

PUBLIC UTILITIES COMMISSION

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



April 17, 2014

File Number: XREQ 2014040004
Garfield Ave
City of Commerce, Los Angeles County

Victor San Lucas
City Engineer
City of Commerce
2335 Commerce Way
Commerce, CA 90040

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the Garfield Avenue At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 25C-4.09C and DOT No. 860869E, in the City of Commerce, Los Angeles County.

Dear Mr. San Lucas:

This refers to your letter dated April 14, 2014, received by us on April 16, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Garfield Avenue at-grade highway-rail crossing (crossing) of the Los Angeles Junction Railway (LAJ) tracks in the City of Commerce (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 25C-4.09C and DOT No. 860869E.

The crossing is a four-lane roadway over two freight tracks. In addition to advance warning signage and pavement markings, the crossing is currently equipped with two curb-mounted and two median-mounted Commission Standard 8 (flashing light signal assembly) warning devices. LAJ, a wholly owned subsidiary of the BNSF Railway Company (BNSF) owns the right-of-way and provides freight train switching service on 64 miles of track in the Los Angeles area. The crossing is currently inactive with LAJ expected to resume service in the future.

As part of the 6100 Garfield Avenue Development Project, City proposes the following crossing modifications:

- Remove existing Commission Standard 8 warning devices;
- Remove existing abandoned track on the southerly side of the crossing;
- Install one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device for the southbound vehicular approach, at the northwest quadrant of the crossing;
- Install one curb mounted Commission Standard 9 warning device for the northbound vehicular approach, at the southeast quadrant of the crossing;
- Install one curb mounted Commission Standard 9 warning device, for the 6100 Garfield Avenue Project driveway exit, at the southeast quadrant of the crossing;

- Install one median mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilever arm) warning device on the northerly side of the crossing, with additional pair of flashing lights directed toward driveway on northeast quadrant;
- Install one median mounted Commission Standard 9 warning device on the southerly side of the crossing, with additional pair of flashing lights directed toward driveway on southwest quadrant;
- Replace raised center medians on both northbound and southbound vehicular crossing approaches as shown per plans;
- Install concrete panel crossing surface;
- Construct railroad interconnected signalized intersection at entrance to the new development site as shown per plans;
- Install R3-1 (NO RIGHT TURN) train activated blank out signs at the intersection of 6100 Garfield Avenue as shown per plans;
- Restripe travel lanes through crossing;
- Install left turn lane for southbound vehicular approach to the 6100 Garfield Avenue Project driveway;
- Install Americans with Disabilities Act (ADA) compliant sidewalks on both sides of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, as shown per plans.

The Commission's Rail Crossing Engineering Section (RCES) staff has investigated the request by the City, and finds it adequately addresses compliance and safety. As City and LAJ/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 April 14, 2013 and summarized above are authorized.

LAJ/BNSF must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders, ADA, and the CA MUTCD.

This project is categorically exempt from the requirements of the California Environment 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. A written request for a time extension must include concurrence letters by interested parties in support of the time extension. If an extension is requested, RCES may re-evaluate the crossing prior to granting an extension.

Victor San Lucas
XREQ 2014040004
April 17, 2014
Page 3 of 3

Within 30 days after completion of this project, the City and/or LAJ/BNSF 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 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, LAJ/BNSF shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, 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 Carlo Groag at carlo.groag@cpuc.ca.gov or by phone at 213-576-7187.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Melvin Thomas, BNSF Railway
Karen Hankinson, Rail Pros

