

## PUBLIC UTILITIES COMMISSION

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



September 26, 2016

File Number: XREQ 2016050004  
Vineburn Avenue  
City and County of Los Angeles

Chris T. Keckeisen  
Sr. Manager of Industry and Public Projects  
Union Pacific Railroad  
2015 South Willow Avenue  
Bloomington, CA 92316

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Vineburn Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 001B-484.75 and DOT Number 746847U in the City and County of Los Angeles**

Dear Mr. Keckeisen:

This refers to your letter, received by us on August 29, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Vineburn Avenue highway-rail at-grade crossing (crossing) of the Union Pacific Railroad (UPRR) Alhambra Subdivision tracks, in the City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 001B-484.75 and DOT No. 746847U.

The three-track crossing is comprised of two main tracks, one abandoned track, and a two-lane roadway with one through lane for each direction of traffic. Vineburn Avenue forms two four-leg intersections with Valley Boulevard and Worth Street at approximately 40 feet north and 50 feet south of the crossing respectively, with the south leg of the Vineburn/Worth Street intersection being a private driveway. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR and the National Passenger Railroad Corporation (Amtrak) operate eight freight and four passenger trains daily respectively, with a maximum speed of 30 miles per hour. The average daily traffic at Vineburn Avenue is approximately 1,220 vehicles.

UPRR, in cooperation with the City, proposes the following alterations at the crossing, as shown per plans:

- Remove one abandoned track and all existing warning devices;
- Install one new track with concrete panels surfacing 15 feet of south of the two active tracks;
- Widen the roadway to approximately 78 feet;
- Construct eight inch high by 10-foot wide raised center medians, approximately 31 feet in length south of the tracks, and 27 feet in length north of the tracks;
- Install one curb-mounted Commission Standard 9 warning device at the southeast quadrant of the crossing;
- Install one curb-mounted Commission Standard 9 warning device at the northwest quadrant of the crossing;



- Install one median-mounted Commission Standard 8 (flashing light signal assembly) warning device for the southbound vehicular approach, as show per plan;
- Install one median-mounted Commission Standard 8 (flashing light signal assembly) warning device for the northbound vehicular approach;
- Install one Commission Standard 8 warning device for the southwest quadrant of the crossing;
- Construct Americans with Disabilities Act (ADA) compliant concrete sidewalks at the crossing;
- Install new traffic signal system at Vineburn Avenue and Worth Street intersection and modify railroad circuitry to accommodate for advance preemption time;
- Install approximately 150 feet right-of-way fencing at the northwest, southeast and southwest quadrants of the crossing;
- Install ADA compliant detectable warning tactile strips on sidewalk approaches;
- Construct ADA compliant curb ramps at crosswalk locations on the Valley Boulevard/Vineburn Avenue intersection and Worth Street/Vineburn Avenue intersection;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including W10-1, W10-3, R8-8 “DO NOT STOP ON TRACK,” R9-3 “NO PEDESTRIAN CROSSING,” and R9-3b “USE CROSSWALK,” R10-15 “TURN VEHICLE YIELD TO PEDESTRIAN”, R3-1 “NO RIGHT TURN,” R3-2 “NO LEFT TURN,” R3-27 no through movement symbol activated blank-out signs, and “RXR” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the UPRR and finds that it adequately addresses compliance and safety. As UPRR and the City 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 received on August 29, 2016, and summarized above, are authorized.

Temporary traffic controls shall be provided in compliance with current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. Upon the temporary closure of the crossing during construction, channelization, such as K-Rail or fencing, shall be provided on the crossing approach to prevent public access to the crossing.

All parties shall comply with all applicable rules, including Commission General Orders and the CA MUTCD.

UPRR must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

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 RCEB, the time to complete the project may be extended. Any written request for a time extension must include

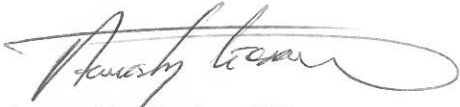
concurrency letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, UPRR shall notify RCEB 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 CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, UPRR should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. 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 and Engineering Branch  
Safety and Enforcement Division

C: **(SENT VIA EMAIL)**  
Jose Hernandez, City of Los Angeles

