

PUBLIC UTILITIES COMMISSION

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



August 23, 2012

File Number: G.12-06-020
Harbor Freeway OH
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 Grade-Separated Crossing of Interstate 110 Harbor Freeway and Port of Los Angeles San Pedro Subdivision Gaffey Street Lead Track, CPUC Crossing No. 121SG-4.30-A and DOT No. 747767E, in City of Los Angeles, Los Angeles County

Dear Mr. Gioiello:

This refers to your letter, dated June 12, 2012, received by us on June 19, 2012,, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing grade-separated crossing of Interstate 110 Harbor Freeway (I-110) and the Port of Los Angeles (POLA) San Pedro Subdivision Gaffey Street Lead railroad track, in City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 121SG-4.30-A and DOT No. 747767E.

Harbor Freeway is a six-lane freeway, three lanes in each direction. The Harbor Freeway grade-separated crossing consists of two (2) separate freeway bridges, the easterly main freeway bridge and the westerly off-ramp bridge, that cross over the POLA Gaffey Street Lead freight track. A separate DOT number of 747768L is assigned to the westerly freeway off-ramp bridge. Pacific Harbor Line (PHL) operates approximately two (2) freight trains daily through the crossing with a maximum speed of 10 miles per hour.

As part of the John S. Gibson Boulevard/I-110 Access Ramps and SR-47/I-110 Connector Improvement (I-110/SR-47) project, POLA in cooperation with the California Department of Transportation (Caltrans) proposes to implement the Channel Street Overhead Rail Improvements project, including the following alterations to the Harbor Freeway overpass crossing:

- Widen the east side of the Harbor Freeway bridge by approximately 16 feet, 31 feet from track centerline);
- Construct a new column with a pier protection wall to support the bridge widening;
- Raise and realign the existing track underneath both overpass structures, , per plans;
- Install approximately 640 feet of new track north of the existing track alignment, ;

- Raise and realign an additional 200 feet of track, north of the Harbor Freeway crossing;
- Replace a pair of the existing insulated joints at the adjacent at-grade Pacific Avenue/Channel Street crossing, identified as CPUC Crossing No. 121SG-4.20-C and DOT No. 747766X which falls within the 640 feet of track realignment.

The existing Harbor Freeway overpass structure complies with the minimum clearance requirements of 22 feet 6 inches (or 22.5 feet) for vertical clearance and 8 feet 6 inches for horizontal clearance, specified in Commission GO 26-D. The alteration project proposes a minimum permanent horizontal clearance of approximately 10 feet between the realigned track and the proposed pier protection wall and a minimum permanent vertical clearance of 22.88 feet. However, the temporary minimum vertical clearance during construction will be 21 feet from the top of rail. Commission GO 26-D Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches. PHL provided concurrence to the proposed modification of the impaired vertical clearance in their letter dated May 21, 2012.

During construction of both the overhead bridge widening and the track alignment, temporary traffic control devices will be in compliance with the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. In addition, PHL will provide the train schedule and railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

The Commission's Rail Crossings Engineering Section (RCES) has investigated the request by POLA and finds it adequately addresses compliance and safety. As POLA, PHL and Caltrans 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 June 12, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with CA MUTCD. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

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

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, POLA is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet above the top of the highest rail to the lowest of point on the overhead structure during construction, including construction false work.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

POLA shall notify PHL and the Los Angeles office of the Commission's Consumer Protection and Safety Division – Rail Operations Safety Branch (ROSB) and Rail Crossings Engineering Section at least 15 days but not more than 30 days in advance of the date when POLA will create the temporary reduced vertical clearance. For the CPUC, this notification may be submitted electronically to rces@cpuc.ca.gov.

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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 and/or Caltrans 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,



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

- C: Michael D. Stolzman, President, Pacific Harbor Line
Hamid R.Toossi, California Department of Transportation
Eric Spangler, Parsons