

PUBLIC UTILITIES COMMISSION

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



November 18, 2015

File Number: XREQ 2015110001
Sixth Street Viaduct
City and County of Los Angeles

Julie Allen
Principal Civil Engineer
City of Los Angeles – Bureau of Engineering
1149 South Broadway
Los Angeles, CA 90015

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Sixth Street Grade-Separated Highway-Rail Crossings, identified as CPUC Crossing No. 101RI-483.70-A and DOT No. 811256T for the River East Subdivision and CPUC Crossing No. 101RI-141.70-A and DOT NO. 027624U for the River West Subdivision, in the City and County of Los Angeles.

Dear Ms. Allen:

This refers to your letter, dated and received by us on November 2, 2015, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Sixth Street grade-separated highway-rail crossings (crossing) over the Los Angeles County Metropolitan Transportation Authority (LACMTA) Red Line Yard and Southern California Regional Rail Authority (SCRRA) River East and River West Subdivision tracks in the City and County of Los Angeles. The crossings are identified as CPUC Crossing No. 101RI-483.70-A and DOT No. 811256T for the River East Subdivision, and CPUC Crossing No. 101RI-141.70-A and DOT No. 027624U for the River West Subdivision.

The Sixth Street Viaduct crossings cross over two sets of adjacent SCRRA tracks separated by the Los Angeles River, and two LACMTA Red Line Yard tracks located at the west bank of the Los Angeles River. Union Pacific Railroad (UPRR) and SCRRA operate approximately 20 freight and 21 passenger trains per day respectively over the SCRRA River East Subdivision at a maximum speed of 70 MPH. BNSF Railway Company (BNSF) and SCRRA and National Passenger Railroad Corporation (Amtrak) operate approximately three freight and 53 passenger trains per day at a maximum speed of 79 MPH over the SCRRA River West Subdivision.

As the Sixth Street Viaduct is structurally deficient and vulnerable to a seismic event, the City of Los Angeles (City) plans to demolish it and re-construct a 100-foot wide Viaduct over the tracks and Los Angeles River. During construction, the Six Street crossing will be closed and all vehicle and pedestrian traffic will be detoured to the grade-separated Fourth Street (CPUC Crossing No. 101RI-483.50-A and DOT No. 811240W/CPUC Crossing No. 101RI-141.50-A and DOT No.

027623M) and Seventh Street (CPUC Crossing No. 101RI-483.00-A and DOT No. 811257A/CPUC Crossing No. 101RI-142.00-A and DOT No. 027625B) crossings.

The project proposes minimum permanent vertical clearances of 38 feet and 4 inches over the River East Subdivision and 29 feet and 8 inches for River West Subdivision tracks and minimum permanent horizontal clearances of 29 feet and 1 inch over the River East and 26 feet 11 inches for River West Subdivision tracks. Temporary minimum vertical and horizontal clearances of 22 feet 6 inches and nine feet respectively will be provided during construction. All clearances comply with clearance requirements specified in the Commission GO 26-D.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by City and finds it adequately addresses compliance and safety. As City, Amtrak, BNSF, LACMTA, SCRRA 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 letter dated November 2, 2015, 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 GOs and 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].

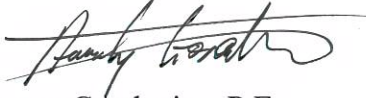
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three (3) years of the date of this letter. Upon written request to RCEB, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 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 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 rceb@cpuc.ca.gov.

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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 and Engineering Branch
Safety and Enforcement Division

cc: **(SENT VIA E-MAIL)**
Cassim Mamoon, Amtrak
Matthew Keim, BNSF
Patricia Watkin, SCRRA
Chris Keckeisen, UPRR
Vijay Khawani, LACMTA

