

PUBLIC UTILITIES COMMISSION

320 W. 4th Street Suite 500
Los Angeles, CA 90013



January 31, 2013

File Number: G.13-01-003
Valley View Avenue
City of Santa Fe Springs, County of Los Angeles

Noe Negrete
Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90760-3658

Re: General Order 88-B Request for Authority to Alter the Valley View Avenue Highway-Rail Crossing, CPUC Crossing No. 002-158.40, DOT No. 027657G in the City of Santa Fe Springs, Los Angeles County

Dear Mr. Negrete:

This refers to your letter dated January 11, 2013, received by us on January 14, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B to grade-separate the Valley View Avenue at-grade highway-rail crossing (crossing) of the BNSF Railway (BNSF) San Bernardino Subdivision railroad tracks in the City of Santa Fe Springs (City), Los Angeles County. The crossing is identified by CPUC Crossing No. 002-158.40, DOT No. 027657G.

The three-track crossing is currently equipped with two curb mounted Commission Standard 9 (flashing light signal with automatic gate), one median mounted Commission Standard 9 and one median mounted Commission Standard 9-A (automatic gate signal with additional lights on a cantilevered arm) warning devices with advance warning pavement markings and signage. Santa Fe Springs Avenue is a five-lane divided roadway running north/south. In addition to the BNSF freight trains, the National Passenger Railroad Corporation (Amtrak) and the Southern California Regional Rail Authority (SCRRA) Metrolink operate passenger trains over this line.

City proposes the following alterations to the Valley View Avenue crossing:

- Construct a grade separated railroad bridge structure with a minimum vertical clearance of 16 feet above a new Valley View Avenue roadway; and
- Construct the Valley View Avenue roadway under the railroad bridge structure as a four lane roadway with shoulders, a raised center median and two sidewalks.

During construction, Valley View Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices. The traffic

will be detoured to a new temporary detour road approximately 100 feet west of the existing grade crossing. As part of the project, BNSF requires construction of a temporary shoofly for the two main line and one industry tracks. Railroad traffic will be shifted to the shoofly tracks while the existing tracks are removed from the roadway and the new railroad bridge structure is constructed. The shoofly tracks and detour road will be removed upon completion of the bridge structure. .

A temporary at-grade crossing is necessary at the intersection of the shoofly tracks and the detour road during construction of the bridge structure. The temporary crossing warning devices shall consist of one Commission Standard 9-A for each detour roadway approach. In addition, vehicle traffic will be channelized and separated by use of approximately 90 feet of energy absorbing "Triton" barrier.

The Commission's Rail Crossings Engineering Section (RCES) investigated City's request, and finds it adequately addresses compliance and safety. As the City 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 letter dated January 11, 2013 and summarized above are authorized.

The following requirements pertain to this authorization:

- The new CPUC Crossing Number for the completed grade separation structure shall be 002-158.40-B, and DOT No. 929083L, and
- The City shall block access at the former at-grade crossing to all vehicular and pedestrian traffic during construction, and the public shall be appropriately directed to the authorized temporary crossing location.

Temporary traffic controls shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (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 statutorily exempt from the requirements of the California Environment 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, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after the new structure is opened to traffic and the at-grade crossing is removed from service, BNSF and/or City shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site

Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, BNSF should notify the Federal Railroad Administration of the existence of the new grade-separated crossing by submitting a completed U.S. DOT CROSSING INVENTORY FORM, form FRA F6180.71, for the new grade-separated structure. CPUC requests a concurrent copy of that submittal be provided to rces@cpuc.ca.gov.

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

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Safety and Enforcement Division

C: Melvin Thomas, BNSF Railway
Harry Steelman, Amtrak
Naresh Patel, SCRRA