

## PUBLIC UTILITIES COMMISSION

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



August 23, 2012

File Number: G.12-08-028

Woodley Avenue

City of Los Angeles, Los Angeles County

Jose D. Hernandez  
Transportation Engineer  
City of Los Angeles Department of Transportation  
100 S. Main Street, 9th Floor  
Los Angeles, CA 90012

**Re: General Order 88-B Request for Authority to Alter At-Grade Highway-Rail Crossing of Southern California Regional Rail Authority's Ventura Subdivision track and Woodley Avenue, CPUC Crossing Number 101VE-452.90 and DOT Number 745991H, in City of Los Angeles, Los Angeles County**

Dear Mr. Hernandez:

This refers to your letter, dated August 16, 2012, received by us on August 17, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the at-grade crossing of Southern California Regional Rail Authority (SCRRA) Ventura Subdivision railroad track and Woodley Avenue, in City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101VE-452.90 and DOT No. 745991H.

Woodley Avenue is a six-lane roadway, three (3) lanes in each direction that crosses the SCRRA track. Raymer Street runs parallel to the tracks and is traffic signal controlled T-intersection with Woodley Avenue, south of the crossing. The crossing is currently equipped with two curb mounted and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and delineated medians on each approach with advance warning signage and pavement markings. The current annual average daily traffic for the crossing is 28,077 vehicles. Approximately 30 SCRRA (Metrolink) and National Passenger Railroad Company (Amtrak) passenger trains and 12 Union Pacific Railroad Company (UPRR) freight trains operate over this line per day. The average speed for the passenger trains and the UPRR freight trains is 70 and 40 miles per hour, respectively.

In cooperation with SCRRA for the pre-signal and enhancement project, City proposes to modify the Woodley Avenue at-grade crossing as follows:

- Install pre-signal equipment, including a new cantilevered traffic signal for southbound Woodley Avenue traffic and interconnect with the railroad warning devices to provide advance preemption;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support it;

- Install Americans with Disabilities Act (ADA) compliant standard detectable warning tactile strips on all pedestrian approaches to the crossing;
- Reconstruct and lengthen the existing raised medians as shown on the plans;
- Remove and reinstall the existing two median mounted Commission Standard 9 warning devices as necessary for median reconstruction;
- Install an Integrated Solution Professionals International (I-SPI) system to provide interconnection with traffic signal system to monitor crossing operation and safety ; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning sign, R3-2 (symbol of “No Left Turn”), R3-4 (symbol of “No U-Turn”), R3-5R (symbol of “Right Turn Only”), R4-7 (symbol of “Keep Right”), R8-8 “DO NOT STOP ON TRACKS”, and R10-6 “STOP HERE ON RED” signs, and RxR and “WAIT HERE” pavement markings as shown on the plans.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As 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 August 16, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, 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, City and/or SCRRA 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, SCRRA should 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).

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

Sincerely,

A handwritten signature in cursive script that reads "Daren Gilbert".

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

- C: Patricia Watkins, Southern California Regional Rail Authority  
Harry Steelman, Division Engineer – West, Amtrak  
Kenneth Tom, Manager Special Projects Industry & Public, Union Pacific Railroad Company