

## PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500  
Los Angeles, CA 90013



January 13, 2014

File Number: XREQ 2013120007  
Pier S Lane  
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 Pier S Lane At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 120AT-19.20 and DOT No. 927581K, in the 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 Pier S Lane at-grade highway-rail crossing (crossing) of the Port of Long Beach (POLB) Alameda Corridor Subdivision Pier T East Lead Track, in the City of Long Beach (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 120AT-19.20 and DOT No. 927851K.

Pier S Lane is used as a public detour road for traffic traveling from Pier T Avenue to Interstate 710 Freeway and Ocean Boulevard westbound. Upon completion of the Gerald Desmond Bridge Replacement Project, Pier S Lane will be used solely as a maintenance road for service vehicles accessing POLB facilities. The single-track crossing is a two-lane roadway, with one through lane in each direction. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two median-mounted Commission Standard 8 (flashing light signal assembly) warning devices. POLB and Pacific Harbor Line (PHL) operate four freight trains a day with a maximum train speed of 10 MPH at the crossing.

As part of the Gerald Desmond Bridge Replacement Project, POLB proposes to relocate the crossing southward with the following modifications:

- Removal of existing track, crossing panels, and active warning devices;
- Installation of new track and concrete panel crossing surface;
- Installation of two curb-mounted Commission Standard 9 warning devices with 12" light emitting diode (LED) flashing lights, one at each crossing approach;
- Installation of two median-mounted Commission Standard 8 warning devices with 12" LED flashing lights, one at each crossing approach;
- Construction of raised center medians at both crossing approaches as shown on the plans; and

- Application of California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, including W10-1 and W10-4 advanced warning signs, R8-8 "DO NOT STOP ON TRACKS" signs, and "RXR" pavement markings.

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 dated December 11, 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 Environment Quality Act of 1970, as amended. [California Public Resources Code 21084].

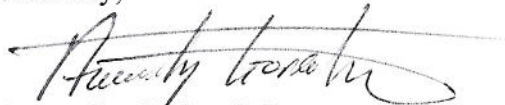
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 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, 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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Chi Cheung To at 213-576-5766 or [cct@cpuc.ca.gov](mailto:cct@cpuc.ca.gov).

Sincerely,



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

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