

PUBLIC UTILITIES COMMISSION

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



May 12, 2015

File Number: XREQ 2015040001
El Segundo Boulevard
City of Compton, Los Angeles County

Bill Swindle
Railroad Coordinator
County of Los Angeles Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the El Segundo Boulevard At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 001BBH-492.60 / 084L-10.40, and DOT No. 747686R in the City of Compton, Los Angeles County.

Dear Mr. Swindle:

This refers to your letter, dated March 30, 2015, received by us on April 1, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) Wilmington Subdivision and Los Angeles County Metropolitan Transportation Authority (LACMTA) Blue Line light rail transit (LRT) tracks at El Segundo Boulevard, in the City of Compton, Los Angeles County. The crossing is identified as CPUC Crossing No. 001BBH-492.60 / 084L-10.40, and DOT No. 747686R.

The three-track crossing, comprised of one UPRR and two LACMTA LRT tracks, is located at the middle of the El Segundo Boulevard/Willowbrook Avenue intersection. The shared right of way runs along the middle of Willowbrook Avenue, bisecting the roadway into two two-way roads. El Segundo Boulevard is an east-west roadway with two through and one right turn lane for each direction of traffic. The traffic signal system at the intersection is maintained by the Los Angeles County Department of Public Works (LACDPW). The crossing is equipped with two curb-mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR operates two freight trains with a maximum speed of 20 miles per hour (MPH); LACMTA operates approximately 290 LRT trains at a maximum train speed of 55 MPH. The average daily traffic on El Segundo Boulevard is approximately 34,000.

To improve public safety, LACDPW proposes to the following modifications:

- Install R3-1 "NO RIGHT TURN" and R3-2 "NO LEFT TURN" train-activated blank-out signs on each Willowbrook Avenue two-way roads, as show per plan;
- Install programmed visibility vehicle heads at El Segundo Boulevard, as shown per plan;
- Replace all pedestrian heads and pedestrian push buttons, as shown per plans;

- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2, W10-11a and W48(CA) advance warning signs, R3-4 “No U-Turn”, R8-8 “DO NOT STOP ON TRACKS”, R9-3a “NO PEDESTRIAN CROSSING”, and R9-3b “USE CROSSWALK”, and “RXR” and railroad limit pavement markings as shown on the plans.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by LACDPW and finds it adequately addresses compliance and safety. As LACDPW, LACMTA and UPRR 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 March 30, 2015, 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, Americans with Disabilities Act, and CA MUTCD.

UPRR must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

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 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 reevaluate the crossing prior to granting an extension.

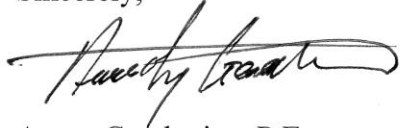
Within 30 days after completion of this project, the LACDPW and/or UPRR shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the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

At the conclusion of the project, UPRR should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a stylized flourish at the end.

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

C: **(SENT VIA EMAIL)**
Kyle Nodgaard, UPRR
Abdul Zohbi, LACMTA
Inez Yeung, LACMTA

