

## PUBLIC UTILITIES COMMISSION

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



May 10, 2018

File Number: XREQ 2018050002  
Durfee Avenue  
City of Pico Rivera, Los Angeles County

Rachel Korkos  
Senior Project Manager  
San Gabriel Valley Council of Governments  
4900 Rivergrade Road, Suite A120  
Irwindale, CA 91706

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Modify the Durfee Avenue At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 003-10.30, DOT No. 811219R in the City of Pico Rivera, Los Angeles County.**

Dear Ms. Korkos:

This refers to your letter, dated and received by us on May 7, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to grade-separate the Durfee Avenue at-grade highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) Los Angeles Subdivision main line tracks in the City of Pico Rivera (City), County of Los Angeles. The crossing is identified as CPUC No. 003-10.30 and DOT No. 811219R.

The crossing consists of two tracks and a north-south roadway, with one through lane for each direction of traffic and a two-way center-turn lane barricaded by channelization posts on each crossing approach. There are sidewalks on the east and west edges of the roadway. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices for vehicular traffic; and a Commission Standard 9 pedestrian gate on the northeast quadrant of the crossing. UPRR operates approximately twelve freight trains and the Southern California Regional Railroad Authority (SCRRA/Metrolink) operates approximately 33 passenger trains daily, with a maximum speed of 60 and 65 miles per hour respectively over this line. The annual average daily traffic on Durfee Avenue is approximately 12,000 vehicles.

San Gabriel Valley Council of Governments (SGVCOG), with the cooperation with the City and UPRR, proposes to construct a 74.8 foot wide railroad bridge and a four-lane roadway separated under the railroad bridge structure with a raised center median and two sidewalks.

The proposed minimum vertical clearance will be 16 feet 6 inches under the rail bridge. No temporary clearance reduction is requested during construction. All proposed clearances comply with minimum clearance requirements in Commission GO 26-D.

The crossing will be closed to public access with temporary K-rail or fencing to prevent vehicles or pedestrians from entering the construction area during the railroad bridge construction. The existing crossing will be removed including all railroad warning devices. Vehicular traffic will be detoured to adjacent roadways. As part of the project, SGVCOG proposes to construct a temporary shoofly for the two UPRR main line tracks. Railroad traffic will be shifted to the shoofly track while the track is removed and the railroad bridge structure is constructed in stages. The temporary shoofly track will then be removed upon completion of the grade separated track structure and the main line tracks are installed on the bridge.

Temporary traffic controls shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated SGVCOG's request, and finds it adequately addresses compliance and safety. As the City, SGVCOG 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 letter, and summarized above are authorized.

The following requirements pertain to this authorization:

- The existing at-grade crossing DOT No. 811219R shall be retired. The new crossing identification numbers for the completed grade-separated crossing shall be CPUC Crossing No. 003-10.30-B and DOT No. 972582P; and
- Flagging shall be provided during construction for the safety of the public, construction workers, train operators and train operations.

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.

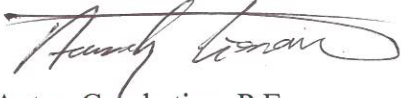
Within 30 days after completion of this project, SGVCOG and/or UPRR shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site 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, UPRR should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) 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).

Rachel Korkos  
XREQ 2018050002  
May 10, 2018  
Page 3 of 3

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

cc: **(SENT VIA EMAIL)**  
James Enriquez, City of Pico Rivera  
Mark Christoffels, SGVCOG  
Nick Vineyard, UPRR

