

## PUBLIC UTILITIES COMMISSION

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



September 20, 2012

File Number: G.12-08-025

Garfield Avenue

City of Commerce, Los Angeles County

Gail Farber  
Director of Public Works  
Los Angeles County Department of Public Works  
900 S. Fremont Avenue  
Alhambra, CA 91803-1331

**Re: General Order 88-B Request for Authority to Alter the Garfield Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 001BBJ-492.85 and DOT Number 761607A, in City of Commerce, Los Angeles County**

Dear Ms. Farber:

This refers to your letter, dated July 18, 2012, received by us on August 15, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the at-grade crossing of Union Pacific Railroad (UPRR) La Habra Branch railroad track and Garfield Avenue, in City of Commerce (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 001BBJ-492.85 and DOT No. 761607A.

Garfield Avenue is a four-lane roadway, two (2) lanes in each direction that crosses one UPRR track. Randolph Street runs parallel to the track and is the traffic signal controlled T-intersection with Garfield Avenue north of the crossing. There is a commercial driveway approximately 100 feet north of the crossing and east of the intersection. The crossing is currently equipped with two curb mounted and one median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning signage and pavement markings. The current annual average daily traffic for the crossing is 19,891 vehicles. Approximately 3 UPRR freight trains operate over this line per day at 25 miles per hour.

In cooperation with UPRR and the City of Commerce for the traffic signal upgrade project, the Los Angeles County Department of Public Works (LADPW) proposes to modify the Garfield Avenue at-grade crossing as follows:

- Add protected left turn phasing for northbound and southbound Garfield Avenue approaches at the Garfield Avenue/Randolph Street intersection;
- Replace all traffic signals at the Garfield Avenue/Randolph Street intersection north of crossing;
- Install new traffic detection loops, as shown on plans;

- Install push button-actuated pedestrian walk signals at new pedestrian crosswalk, at the Garfield Avenue/Randolph Street and commercial driveway intersection north of the crossing, as shown on plans;
- Install new Americans with Disabilities Act (ADA) compliant curb access ramps, curb and gutter and sidewalk landing on all corners except southwest corner (existing) at the Garfield Avenue/Randolph Street intersection north of crossing;
- Construct a new raised median 15-feet in width, and approximately 52-feet in length on southbound approach to the crossing, as shown on the plans;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning sign, R3-7 “Right Lane Must Turn Right”, R9-3a “No Pedestrian Crossing”, R9-3b “Use Crosswalk”, R8-8 “DO NOT STOP ON TRACKS”, and R10-6 “STOP HERE ON RED” signs, and RxR and railroad limit pavement markings as shown on the plans.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request by the County and finds it adequately addresses compliance and safety. As the City, County and UPRR 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 July 18, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environmental 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 work is not completed within three years of the date of this letter. Upon written request to RCES, 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, the County 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 Commission 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.

At the conclusion of the project, UPRR should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

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

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, stylized "D" and "G".

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

- C: Larry Halweg, Railroad Coordinator, Los Angeles County, Department of Public Works  
Allan Abramson, Senior Civil Engineer, Los Angeles County, Department of Public Works  
Victor San Lucas, City Engineer, City of Commerce  
Kenneth Tom, Manager Special Projects Industry & Public, Union Pacific Railroad Company