

## PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500  
Los Angeles, CA 90013-1105



February 27, 2013

File Number: G.13-02-003  
City of San Pedro, Los Angeles County

Tony Gioiello  
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 5<sup>th</sup> Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 121SY-5.30-C and DOT No. 747790Y, in the City of San Pedro, Los Angeles County.**

Dear Mr. Gioiello:

This refers to your letter dated February 12, 2013, received by us on February 15, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the 5<sup>th</sup> Street at-grade crossing (crossing) of the Port of Los Angeles's (POLA) San Pedro Subdivision – Westway Lead railroad tracks, in City of San Pedro (City), Los Angeles County, identified as CPUC Crossing Number 121SY-5.30-C and DOT No. 747790Y.

Fifth Street is a two lane local road that dead ends approximately 50 feet east of the crossing at an un-signalized intersection with Sampson Avenue. There is also a signalized intersection with Harbor Drive approximately 35 feet west of the crossing. The crossing is equipped with one curb mounted Commission Standard 9 (flashing light signal with automatic gate arm), one curb mounted Commission Standard 9-A (flashing light signal with automatic gate arm and additional lights flashing light signals with over the roadway on a cantilevered arm) warning devices, and advance warning pavement markings and signage. The rail line hosts shared rail service between Pacific Harbor Lines' (PHL) freight operations and POLA's Waterfront Red Car passenger transit line operated by Herzog Transit Services (HTS).

POLA proposes to remove the existing single track and install a new single track that will be realigned and shifted to the west closer to the intersection of 5<sup>th</sup> Street and Harbor Boulevard. The new realignment will provide improved geometry closer to 90 degrees between the track and roadway. The existing clear storage distance between the crossing and the intersection will be greatly reduced to approximately 10 feet. In addition, the 5<sup>th</sup> Street width will be reduced by 13 feet on the westbound approach to the crossing. The westbound approach will be restriped into two 10 foot lanes and the eastbound approach will be restriped to one 18 foot lane.

POLA specifically proposes to modify the crossing as follows:

- Remove the existing single track and related crossing surface;
- Install new realigned single track and concrete crossing surface;

- Construct new curb and gutter with concrete sidewalk on the northeast crossing quadrant;
- Construct new curb and gutter with concrete sidewalk on the eastbound approach on the southeast and southwest crossing quadrants;
- Install two curb mounted Commission Standard 9 warning devices with 12-inch LED flashing lights, one each for eastbound and westbound 5th Street, as shown in plans;
- Install Americans with Disabilities Act (ADA) compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing; and
- Install California Manual on Uniform Traffic Control (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 1 track signs, and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by POLA and finds it adequately addresses compliance and safety. As POLA, City, PHL and HTS are in agreement as to the design and apportionment of the cost under the provisions of GO 88-B, the improvements as described in your request dated February 12, 2013 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with 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 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.

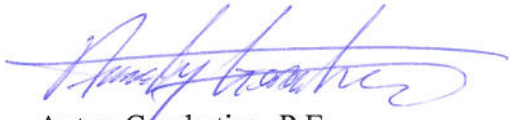
Within 30 days after completion of this project, POLA shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/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 must 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).

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Sincerely,



Anton Garabetian, P.E.  
Program and Project Supervisor  
Rail Crossings Engineering Section  
Safety and Enforcement Division

C: Sean Skehan, LADOT  
O.L. (Otis) Cliatt, PHL  
Ruben Montenegro, Herzog Transit Services Inc.