

## PUBLIC UTILITIES COMMISSION

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



February 3, 2016

File Number: XREQ 2015120007, 2016010004,  
2016010005, 2016010006, 2016010007 and  
2016010008

City of Compton, Los Angeles County

Samuel Mayman  
Executive Officer, Engineering  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter Six At-Grade Highway-Rail Crossings at Elm Street, Compton Boulevard, Myrrh Street, Alondra Boulevard, Greenleaf Boulevard, and Manville Street in City of Compton, Los Angeles County.**

Dear Mr. Mayman:

This refers to your letter, dated and received by us on December 8, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify six at-grade highway-rail crossings (crossings), identified in the table below, over the shared rail corridor tracks of the Union Pacific Railroad Company's (UPRR) Wilmington Subdivision and the Los Angeles County Metropolitan Transportation Authority's (Metro) Blue Line in City of Compton (City), Los Angeles County.

**Crossing Names and Identification Information**

Authorization No.	CPUC Crossing Nos.	DOT No.	Street
XREQ 2015120007	84L-11.50/BBH-493.75	747875B	Elm Street
XREQ 2016010004	84L-11.90/BBH-494.07	747876H	Compton Boulevard
XREQ 2016010005	84L-12.10/BBH-494.33	747880X	Myrrh Street
XREQ 2016010006	84L-12.40/BBH-494.58	747882L	Alondra Boulevard
XREQ 2016010007	84L-12.90/BBH-495.09	747884A	Greenleaf Boulevard
XREQ 2016010008	84L-13.70/BBH-495.85	747894F	Manville Street

Metro proposes the following alterations as part of its pedestrian safety improvement project. These improvements are discussed in greater detail and shown in plans submitted with Metro's request:

- Install concrete crossing panels to replace rubber panels and/or to improve pedestrian walking surface;
- Install Commission Standard 9 (flashing light signal assembly with automatic gate arm) pedestrian gate warning devices in combination with swing gate on all sidewalk approaches to the crossings;
- At the Compton Boulevard crossing, install single swing gates at the northeast and southwest quadrants and use the existing vehicular gates for pedestrians, as shown in plans;
- At the Manville Street crossing, close the south sidewalk and pedestrian crossing of tracks;
- Install handrails and fencing to deter trespassing;

- Widen the pedestrian sidewalks across the tracks to at least 5 feet (Manville Street), 8 feet (Elm Street and Myrrh Street), 10 feet (Compton Boulevard and Greenleaf Boulevard), and 12 feet (Alondra Boulevard);
- Install Americans with Disabilities Act (ADA) compliant standard detectable warning tactile strips on all sidewalk approaches to the crossings; and
- Install Qwick Kurb on both sides of the street between the curb extension of the cross street and the marked sidewalk to prevent vehicles from entering the pedestrian crossing area.

The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by Metro and finds it adequately addresses compliance and safety. As Metro, UPRR 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 December 8, 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.

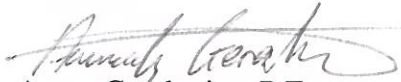
Within 30 days after completion of this project, LACMTA and/or City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, Metro 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 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](mailto:rceb@cpuc.ca.gov).

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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 Branch  
Safety and Enforcement Division

**(SENT VIA EMAIL)**

C: Chris Keckeisen, UPRR  
Glen Kau, City of Compton  
Morteza Ghandehari, JL Patterson

