

PUBLIC UTILITIES COMMISSION

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



September 25, 2014

File Number: XREQ 2014090006
Anaheim Street
City of Los Angeles, Los Angeles County

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

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Anaheim Street At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 121MC-0.01 and DOT No. 902510V, in the City of Los Angeles, Los Angeles County.

Dear Mr. Hernandez:

This refers to your letter, dated August 13, 2014, received by us on September 4, 2014, requesting authorization, pursuant to California Public Utilities Commission (CPUC / Commission) General Order (GO) 88-B, to modify the Anaheim Street at-grade highway-rail crossing (crossing) of Port of Los Angeles (POLA) McFarland Subdivision track in the City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 121MC-0.01 and DOT No. 902510V.

The single-track crossing is a four-lane roadway, with two through lanes in each direction. The crossing is equipped with two curb-mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices. POLA and Pacific Harbor Line (PHL) operate approximately 10 freight trains a day with a maximum train speed of 10 MPH.

The City, in cooperation with POLA and PHL, proposes the following crossing safety improvements:

- Remove existing crossing surface and active warning devices;
- Install new concrete panels and reconstruct the crossing surface-roadway transition;
- Install one curb-mounted and one median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device for eastbound vehicular approach, in southwest quadrant of crossing;
- Install one curb-mounted and one median-mounted Commission Standard 9-E (Commission Standard 9 installed on the departure side of the at-grade crossing) warning device with vehicle presence detection system for eastbound vehicular approach, in southeast quadrant of crossing;

- Install one curb-mounted Commission Standard 9 warning device for westbound vehicular approach, in northeast quadrant of crossing;
- Install one curb-mounted Commission Standard 9-E warning device with vehicle presence detection system for westbound vehicular approach, in northwest quadrant of crossing;
- Upgrade track circuitry, signal house, and hardware to accommodate four quad gate system;
- Construct eight inch high by 10-foot wide raised center medians, 45-feet in length west of the track, and nine feet in length east of the track, as show per plans;
- Relocate existing eastbound bus stop approximately 100 feet east of the crossing;
- Install approximately 100 feet of red curb adjacent to the crossing at all four quadrants;
- Install Americans with Disabilities Act (ADA) complaint detectable warning tactile strips on all sidewalk approaches; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, as shown per plans.

The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by the City and finds it adequately addresses compliance and safety. As City, POLA, 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 August 13, 2014, 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 GO's, ADA, and CA MUTCD.

POLA must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic 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 RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

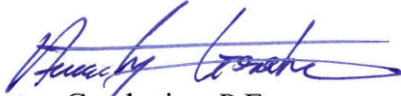
Within 30 days after completion of this project, City, POLA, and/or PHL shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at 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 as outlined on the web page.

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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 cct@cpuc.ca.gov.

Sincerely,



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

cc: **(SENT VIA EMAIL)**
Antonio V. Gioiello, Port of Los Angeles
Otis Cliatt II, Pacific Harbor Line
Alfred Yalda, JL Patterson & Associate Inc.

