

## PUBLIC UTILITIES COMMISSION

320 W 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



May 8, 2015

File Number: XREQ 2015040003  
Valley View Avenue  
Cities of Cerritos, La Mirada, and Santa Fe Springs  
Los Angeles County

Brian Wallace - District 7 Railroad Coordinator  
California Department of Transportation  
100 South Main Street #100  
Los Angeles, CA 90012

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Modify the Valley View Avenue At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 001BK-502.30, DOT No. 748132E in the Cities of Cerritos, La Mirada, and Santa Fe Springs, Los Angeles County.**

Dear Mr. Wallace:

This refers to your letter dated April 7, 2015, received by us on April 10, 2015, 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 Union Pacific Railroad Company (UPRR) Los Nietos Subdivision track in the Cities of Cerritos, La Mirada, and Santa Fe Springs (Cities), County of Los Angeles. The crossing is identified as CPUC Crossing No. 001BK-502.30, DOT No. 748132E. Following completion of modifications, the crossing shall be identified as CPUC Crossing No. 001BK-502.30-A.

The single-track crossing is a six-lane roadway, located approximately 60 feet south of the Firestone Boulevard/Interstate 5 Freeway (I-5) connector. The crossing is equipped with two curb-mounted and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR operates approximately four freight trains daily with maximum speed of 20 MPH.

As part of the Valley View Avenue Bridge Overhead (BOH) Replacement Project for the I-5 corridor, California Department of Transportation (Caltrans), in cooperation with the Cities, proposes to construct a six-lane grade-separated roadway structure with sidewalks over the UPRR track.

The side clearance of 50-feet from centerline of nearest track to the bridge piers and minimum permanent vertical clearance of 23-feet 4-inches above top of rail, are in compliance with minimum clearance requirements specified in Commission GO 26-D. No temporary impaired clearance is requested for construction; therefore this authorization does not require a temporary or permanent clearance deviation.

The project will be completed in two stages. During Stage 1 of construction, the westerly half of the crossing will be grade-separated while the easterly half of the crossing will remain at-grade and will be modified to accommodate traffic in both directions. Temporary k-rail or equivalent barricades will be installed to prevent vehicles or pedestrians from entering the construction area. In addition, Caltrans proposes the following safety treatments at the easterly at-grade crossing during construction:

- Install two curb-mounted Commission Standard 9 warning device for north and south approaches;
- Construct eight inch high raised center medians, approximately 44-feet in length north of the track and 105 feet in length south of the track, as shown per plans;
- Install pedestrian barricades at the northeast and southeast quadrants of the crossing, as shown per plans; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, as shown per plans.

Upon completion of the westerly half of the crossing, namely Stage 2, vehicle traffic and pedestrians will be diverted to the grade-separation structure. The easterly half the crossing will be then closed for the next stage in the project construction. The at-grade crossing shall be removed including all railroad warning devices.

The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by Caltrans, and finds it adequately addresses compliance and safety. As Caltrans, Cities, 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 April 7, 2015, and summarized above are authorized. This authorization will also supersede the previous Commission authorization issued under GO 88-B File No. XREQ 2014050010, dated July 7, 2014.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by Caltrans. All parties shall comply with all applicable rules, including Commission GOs, Americans with Disabilities Act, and the 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, RCEB may re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Caltrans and/or UPRR shall notify RCEB 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 website at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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At the conclusion of the project, UPRR 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 [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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

Sincerely,



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

cc: **(SENT VIA EMAIL)**  
Kyle Nodgaard, UPRR  
Noe Negrete, City of Santa Fe Springs  
Hal Arbogast, City of Cerritos  
Mark Stowell, City of La Mirada  
Heriberto Salazar, Caltrans