

PUBLIC UTILITIES COMMISSION

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



February 8, 2017

File Number: XREQ 2017010003
Garfield Avenue
City of Commerce, County of Los Angeles

Bill Swindle
Railroad Coordinator
County of Los Angeles Department of Public Works
900 South Fremont Avenue 11th Floor
Alhambra, CA 91803

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Garfield Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 001BBJ-492.85 and DOT Number 761607A in the City of Commerce, County of Los Angeles

Dear Mr. Swindle:

This refers to your letter, received by us on January 11, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Garfield Avenue highway-rail at-grade crossing (crossing) of the Union Pacific Railroad (UPRR) La Habra Subdivision track, in the City of Commerce (City), County of Los Angeles (County). The crossing is identified as CPUC Crossing No. 001BBJ-492.85 and DOT No. 761607A.

The crossing consists of one main track and a five-lane north-south roadway. Garfield Avenue forms a four-leg intersection with Randolph Avenue approximately 30 feet north of the crossing. The east leg of the Garfield/Randolph Avenue intersection is a private driveway slightly offset from the intersection. The roadway is under jurisdiction of the City and traffic signal is maintained by the County. The crossing is equipped with one curb- and one median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices for northbound traffic and one curb-mounted Commission Standard 9 warning device for southbound traffic. UPRR operates approximately two freight trains daily, with a maximum speed of 20 miles per hour. The average daily traffic at Garfield Avenue is approximately 24,000 vehicles.

The County, in cooperation with the City and UPRR, proposes the following alterations at the crossing and as shown per plan:

- Install an additional flashing light signal assembly on the existing median-mounted Commission Standard 9 warning device;
- Construct eight-inch high by ten-foot wide raised center medians, approximately 60 feet in length south of the tracks,
- Install left turn phasing for northbound and southbound traffic in the intersection;
- Restripe pavement marking for northbound traffic;
- Modify traffic signal system and railroad circuitry to accommodate for advance preemption time;

- Construct Americans with Disabilities Act (ADA) compliant curb ramp for crosswalk approaches of the intersection;
- Construct ADA compliant concrete sidewalks at the northwest quadrant of the crossing;
- Install ADA compliant detectable warning tactile strips on each quadrant of sidewalk approach;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including W10-1, W10-2, R8-8 “DO NOT STOP ON TRACK,” R9-3 “NO PEDESTRIAN CROSSING,” and R9-3b “USE CROSSWALK,” R10-6 “STOP HERE ON RED,” R3-1 “NO RIGHT TURN,” symbol activated blank-out signs; “WAIT HERE,” “RXR,” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the County and finds that it adequately addresses compliance and safety. As the County, City 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 received on January 11, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the California Department of Transportation. The County must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of 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 concurrence 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, the County 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 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.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

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

C: **(SENT VIA EMAIL)**
Allan Abramson, County of Los Angeles
Maryam Babaki, City of Commerce
Daniel Moreno, UPRR

