

PUBLIC UTILITIES COMMISSION

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



July 17, 2012

File Number: G.12-06-013
Henry Ford Avenue
City of Los Angeles, Los Angeles County

Antonio V. Gioiello, P.E.
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 At-Grade Crossing of Port of Los Angeles Alameda Corridor Subdivision Track and Henry Ford Avenue, CPUC Crossing No. 114A-17.44-C and DOT No. 921600V, in City of Los Angeles, Los Angeles County

Dear Mr. Gioiello:

This refers to your letter, dated April 26, 2012 (received on May 8, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of the Port of Los Angeles (POLA) Alameda Corridor Subdivision railroad track and Henry Ford Avenue, in City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 114A-17.44-C and DOT No. 921600V.

Henry Ford Avenue is a six-lane roadway, three lanes in each direction that crosses one POLA freight track. The crossing is currently 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 and two delineated medians with advance warning signage and pavement markings. The existing Leeward Marina driveway runs parallel to the track and connects to southbound Henry Ford Avenue at approximately 160 feet north of the crossing. The current annual average daily traffic count for this crossing is 8,333 vehicles. Pacific Harbor Line (PHL) operates approximately 12 freight trains daily through the crossing at an average speed of 10 miles per hour.

POLA proposes the following alterations to the Henry Ford Avenue crossing:

- Raise and realign the track through the crossing, per plans;
- Install concrete crossing panel surface for the track;
- Adjust approach grades on Henry Ford Avenue to achieve a smoother transition at the crossing, including reconstruction of curb and gutter, as shown on plans;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;

- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing ;
- Construct curb ramps, curb, gutter and ADA compliant sidewalk landing on the northwest quadrant of the crossing at the old Leeward Marina driveway, as shown on plans;
- Remove the existing curb mounted and median mounted Commission Standard 9-A warning devices for southbound Henry Ford Avenue;
- Install one median and one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on the northwest quadrant of the crossing for southbound Henry Ford Avenue;
- Relocate the Leeward Marina driveway on the southwest quadrant of the crossing approximately 150 feet south of the crossing;
- Construct a new 100-foot in length raised median for the southbound approach to the crossing;
- Construct a new 80-foot in length raised median for the northbound approach to the crossing 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 queue cutter traffic signal on the northwest quadrant of the crossing for southbound Henry Ford Avenue to prevent the queuing on the tracks ;
- ;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W48 advance warning signs, R1-1 'STOP' sign, R3-4 'NO U TURN' signage, R8-8 'DO NOT STOP ON TRACKS' signs, R4-7 'KEEP RIGHT' signage KEEP CLEAR and RxR pavement markings, as shown on the plans.

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 letter dated April 26, 2012 and summarized above are authorized. This authorization will also supersede the previous authorization issued on June 7, 2011 under GO 88-B File No. G.11-04-016.

Temporary traffic controls shall be provided in compliance with the current version 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 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 (3) years of the date of this letter. Upon written request to RCES, 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.

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

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

Sincerely,

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

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

C: Michael D. Stolzman, President, Pacific Harbor Line
Jose Hernandez, Los Angeles City Department of Transportation
Alfred Yalda, JL Patterson