

## PUBLIC UTILITIES COMMISSION

320 W 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



May 13, 2015

File Number: XREQ 2015050002  
1<sup>st</sup> Street Westbound Lanes; Hewitt Street  
City of Los Angeles  
Los Angeles County

Girish Roy  
Project Director – DEO  
Los Angeles County Metropolitan Transportation Authority  
432 East Temple Street  
Los Angeles, CA 90012

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Close the First Street Westbound Lanes At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 84E-0.62, and Modify the Hewitt Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 84E-0.72 in the City of Los Angeles, Los Angeles County.**

Dear Mr. Roy:

This refers to your letter dated February 11, 2015, received by us on February 12, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to close the First Street Westbound Lanes at-grade crossing (crossing) and modify the Hewitt Street crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Eastside Gold Line tracks in the City of Los Angeles (City), Los Angeles County. The crossings are identified as CPUC Crossing Nos. 84E-0.62 and 84E-0.72, respectively.

LACMTA is constructing the Regional Connector Transit Corridor Project (Regional Connector) consisting of approximately 2 miles of new below grade rail to connect the at-grade Eastside Gold Line (Gold Line) at Little Tokyo Station to the below grade LACMTA Blue and Expo Lines at the 7<sup>th</sup> Street/Metro Station. The Gold Line embedded track runs at a skewed angle across the westbound lanes of First Street, north of the Alameda Street/First Street intersection then along the median of First Street and the Gold Line track continues to form a traffic signalized T-intersection at Hewitt Street/First Street. The average daily traffic along the roadway at the First Street Westbound Lanes crossing is 11,686 vehicles. Approximately, 291 LACMTA Gold Line trains per day travel through the crossing.

Connection of the Regional Connector to the Gold Line requires construction of a temporary at-grade shoofly track to maintain Gold Line light rail service during construction. The shoofly track will connect from the southern end of the Little Tokyo Station, turn to the west while remaining entirely within LACMTA property north of First Street, and then tie-in to the Gold Line street-running track at the First Street and Hewitt Street intersection. The shoofly is anticipated to remain in operation for approximately 3 to 5 years while excavation work for the Gold Line connection to the Regional Connector takes place. Part of the Gold Line track, approximately between Vignes

Street/First Street and Alameda Street/Commercial Street will be relocated underground to facilitate the connection to the Regional Connector.

Construction of the shoofly track necessitates temporary interruption of revenue Gold Line train service between Union Station and the Pico/Aliso Station. Passengers will be transported between the two stations via a bus bridge. Additionally, the shoofly track will shift track alignment north, off of First Street onto LACMTA's property, resulting in alterations to the crossings at First Street Westbound Lanes and Hewitt Street as follows:

Alterations Along First Street Affecting Both Crossings:

- Westbound First Street will be closed to through vehicular traffic between Alameda Street and Hewitt Street to accommodate removal of the embedded track across the westbound lanes of First Street and along the median of First Street.
- Pedestrian access will also be closed by removing the sidewalk on the north side of First Street between Alameda on the west, and the Buddhist Temple driveway to the east of Hewitt Street.
- Pedestrians will be rerouted to the south side of First Street by signage placed at Vignes Street/First Street and at Alameda Street/First Street intersections.
- K-Rail will be placed along the Gold Line guideway delineating a work zone.

First Street Westbound Lanes Crossing (84E-0.62) Removal:

- Associated train signals and traffic signals for the First Street Westbound Lanes crossing will be removed.
- The First Street Westbound Lane crossing will be effectively removed and closed.

Hewitt Street Crossing (84E-0.72) Alterations and Removal:

- The shoofly track will tie in to the existing median running track at a skewed angle across the westbound lanes of First Street at the northeast quadrant of the Hewitt Street and First Street intersection.
- Traffic movements at the Hewitt Street/First Street intersection will be restricted to right-in and right-out from Hewitt Street.
- Traffic and train signals will be relocated to control the westbound First Street traffic across the shoofly track, as well as train movements across the westbound lanes of First Street, as shown per plans.
- Queue cutter loops will be installed approximately 100-feet west of the crossing and connected to the traffic signals to ensure traffic does not queue on the tracks.
- The new traffic signals will be interconnected with the traffic signals at First Street/Alameda Street and First Street/Vignes Street to optimize traffic flow.
- California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings shall be applied, as shown per plans.
- Upon completion of the underground connection between the Regional Connector and the Gold Line, the shoofly track will be removed.
- The Hewitt Street at-grade crossing shall be closed and all related train and traffic signals shall be removed.

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The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by LACMTA, and finds it adequately addresses compliance and safety. As LACMTA and City 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 February 11, 2015, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by Caltrans. All parties shall comply with all applicable rules, including Commission General Orders, Americans with Disabilities Act, and the CA MUTCD.

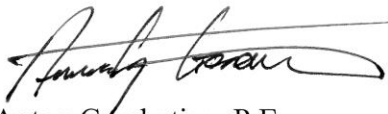
This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

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 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, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, LACMTA and/or City 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 at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@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).

Sincerely,



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

cc: **(SENT VIA EMAIL)**  
Sean Skehan, LADOT  
Lawrence Hsu, LABOE  
Robert Pohlman, RCC  
Lisa Karwoski, RCC

