



STAFF REPORT

DATE: 10/15/2025
TO: Honorable Mayor and City Council Members
FROM: Public Works Department

2025-395

REQUEST FOR CITY COUNCIL ACTION

SUBJECT:

RADIO ROAD RAILROAD CROSSING IMPROVEMENTS PROJECT UPDATE –
CONSTRUCTION PHASING

EXECUTIVE SUMMARY:

This staff report asks that the Council provide direction on the construction phasing options for the Radio Road Railroad Crossing Improvement, Capital Improvement Project No. ST-2022-05.

RECOMMENDED ACTION:

That City Council provide feedback and direction on the construction phasing options for the Radio Road Railroad Crossing Improvement, Capital Improvement Project No. ST-2022-05.

BACKGROUND & HISTORY:

The City of Corona was a recipient of Title 23 United States Code Section 130 funding for the Radio Road at-grade highway rail crossing. The program aims to increase safety at identified grade crossings throughout the United States. The City has been working with Caltrans, the California Public Utilities Commission, BNSF Railroad, and a retained design consultant to prepare roadway and grade crossing improvement plans for the Radio Road crossing. The project has reached the point in the design where the team is considering how the crossing will be constructed, project safety, and the impact on the greater public.

ANALYSIS:

The project team has prepared two construction staging options for the Council's consideration: a full closure (Option A) and a combination partial with full closure (Option B). A full closure option would have a construction duration of 8 to 12 weeks, while the partial with full closure option extends the project duration up to 16 to 24 weeks. Both approaches utilize an approximately 1.5-mile-long, easily navigated detour around the crossing.

Option A: This provides a shorter duration of the closure and the project. From a safety perspective, it provides fewer opportunities for wrong way driving and conflicts with vehicles and construction activity. This option only requires railroad flaggers only during construction activities.

Option B: This approach allows for partial use of the road but will require roadway flaggers for 24 hours a day while the partial closure phases are active. During the partial closure there are increased risks of wrong way driving and conflicts with construction vehicles. Railroad flaggers will also be required during construction hours for the full closure. The full closure time period is estimated to be slightly shorter than option A, but the partial closure increases the total duration of the construction. This option requires up to an additional 12 weeks of construction inspection and an anticipated \$300,000-\$400,000 cost increase.

Option A is the staff recommendation because of its shorter duration, increased safety, and reduced project cost.

FINANCIAL IMPACT:

There is no financial impact associated with the recommended actions, as the project is reimbursable under the Section 130 program. The construction cost difference between Option B and Option A is primarily due to the additional costs of railroad flagging and extended public works inspection resulting from the added duration of under option B. Option B will cost an additional \$300,000-\$400,000 in railroad flagging and inspection costs.

ENVIRONMENTAL ANALYSIS:

This action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

PREPARED BY: AARON COX, SENIOR TRAFFIC ENGINEER

REVIEWED BY: SAVAT KHAMPHOU, PUBLIC WORKS DIRECTOR

ATTACHMENTS:

1. Exhibit 1 – Presentation