



Radio Road

Construction Phasing Options for the Radio Road
Railroad Crossing Improvement Project

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The Ask

That City Council provide direction on the construction phasing options for the Radio Road railroad crossing improvement project.



Image Source: NearMaps

Radio Road – Railroad Crossing Improvements

 **Project Location**

Project Background

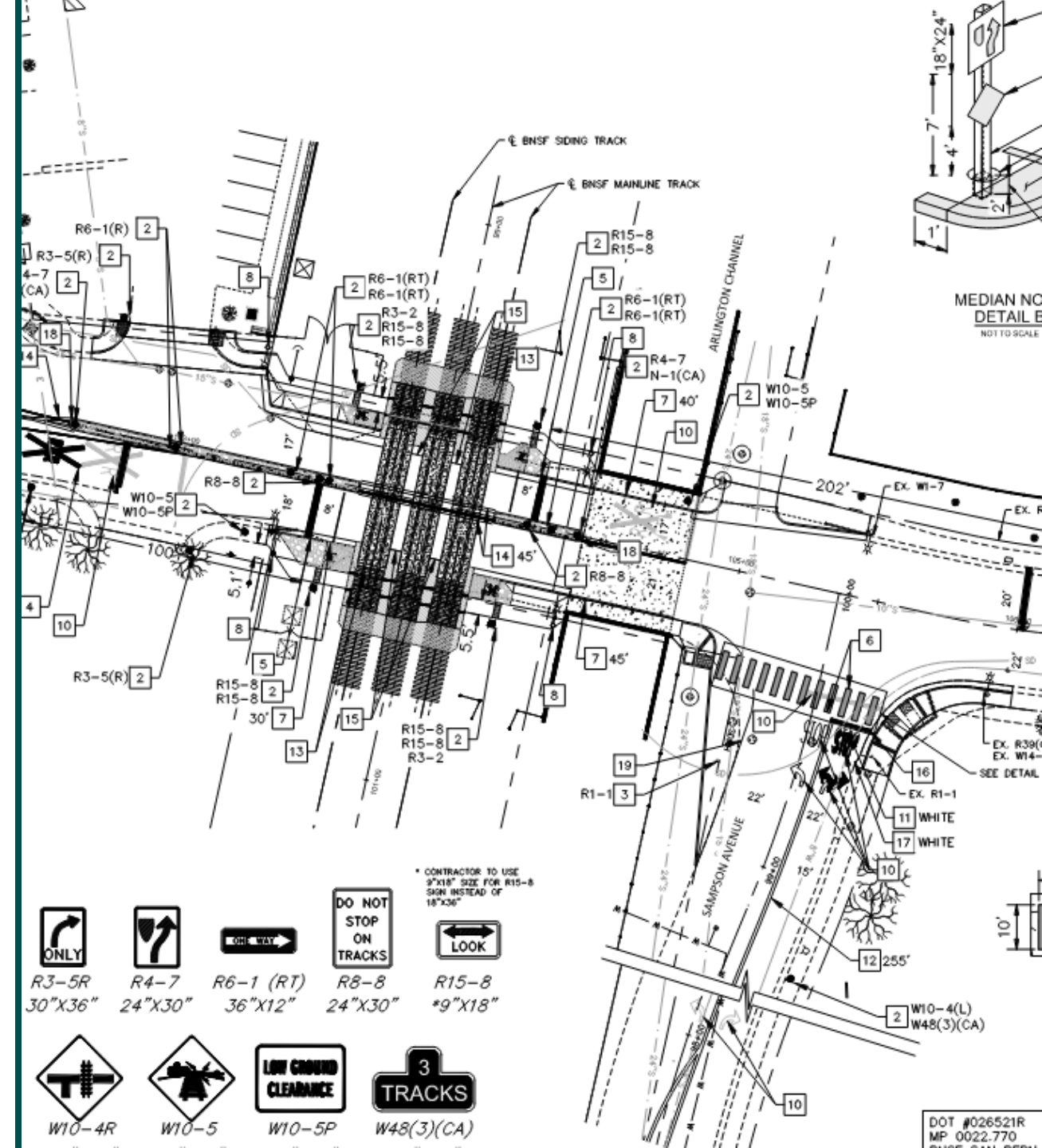
- Project aims to install safety improvements to the existing at-grade railroad crossing.
- Funded by Railroad Crossing Section 130 Funding Program – Administered by Caltrans.
- City team coordinates with all stakeholders including CPUC, Caltrans, BNSF, Riverside County Food Control and Water Conservation District, and local businesses.
- Radio Road is classified as a Collector street with an Average Daily Traffic (ADT) of 8,181 (2024)
- 3 railroad tracks (2 mainline, 1 siding) with over 50 trains per day – BNSF, Metrolink, and Amtrak operate over tracks.

Image Source: NearMaps



Project Details

- Pedestrian Improvements
 - Sidewalks
 - Curb Ramps
 - Crossing Surface
 - Defined Path of Travel
- Safety Improvements
 - New Warning Devices
 - Raised Median
- Roadway improvements
 - New crossing surface
 - New pavement
- Improvements make crossing eligible for a future quiet zone implementation



Construction Phasing Options



A

Full Closure

Duration: ≈ 8 – 12 weeks

- Railroad flagger needed only during construction hours
- 1.5 Mile bidirectional Detour (5min)



B

Partial & Full Closure

Duration: ≈ 16-24 weeks

- Railroad and roadway flagger needed for 20 weeks, 24 hour coverage
- 1.5 Mile Directional Detours (5 Min)
- Includes full closure

Option A: Full Closure

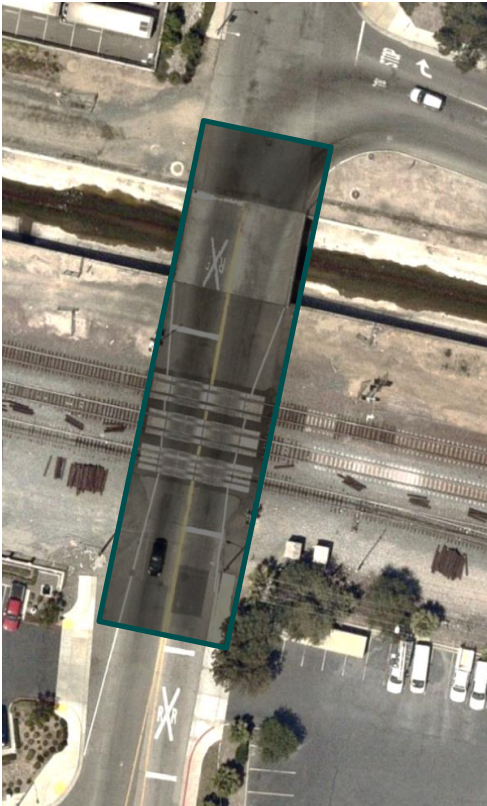


Image Source: NearMaps

Construction Activities:

- Demolition of existing crossing
- Grading and profiling of approaches
- Installation of curb, gutter, sidewalks, curb ramps, and raised median
- Installation of new crossing warning devices
- Installation of new crossing panels
- New asphalt pavement and roadway striping

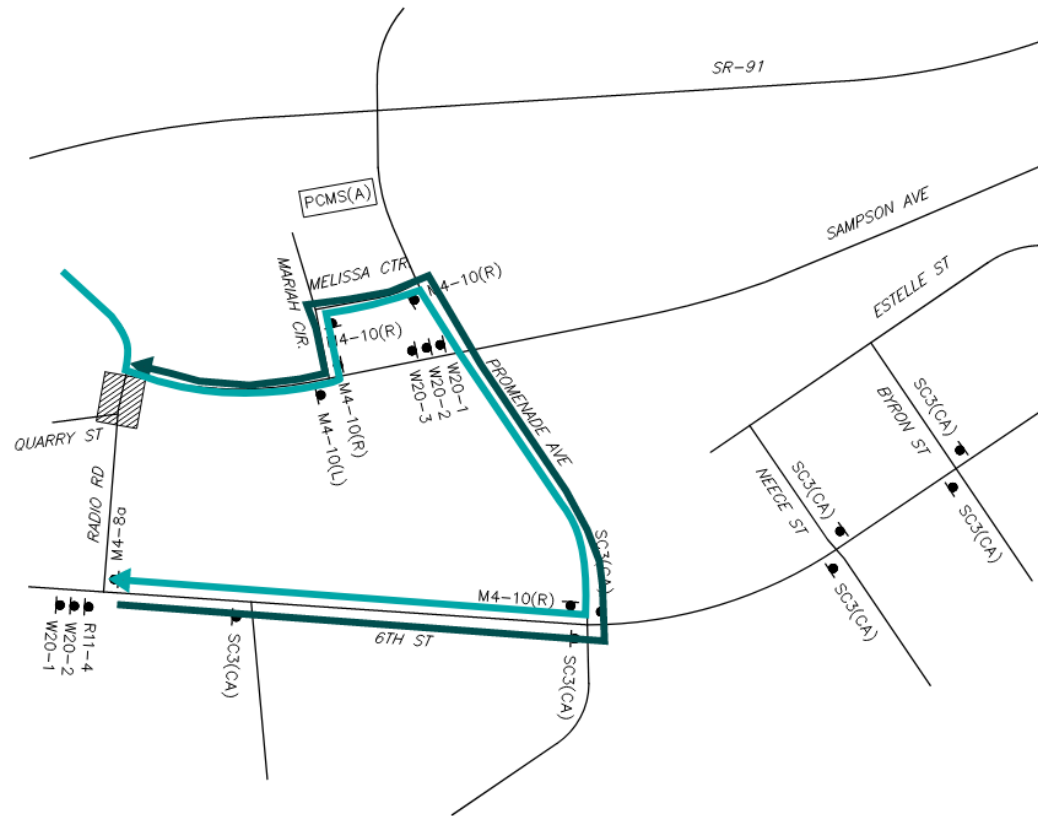
Option A: Full Closure

Detour

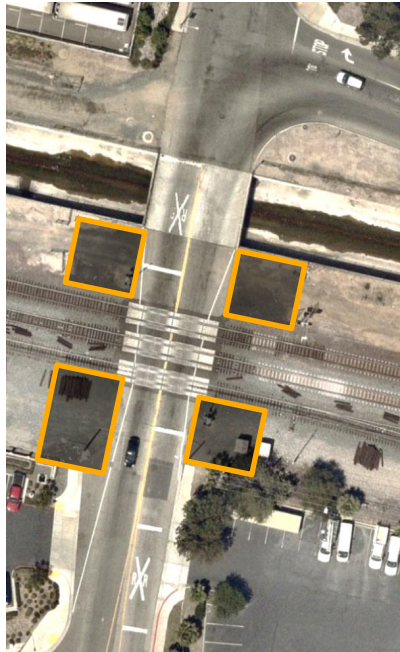


Image Source: NearMaps

Full roadway closure
~ 8 to 12 weeks
(railroad flagger
needed during
work hours)



Option B: Partial & Full Closure



Stage 1

No closure for demolition of all quadrants
~ **3 weeks**
(railroad flagger needed during work hours)



Stage 2

Partial closure for roadway asphalt (west)
~ **3-6 weeks**
(24-hour railroad and roadway flagger needed)



Stage 3

Partial closure for roadway asphalt (east)
~ **3-6 weeks**
(24-hour railroad and roadway flagger needed)



Stage 4

Full closure for roadway asphalt (south)
~ **4-8 weeks**
(railroad flagger needed during work hours)



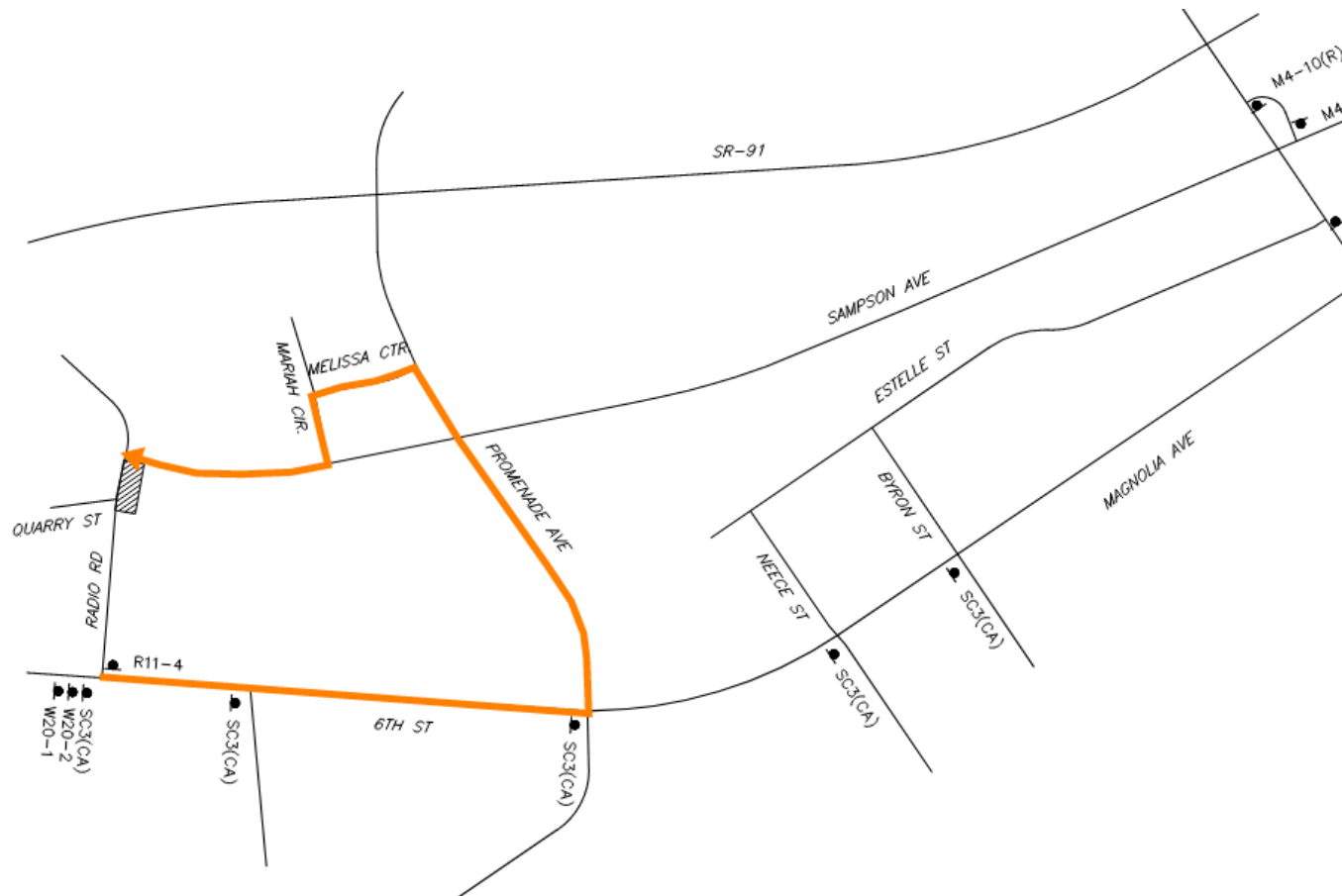
Stage 5

Full closure for railroad equipment
~ **1 Week**
(railroad flagger needed during work hours)

Option A: Partial & Full Closure

Detour Stage 3

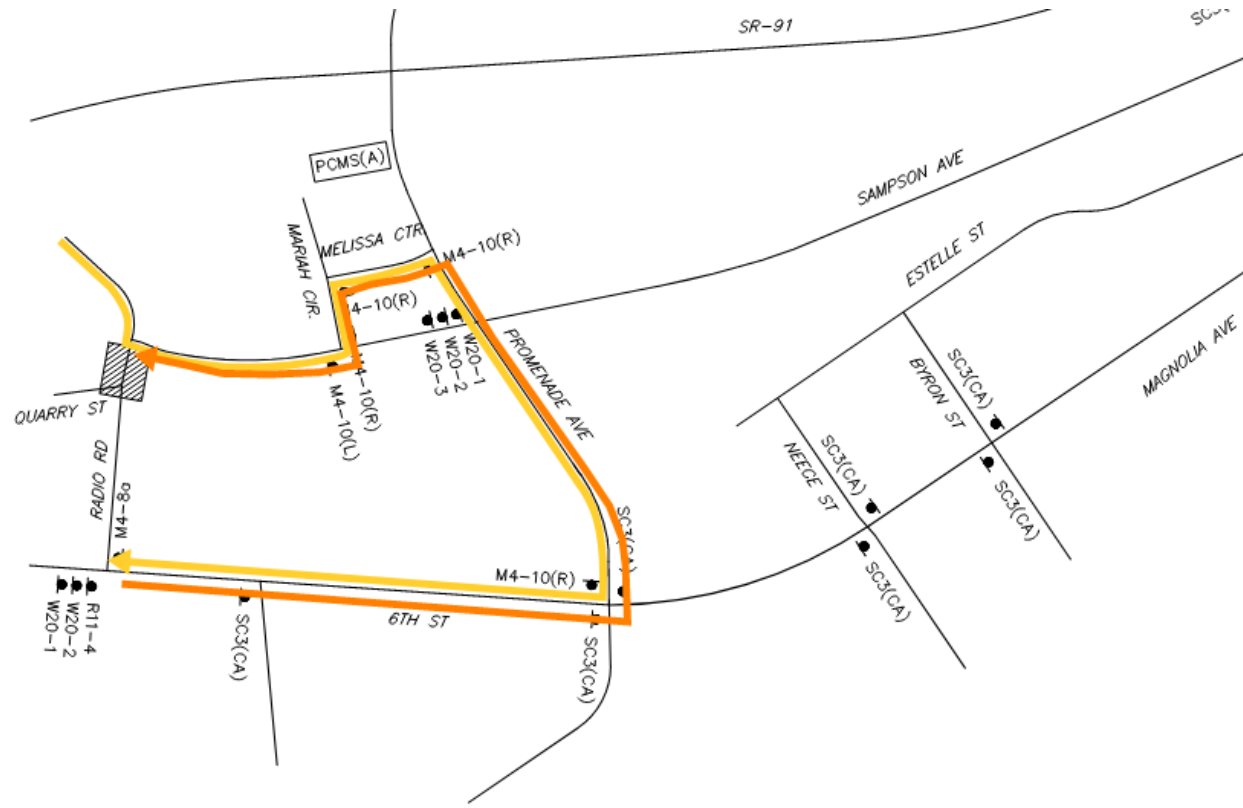
Partial closure for roadway asphalt (east) – 3-6 weeks
(24-hour railroad and roadway flagger needed)



Option A: Partial & Full Closure

Detour Stage 4 & 5

Full closure for roadway asphalt (south)
- 4 -8 weeks (Stage 4) & 1 week (Stage 5)
(railroad flagger needed during work hours)



Construction Phasing Options

A: Full Closure (Staff Recommendation)

Pro

Construction can be completed in approximately half the duration

No cost for a roadway flagger

Railroad flagger is only needed during construction hours (8 hours)

Lower Risk Option: Full closure eliminates risk of wrong way driving and the potential for motorists to become trapped behind active railroad gate arm

Cost is \$300,000-\$400,000 less than Partial+Full Closure (Option B)

Simple and concise detour messaging / outreach

Con

All traffic detoured to adjacent roadways for 8-12 weeks

B: Partial & Full Closure

Pro

Less significant detours

- Two 3 to 6 week directional closures
- One 4 to 8 week full closure

Con

Additional costs for:

- 24-hour roadway and railroad flagger (\$2,000/day)
- Additional weeks of inspection costs (\$600/day)

Higher Risk Option: Risk for wrong way driving increasing the potential for motorists to become trapped behind active railroad gate arm

Cost is \$300,000-\$400,000 more than Full Closure (Option A)

Multiple public outreach campaigns, less concise message

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Questions?

