

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



February 22, 2012

File Number: G.12-02-008
North Spring Street
City of Los Angeles, County of Los Angeles

Grace David
Structural Engineering Associate/Project Manager
City of Los Angeles, Bureau of Engineering
1149 South Broadway, Room #750
Los Angeles, CA 90015

Re: **General Order 88-B Request for Authority to Alter the North Spring Street grade separated rail crossing, CPUC Crossing No. RI-1.36-A, DOT No. 027606W (River Subdivision) and CPUC Crossing No. RI-481.48-A, DOT No. 811042B (River (East) Subdivision) in the City of Los Angeles, Los Angeles County.**

Dear Ms. David:

This refers to your correspondence, dated February 13, 2012 (received February 14, 2012), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing grade separated rail crossing of the Southern California Regional Rail Authority (SCRRA) River and River (East) Subdivision tracks and North Spring Street in the City of Los Angeles (City), Los Angeles County. The crossing is identified by CPUC Crossing No. RI-1.36-A, DOT No. 027606W (River Subdivision) and CPUC Crossing No. RI-481.48-A, DOT No. 811042B (River (East) Subdivision).

The North Spring Street crossing is a two lane roadway in the area, that is a grade-separated structure that crosses over two sets of adjacent SCRRA tracks, separated by the Los Angeles River. The City proposes to make certain seismic modifications to the existing North Spring Street overhead structure as well as widen the existing two-lane roadway to include two 11-foot lanes, one 4-foot median, two 5-foot shoulders/bike lanes and two 5-foot sidewalks.

In addition, the Union Pacific Rail Road (UPRR) operates freight trains over the SCRRA River (East) Subdivision. Approximately seventy-five (75) passenger trains per day and up to forty-four (44) non revenue trains per day at a maximum speed of 50 MPH operate over the SCRRA River Subdivision and one (1) passenger train and up to fourteen (14) freight trains per day at a maximum speed of at 30 MPH operate over the SCRRA River (East) Subdivision. An Average Annual Daily Traffic (ADT) count of 18,829 occurs over the roadway.

The City proposes the following modifications to the crossing:

- Seismically upgrade the existing North Spring Street overhead structure; and
- Widen the existing North Spring Street bridge structure to include two eleven foot lanes one 4-foot median, two 5-foot shoulders/bike lanes and two 5-foot sidewalks with a minimum vertical clearance of 22 feet 9 inches..

The project proposes a minimum permanent vertical clearance of 23 feet 1 inch, and 22 feet 11 inches—over the River Subdivision tracks and 22 feet 9 inches for the River (East) Subdivision tracks which complies with the minimum clearance requirements specified in the Commission General Order (GO) 26-D of 22 feet 6 inches, therefore this authorization does not require temporary or permanent clearance deviations.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the City and finds it adequately addresses compliance and safety. As the City and SCRRA 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 13, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of 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 the CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City shall notify RCES 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 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.

At the conclusion of the project, SCRRA 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.

If you have any questions, please contact Sergio Licon at (213) 576-7085 or sal@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, stylized initial "D".

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

C: Ken Tom, Manager – Special Projects Manager, UPRR
Patricia Watkins – Assistant Director Public Projects, SCRRA