

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
Sacramento, CA 95834-2939



June 30, 2011

File Number: G.11-06-003  
Interstate 710 Bridge (Overpass)  
City of Bell, Los Angeles County

Linda W. Tong  
Senior Right of Way Agent  
California Department of Transportation  
100 South Main Street, MS 6  
Los Angeles, CA 90012

**Re: General Order 88-B Request for Authority to Alter the Interstate 710 Freeway Grade Separated Crossing, identified as CPUC Crossing No. 025C-1.74-AC and DOT No. 860280C, in the City of Bell, Los Angeles County.**

Dear Ms. Tong:

This refers to your letter, dated June 21, 2011 (received on June 21, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing grade-separated crossing of the California Department of Transportation's (Caltrans) Interstate 710 (I-710) freeway over the Los Angeles Junction Railway (LAJR) Laguna Line tracks in the City of Bell, Los Angeles County. The LAJR is a wholly owned subsidiary of the BNSF Railway Company. The crossing is identified as CPUC Crossing No. 025C-1.74-AC and DOT No. 860280C.

Caltrans is undertaking a roadway rehabilitation project of its I-710 freeway between Post Mile 17.2 and 26.4 in order to improve ride quality and enhance safety. The project proposes to rehabilitate the pavement structural sections, replace the existing median double beam barriers with concrete barriers, widen the lanes and shoulders to meet existing standard widths, and overlay the on- and off- ramps with 4 inches of asphalt concrete.

The project, as it pertains to the I-710 freeway and grade-separated bridge structure over the LAJR tracks, will only affect the southbound portion of the freeway. At this location the bridge structure is physically wider than the freeway that sits on it. Caltrans proposes the following alterations:

- Widen four existing 11-foot wide lanes to the standard 12 feet;
- Widen two existing 4-foot and 8-foot shoulders to the standard 8 feet for the on-ramp and 10 feet for the freeway median;
- Install a new retaining wall behind the existing headwall to accommodate freeway widening;
- Install a permanent 3-foot concrete barrier topped with a 6-foot chain-link fence adjacent to the new freeway shoulder; and
- Install a permanent cable railing fence beyond the concrete/chain-link barrier adjacent to the existing headwall;

The existing height of the bridge structure will be maintained and existing vertical clearances above the LAJR tracks will not be altered. Caltrans states that all work will take place within the existing State right-of-way and within the existing bridge structure width. As such, the existing bridge structure footprint will remain unchanged. There will be no impaired clearances from the LAJR tracks during construction.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by Caltrans, and finds it adequately addresses compliance and safety. As Caltrans, and BNSF 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 dated June 21, 2011 and summarized above are authorized.

As modification of an existing grade-separated crossing, this portion of the project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21080.13]

This authorization shall expire if the above conditions are not complied with or if the work 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Caltrans shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

BNSF should also review and submit an updated FRA inventory form, as may be necessary (emergency contact info is missing, lat/long data), to the Federal Railroad Administration, reflecting the changes and updates. CPUC requests a concurrent copy of any updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Jose Pereyra at 213-576-7083 or [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,



Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

C: Melvin Thomas, BNSF Railway Company  
Arlene Chung, Caltrans