

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939



June 7, 2011

File Number: G.11-04-016
City of Los Angeles, Los Angeles County

Antonio V. Gioiello
Chief Harbor Engineer
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Re: General Order 88-B Request for Authority to Alter the Henry Ford Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 114A-17.44-C and DOT No. 921600V, in the City of Los Angeles, Los Angeles County.

Dear Mr. Gioiello:

This refers to your letter, dated April 4, 2011 (received on April 26, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Henry Ford Avenue at-grade crossing (crossing) of the Port of Los Angeles' (POLA) Alameda Corridor Subdivision tracks in the City of Los Angeles (City), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 114A-17.44-C and DOT No. 921600V.

The Henry Ford Avenue at-grade crossing is a six lane roadway traversing one freight track. Currently the crossing is equipped with four Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices, advance warning signs and pavement markings. Leeward Marina driveway runs parallel to the tracks and is adjacent to and 166 feet south of the crossing. POLA owns the right-of-way, which is currently used only for freight rail service by Pacific Harbor Line, Inc. (PHL) freight trains. PHL currently operates 12 trains daily through the crossing at average speeds of 10 miles per hour.

POLA proposes the following alterations:

- Realignment of the existing mainline track;
- Install one additional mainline track;
- Install concrete panel crossing surfaces for the two tracks;
- Install one raised median island approximately 115 feet long north of the tracks
- Install one raised median island approximately 25 feet long south of the tracks with a 150 foot opening to allow for safe merging of northbound vehicles exiting the Leeward Marina driveway, followed by a 160-foot median south of the driveway opening;

- Install one new curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning device for the southbound vehicular approach, with 12" LED flashing lights, at the northwest quadrant of the crossing;
- Install one new median mounted Commission Standard 9 warning device for the southbound vehicular approach, with 12" LED flashing lights;
- Install one new curb mounted Commission Standard 9-A warning device for the northbound vehicular approach, with 12" LED flashing lights, at the southeast quadrant of the crossing;
- Install one new median mounted Commission Standard 9-A warning device for the northbound vehicular approach, with 12" LED flashing lights;
- Install one queue cutter traffic signal for southbound traffic on Henry Ford Avenue to prevent queuing on tracks; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 and W48 advance warning signs, R8-8 (DO NOT STOP ON TRACKS) signage and R x R pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by POLA and finds it adequately addresses compliance and safety. As POLA, PHL and 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 dated April 4, 2011 and summarized above are authorized.

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.

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 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, POLA shall notify RCES 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/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

POLA should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

Antonio V. Gioiello
G.11-04-016
June 7, 2011
Page 3 of 3

If you have any questions, please contact Jose Pereyra at 213-576-7083 or jfp@cpuc.ca.gov .

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Ron Groves, Port of Los Angeles, 425 South Palos Verdes Street, San Pedro, CA 90731
Michael D. Stolzman, Pacific Harbor Line, 340 W. Water Street, Wilmington, CA 90744
Jose D. Hernandez, Los Angeles DOT, 100 S. Main Street, 9th Fl, Los Angeles, CA 90012
Alfred Yalda, JL Patterson, 725 Town & Country Road, Suite 300, Orange, CA 92868