

PUBLIC UTILITIES COMMISSION

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



September 23, 2013

File Number: XREQ 2013090002
Branford Street
City of Los Angeles, Los Angeles County

Pauline Chan
Senior Transportation Engineer
City of Los Angeles – Department of Transportation
100 South Main Street 9th Floor
Los Angeles, CA 90012

Re: General Order 88-B Request for Authority to Alter the At-grade Crossing of Southern California Regional Rail Authority Valley Subdivision Track and Branford Street, identified as CPUC Crossing No. 101VY-17.87 and DOT No. 746055A, in the City of Los Angeles, Los Angeles County.

Dear Ms. Chan:

This refers to your letter, dated June 18, 2013, received by us on August 28, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Branford Street at-grade crossing (crossing) of Southern California Regional Rail Authority (SCRRA) Valley subdivision tracks in the City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101VY-17.87 and DOT No. 746055A.

Branford Street single-track crossing is a two-lane roadway, with one through lane in each direction. In addition to the advance warning signage and pavement markings, the crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. The crossing is approximately 70 feet east of the Branford Street/San Fernando Road west roadway intersection. The Branford Street/San Fernando Road east roadway (Little San Fernando Road) intersection is adjacent and approximately 70 feet east of the crossing. The current annual average daily traffic at the crossing is approximately 8,500 vehicles. Approximately 22 SCRRA (Metrolink) and National Passenger Railroad Company (Amtrak) passenger trains and eight Union Pacific Railroad Company (UPRR) freight trains operate over this line per day. The maximum speed for the passenger trains and the UPRR freight trains is 79 and 50 miles per hour, respectively.

As part of the Class I Bike Path Phase II on Los Angeles County Metropolitan Authority's (LACMTA) right-of-way between San Fernando Road and west of the railroad tracks, the City, LACMTA and SCRRA in cooperation propose the following alterations:

- Widen Branford Street through the crossing to accommodate two vehicular lanes and a median for each direction;
- Install two new curb mounted Commission Standard 9 warning devices with 12" light emitting diode (LED) flashing lights, one for eastbound and one for westbound Branford Street at the northeast and southwest quadrants of crossing;

- Install two median mounted Commission Standard 8 (flashing light signal assembly) warning devices with 12" LED flashing lights;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on the south sidewalk approaches to the crossing;
- Install ADA compliant sidewalk south of the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with emergency exit swing gates on the south sidewalk approaches to the crossing;
- Construct raised center medians on both crossing approaches, as shown on plans;
- Install new concrete crossing panel surfacing;
- Construct roadway curb and gutter improvements and re-profile the crossing roadway approaches, as shown on plans;
- Install a new traffic signal operation at the Branford Street and San Fernando Road east roadway (Little San Fernando Road) intersection;
- Install new traffic signal operation to provide interconnection with traffic signal system to monitor crossing operation and safety and provide advanced preemption at the crossing and upgrade track circuitry to support it;
- Install fencing along the right of way and hand railing along the south side of the crossing approaches to the swing gates to prevent trespassers on the right-of-way;
- Install fencing along the right of way along the north side of the crossing approaches to the pedestrian barricades at the northeast and northwest quadrant sidewalk approaches along with R9-3A 'NO PED CROSSING SYMBOL' and R9-3B 'USE CROSSWALK (W/ ARROW)' on barricade;
- Install R9-3A 'NO PED CROSSING SYMBOL' and R9-3B 'USE CROSSWALK (W/ ARROW)' signs at Branford Street and San Fernando Road east roadway (Little San Fernando Road) intersection at the southeast quadrant of the crossing;
- Construct ADA compliant curb ramp at the northwest and southwest quadrants and a unidirectional ADA compliant curb ramp southeast quadrant of the crossing;
- Install pedestrian crosswalks, as shown on plans;
- Install R3-1 'NO RIGHT TURN' and R3-2 'NO LEFT TURN' train activated blank out sign as shown in plans; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2, R8-8 'DO NOT STOP ON TRACKS,' R3-4 'NO U-TURN' signs, W10-1 and W10-2 advance warning signs and RXR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As the City, LACMTA and SCRRRA 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 18, 2013 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with 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 Environment Quality

Act of 1970, as amended [California Pubic Resources Code 21084].

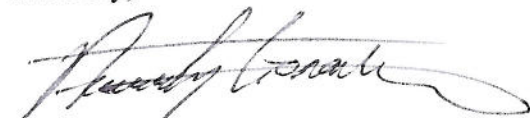
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 City and/or SCRRA 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/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SCRRA must 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.

If you have any questions, please contact Chi Cheung To at (213) 576-5766 or cct@cpuc.ca.gov.

Sincerely,



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

C: Patricia Watkins, SCRRA
Don Sepulveda, LACMTA
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