

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



January 13, 2014

File Number: XREQ 2013120005
Ocean Blvd EB On-Ramp to 710 Fwy
City of Long Beach, Los Angeles County

Sean Gamette, P.E.
Acting Chief Harbor Engineer
Port of Long Beach
925 Harbor Plaza,
Long Beach, CA 90802

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Grade-Separated Highway-Rail Crossing of Ocean Boulevard Eastbound On-Ramp to Interstate 710 Long Beach Freeway, Identified as CPUC Crossing No. 120L-19.30-A and DOT No. 929355W, in City of Long Beach, Los Angeles County

Dear Mr. Gamette:

This refers to your letter, dated December 11, 2013, received by us on December 13, 2013, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Ocean Boulevard Eastbound (EB) On-ramp to Interstate 710 Freeway North (I-710N) grade-separated highway-rail crossing (crossing) of the Port of Long Beach (POLB) Long Beach Subdivision Tracks, in the City of Long Beach (City), Los Angeles County. The crossing is identified as CPUC No. 120L-19.30-A and DOT No. 929355W. Following completion of modifications, the new CPUC No. shall be 120L-19.27-A.

The crossing is a two-lane freeway bridge structure connecting the Ocean Boulevard overpasses to I-710N and crosses over the POLB tracks. POLB and Pacific Harbor Line (PHL) operate approximately 25 freight trains per day over this line with a maximum train speed of 25 MPH.

POLB plans to shift the crossing north approximately three hundredth of a mile (to milepost 19.27) and remove the existing bridge column in place as part of the Gerald Desmond Bridge Replacement Project.

Commission GO 26-D requires minimum side clearance of 8 feet 6 inches from center line of track and minimum vertical clearance of 22 feet 6 inches above top of rail. The request states side clearance shall be 10 feet from centerline of nearest track to the retaining wall east of the track and vertical clearance shall be 42 feet 6 inches above top of rail. The temporary vertical clearance during construction shall be 39 feet 6 inches from top of rail. All proposed permanent and temporary clearances comply with Commission GO 26-D.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by POLB and finds it adequately addresses compliance and safety. As POLB and PHL 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 December 11, 2013, and summarized above are authorized.

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 the 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].

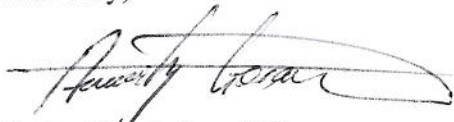
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three (3) years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCES may re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, POLB and/or PHL shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, PHL shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, 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 Chi Cheung To at (213) 576-5766 or at cct@cpuc.ca.gov.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Carlo Luzzi, Port of Long Beach
Robert Giannoble, Pacific Harbor Line