

## PUBLIC UTILITIES COMMISSION

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July 24, 2012

File Number: G.12-06-014  
Water Street and Fries 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 Water Street At-Grade Crossing, identified as CPUC Crossing No. 121SB-1.70-C and DOT No. 747736F; to Alter the Fries Avenue At-Grade Crossing, identified as CPUC Crossing No. 121SB-1.80-C and DOT No. 747734S; and to Eliminate the Fries Avenue At-Grade Crossing, identified as CPUC Crossing No. 121SA-1.70-C and DOT No. 747735Y, in the City of Los Angeles, Los Angeles County.**

Dear Mr. Gioiello:

This refers to your letter, dated April 26, 2012, received by us on May 8, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify two existing at-grade crossings of the Port of Los Angeles (POLA) San Pedro Subdivision – Borax Lead railroad track; the first at Water Street and the second at Fries Avenue in the City of Los Angeles (City), Los Angeles County. The Water Street crossing is identified as CPUC Crossing No. 121SB-1.70-C and DOT No. 747736F. The Fries Avenue crossing (south leg) is identified as CPUC Crossing No. 121SB-1.80-C and DOT No. 747734S. In addition, POLA will eliminate the existing at-grade crossing of its San Pedro Subdivision – Pier A Street Lead railroad track and Fries Avenue (north leg), identified as CPUC Crossing No. 121SA-1.70-C and DOT No. 747735Y, in the City and County of Los Angeles. Since POLA filed a formal application for closure and relocation of the Fries Avenue crossing (north leg) separately in December 2011 (CPUC Application 11-12-008), no further discussion or authorization for this crossing closure will be addressed in this letter.

Fries Avenue is a four-lane roadway, two lanes in each direction. Water Street is a two-lane roadway, one lane in each direction. For the Water Street/Fries Avenue/Pier A Street intersection, the north and south legs are on Fries Avenue, the west leg is on Pier A Street; and the east leg is on Water Street. The POLA Borax Lead track runs from the south along the center line of the western most vehicle lane on Fries Avenue, turns at an angle of approximately 45 degrees to cross Fries Avenue (CPUC Crossing No.121SB-1.80-C) prior to the intersection, and continues to cross Water Street (CPUC Crossing No.121SB-1.70-C) diagonally from southwest to northeast at an angle of approximately 30 degree.

The Water Street crossing is currently equipped with two Commission Standard 8 (flashing light signal assembly) warning devices and advance warning signage and pavement markings on westbound Water Street. The Fries Avenue crossing is currently equipped with one Commission Standard 8-A (flashing light signal assembly with additional flashing light signals over the roadway on a cantilevered arm) warning device on southbound Fries Avenue, and one Commission Standard 8 warning device and advance warning signage and pavement markings on northbound Fries Avenue. Also, Pier A Street (west of Fries Avenue) that ends at a T-intersection west of the Water street crossing will be closed prior to project completion. The current annual average daily traffic is 900 vehicles for the Water Street crossing and 6,044 vehicles for the Fries Avenue crossing. Pacific Harbor Line (PHL) operates approximately eight freight trains daily over the POLA Borax Lead track at an average speed of 10 miles per hour.

POLA proposes the following alterations to the Water Street crossing:

- Raise and realign the track through the crossing, per plans;
- Remove the two curb mounted Commission Standard 8 warning devices;
- Install concrete crossing panel surface for the new track;
- Adjust approach grades on Water Street to achieve a smoother transition at the crossing, including reconstruction of curb and gutter, as shown on plans;
- Install one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device for westbound Water Street;
- Construct a new 8-inches in height, 2-feet in width, and 100-feet in length raised median for westbound Water Street; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning sign, R8-8 'DO NOT STOP ON TRACKS' sign, and RxR pavement marking as shown on the plans.

POLA proposes the following alterations to the Fries Avenue crossing:

- Raise and realign the track through the crossing, per plans;
- Remove the curb mounted Commission Standard 8 warning device on the southbound approach and the one Commission Standard 8A device on the northbound approach;
- Install concrete crossing panel surface for the new track;
- Adjust approach grades on Water Street to achieve a smoother transition at the crossing, including reconstruction of curb and gutter, as shown on plans;
- Install two curb mounted Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning devices, one each in the southeast and northwest quadrants of the crossing;
- Construct new 8-inches in height, 2-feet in width, and 140-feet in length raised median for northbound Fries Avenue;
- Construct new 8-inches in height, 2-feet in width, and 85-feet in length raised median for southbound Fries Avenue; and
- Apply CA MUTCD compliant signage and pavement markings, including W10-1 advance warning sign, R1-1 'STOP' signs, and RxR and STOP 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 October 5, 2011 under GO 88-B File No. G.11-09-003.

Temporary traffic controls shall be provided in compliance with the current version of the 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.

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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, POLA 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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Jose Pereyra at 213-576-7083 or [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,



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  
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