walkway
⑱ Joint Armor for crosswalk
⑲ Chain Link Railing (TYPE 7 Mod, SLATTED)

RAILROAD CONSTRUCTION NOTES

- A. The proposed project shall not increase the quantity and/or characteristics of the water flow in the railroad's ditches and/or drainage structures.
- B. The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of railroad prior to construction.
- C. The contractor shall submit a proposed method of erosion and sediment control and have the proposed method approved by railroad.
- D. All shoring systems that impact the railroad's operations and/or supports the railroad's embankment shall be designed and constructed per current railroad guidelines for temporary shoring.
- E. All demolition within the railroad's right-of-way and/or demolition that may impact the railroad's tracks or operations shall be in compliance with the railroad's demolition guidelines.
- F. Erection over the railroad's right-of-way shall be designed to cause no interruption to the railroad's operation, enabling the track(s) to remain open to traffic per the railroad's requirements.
- G. All personnel shall clear the area within 25 feet of the track centerline and secures all equipment when a train passes the work site.
- H. Temporary support clearances shall comply with minimum construction clearance envelope shown.
- I. All permanent clearances shall be verified prior to construction.
- J. Minimum construction clearances shown shall extend past the bridge per current bridge guide lines.

ATTACHMENT "H"

FRANK H. WEI DESIGN ENGINEER	DESIGN	BY W. Hsia	CHECKED R. Wang	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE No.	54C-0784	CEDAR AVE OVERHEAD (REPLACE) GENERAL PLAN	
	DETAILS	BY H. Mahboobi / M. S.	CHECKED W. Hsia	LAYOUT	BY W. Hsia			CHECKED F. Wei	POST MILE		18.5
	QUANTITIES	BY S. Lee	CHECKED H. Win	SPECIFICATIONS	BY J. Jiang			CHECKED J. Jiang	PLANS AND SPECS COMPARED		

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REVISION 3/17/2017)

DATE PLOTTED => 1-FEB-2021 TIME PLOTTED => 15:13 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

FILE => 01-54-c0784-a-gp.dgn USERNAME => s136387

UNIT: 3621 PROJECT NUMBER & PHASE: 08000005791 CONTRACT No.: 08-1A8304

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES

09-05-18	11-17-20	11/16/20
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SHEET 1 OF 32

Attachment “I”

Nomination Application
for
Cedar Avenue Grade Alteration or Reconstruction
in the County of San Bernardino

Attachments

ATTACHMENT "I"

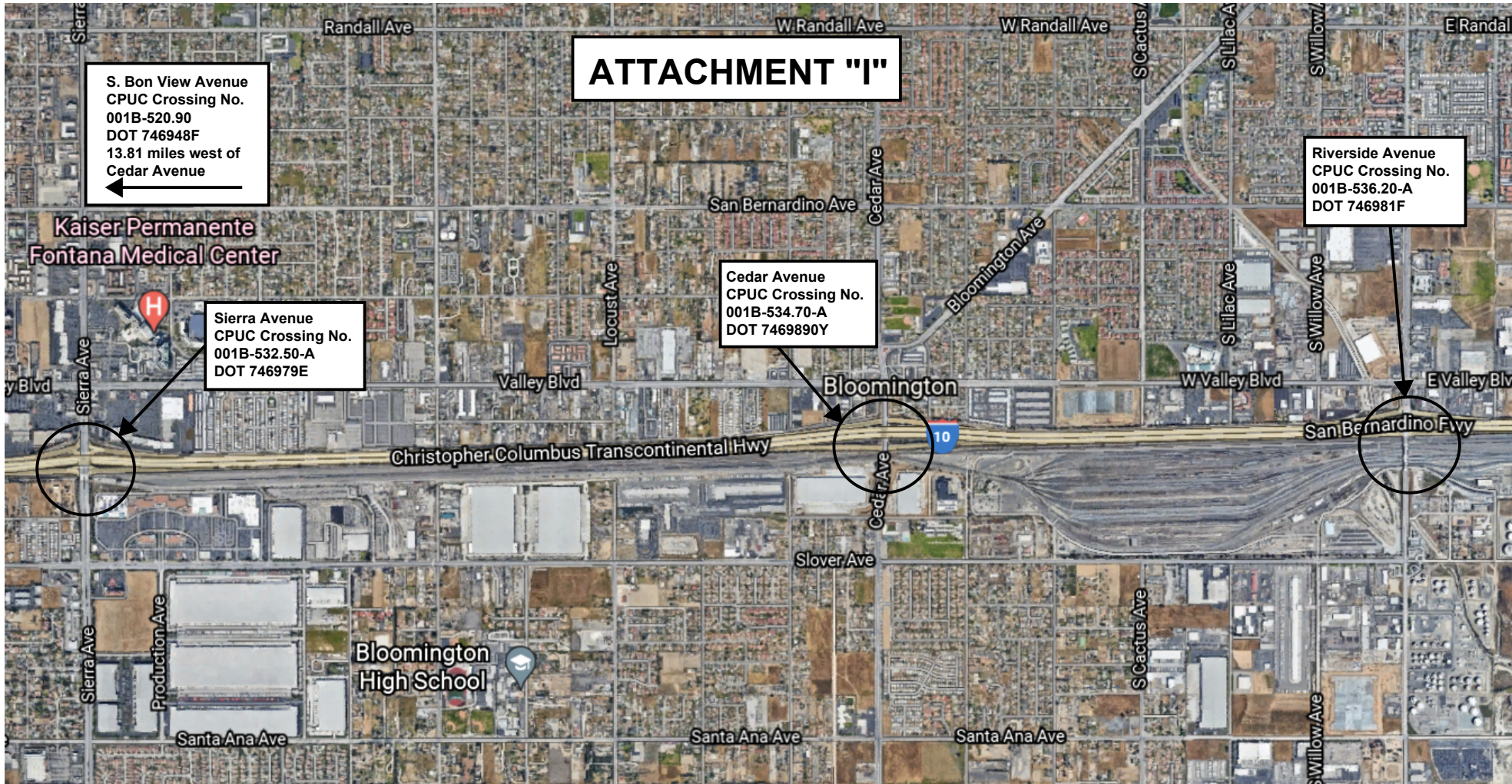
S. Bon View Avenue
CPUC Crossing No.
001B-520.90
DOT 746948F
13.81 miles west of
Cedar Avenue
←

Kaiser Permanente
Fontana Medical Center

Sierra Avenue
CPUC Crossing No.
001B-532.50-A
DOT 746979E

Cedar Avenue
CPUC Crossing No.
001B-534.70-A
DOT 7469890Y

Riverside Avenue
CPUC Crossing No.
001B-536.20-A
DOT 746981F



ATTACHMENT "I"



**CEDAR AVENUE
NORTHBOUND**

ATTACHMENT "I"



**CEDAR AVENUE
SOUTHBOUND**