

## PUBLIC UTILITIES COMMISSION

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



March 6, 2017

File Number: XREQ 2017020002  
Rosecrans/Marquardt Avenues  
City of Santa Fe Springs, Los Angeles County

Noe Negrete  
Director of Public Works  
City of Santa Fe Springs  
11710 Telegraph Road  
Santa Fe Springs, CA 90760

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Grade Separate the Rosecrans/Marquardt Avenues At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002-157.80 and DOT No. 027656A in the City of Santa Fe Springs, Los Angeles County.**

Dear Mr. Negrete:

This refers to your letter, dated and received by us on February 15, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to grade-separate the Rosecrans/Marquardt Avenues highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) California Division, San Bernardino Subdivision mainline tracks in the City of Santa Fe Springs (City), County of Los Angeles. The crossing is identified as CPUC Crossing No. 002-157.80 and DOT No. 027656A.

The crossing consists of two BNSF tracks that cross at a 45 degree angle between the northwest and southeast quadrants of the intersection of Rosecrans Avenue and Marquardt Avenue. Rosecrans Avenue is an east-west roadway with two through lanes and two turn lanes in each direction. Marquardt Avenue is a north-south roadway with two lanes in each direction. The crossing is equipped with one curb-mounted and one median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on each leg of Rosecrans Avenue approaches; one curb-mounted Commission Standard 9 warning devices on each leg of the Marquardt Avenue approaches, and Commission Standard 8 (flashing light signal assembly) warning devices at the northwest and southeast quadrant sidewalk approaches of the crossing. BNSF operates approximately 55 freight trains and the National Passenger Railroad Corporation (Amtrak) and the Southern California Regional Railroad Authority (SCRRA/Metrolink) operate approximately 57 passenger trains daily, with a maximum train speed of 79 miles per hour over this line. The average daily traffic is approximately 28,400 vehicles.

The crossing was nominated to the State Section 190 Grade Separation Program and is ranked highest in the proposed grade separation Priority List for fiscal years 2016-2017 and 2017-2018. With the cooperation between California High-Speed Rail Authority, Los Angeles County Metropolitan Transportation Authority and BNSF, City proposes the following modifications for grade separation:

- Construct a 104-foot wide overpass bridge structure - a four-lane roadway with raised median and two eight-foot wide sidewalks, at approximately 125 feet south of the current Rosecrans/Marquardt Avenues intersection;
- Connect the north leg of Marquardt Avenue to the existing Stage Road and the future Frontage Road as shown per plan;
- Connect the south leg of Marquardt Avenue to Rosecrans Avenue west of the BNSF right-of-way as shown per plans;

The project proposes a minimum permanent vertical clearance of approximately 24 feet from the top of rail and a permanent horizontal clearance of approximately 35 feet from the centerline of the existing and future tracks. No temporary clearance reductions are requested during construction. All proposed permanent clearances comply with minimum clearance requirements specified in Commission GO 26-D. The addition of a future third track as shown on the plans, is not approved as part of this authorization, and will require separate Commission authorization.

The grade separation project will be completed in five stages where the crossing will remain open in Stage One through Stage Four to accommodate traffic operation and to maintain access for local businesses. Through-traffic on Rosecrans Avenue will be diverted to the roadway overpass starting at Stage Three. In addition, City proposes the following alterations to the crossing during construction and as shown per plans:

- Install temporary k-rail or equivalent barricades for restricting pedestrian access along eastbound Rosecrans Avenue;
- Install bags on the northbound traffic signal heads and temporary k-rail to eliminate northbound movement on south leg of Rosecrans/ Marquardt Avenues intersection;
- Remove existing curb-mounted Commission Standard 9 warning device at the south-leg of the intersection;
- Remove existing Commission Standard 8 warning device at the southeast quadrant of the crossing;
- Install pedestrian barricades at the northwest quadrants of the crossing and remove crosswalk striping on the west leg of the Rosecrans/Marquardt Avenues intersection;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by City and finds that it adequately addresses compliance and safety. As the City and 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 February 15, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission GOs, Americans with Disabilities Act, and the CA MUTCD.

The following requirements pertain to this authorization:

- The new grade separated structure will be identified as CPUC Crossing Number 002-157.85-A and DOT Number 967635B;

- The at-grade crossing shall be eliminated by removing the pavement approaches, traffic signals, crossing panels, railroad warning devices, signage and railroad signal equipment upon the completion of grade separation;
- BNSF shall provide railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by the California Department of Transportation.

This project is statutorily exempt from the requirements of the California Environmental 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, City and/or BNSF 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/crossings/>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, BNSF shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes of the closure of the at-grade crossing and retirement of that DOT number, and the construction of the grade separation and assignment of the new DOT number. 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 E-MAIL)**  
Jason Sanchez, BNSF  
Dan Mahgereteh, LACMTA

