

PUBLIC UTILITIES COMMISSION

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



December 10, 2019

File Number: XREQ 2019110003
Turnbull Canyon Road
City of Industry, Los Angeles County

Mark Christoffels
Chief Engineer
San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Industry, CA 91706

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Grade Separate the Turnbull Canyon Road At-Grade Highway-Rail Crossing, CPUC Crossing Number 003-17.20 and DOT Number 810867E in the City of Industry, County of Los Angeles

Dear Mr. Christoffels:

This refers to your letter, dated October 31, 2019, received by us on November 1, 2019, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to grade separate the Turnbull Canyon Road highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) Los Angeles Subdivision mainline tracks in the City of Industry (City), County of Los Angeles (County). The crossing is identified as CPUC Crossing No. 003-17.20 and DOT No. 810867E.

The crossing consists of two tracks and a four-lane roadway, located approximately 60 feet southwest of the intersection of Turnbull Canyon Road and Salt Lake Avenue. The crossing is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR and Southern California Regional Rail Authority (SCRRA/Metrolink), respectively, operate approximately forty-two freight trains and twelve passenger trains daily, with a maximum speed of 65 miles per hour (MPH) for freight service and 79 MPH for passenger service over this line. The average daily traffic is approximately 12,900 vehicles.

The San Gabriel Valley Council of Governments (SGVCOG) proposes to grade separate the Turnbull Canyon Road crossing with a viaduct (grade-separated crossing) for vehicular traffic and a pedestrian bridge structure that span over the entire UPRR right-of-way (ROW).

The alterations, as indicated in the SGVCOG's request letter and/or shown on the plans, consist of:

- Eliminating the UPRR at-grade highway-rail crossing at Turnbull Canyon Road;
- Constructing the new Turnbull Canyon Road viaduct over the UPRR tracks;
- Constructing the new American with Disabilities Act (ADA) accessible pedestrian bridge crossing over the UPRR tracks;
- Constructing frontage roads and fencing north and south of the UPRR ROW.

The proposed viaduct and pedestrian bridge structures meet the vertical and horizontal clearance requirements of the Commission's GO 26-D. No temporary clearance exceptions are requested during construction.

The grade separation project will be completed in three stages where the crossing will remain open in Stage 1 to accommodate traffic operation and maintain access for local businesses. Once the existing Turnbull Canyon Road is widened to accommodate construction traffic and the pedestrian structure is completed and opened to pedestrians, the existing street will be closed to vehicles and pedestrians between Clark Avenue and Salt Lake Avenue. Through-traffic on Turnbull Canyon Road will be diverted to Hacienda Boulevard west of the crossing. In addition, SGVCOG proposes the following alterations to the crossing during Stage 1 of the construction and as shown per plans:

- Install median channelizers on the north approach of the crossing for turn restriction in and out of Salt Lake Avenue;
- Install R9-9 'SIDEWALK CLOSED' signs with pedestrian barricades on the west sidewalk of Turnbull Canyon Road;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended [California Public Resources Code §21080.13].

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated SGVCOG's request and finds it adequately addresses compliance and safety. As the SGVCOG, UPRR, City, and County (Parties) 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 October 31, 2019, and summarized above are authorized. All Parties shall comply with all applicable rules, including other Commission GOs and the latest version of the California Manual on Uniform Traffic Control Devices (CAMUTCD).

The existing at-grade crossing DOT No. 810867E shall be retired. The new grade-separated crossings shall be identified as CPUC Crossing No. 003-17.19-A and DOT No. 975448N for the roadway overpass; and CPUC Crossing No. 003-17.17-AD and DOT No. 975449V for the pedestrian bridge.

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

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.

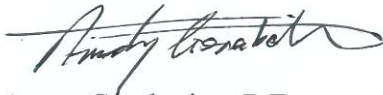
Within 30 days after completion of this project, SGVCOG shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at

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. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Matthew Cervantes at (213) 266-4716 or mci@cpuc.ca.gov.

Sincerely,



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

C: (SENT VIA EMAIL)

Joshua Nelson, City of Industry Public Works
Mario Rodriguez, Los Angeles County Public Works
Mary Schroll, UPRR

