

PUBLIC UTILITIES COMMISSION

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



December 29, 2016

File Number: XREQ 2016120006 - New Dock Street
XREQ 2016120007 - SERRF (Ocean Avenue)
City of Long Beach, County of Los Angeles

Carlo Luzzi
Intermodal Operation Manager
Port of Long Beach
4801 Airport Plaza Drive
Long Beach, CA 90815

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the New Dock Street and Southeast Resource Recovery Facility (SERRF/Ocean Avenue) At-Grade Highway-Rail Crossings in the City of Long Beach, County of Los Angeles.

Dear Mr. Luzzi:

This refers to your letter, received by us on November 18, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the New Dock Street and Southeast Resource Recovery Facility (SERRF/Ocean Avenue) highway-rail at-grade crossings (crossings), identified in the table below, of the Port of Long Beach (POLB) Alameda Corridor Subdivision Pier T East and West Lead tracks, in the City and Port of Long Beach, County of Los Angeles.

Crossing Names and Identification Information

Authorization No.	CPUC Crossing Nos.	DOT No.	Street
XREQ 2016120006	120AT-18.60	811439L	New Dock Street
XREQ 2016120007	120AW-19.00	811443B	SERRF (Ocean Avenue)

The New Dock Street single-track crossing, located on the east leg of the off-ramp intersection under Schuyler Heim Bridge (State Route 47), is a four-lane roadway with two lanes in each direction. The crossing is equipped with a curbed mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilever arm) and a curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices.

The SERRF (Ocean Avenue) single-track crossing is located approximately 150 feet south of the SR-47 off-ramp intersection. The crossing is equipped with a curbed mounted Commission Standard 9A and two Commission Standard 9 warning devices.

Pacific Harbor Line (PHL) operates freight trains daily through the two crossings during switching operations with a maximum speed of ten miles per hour. The annual average daily traffic for New Dock Street and SERRF are approximately 3,130 and 740 vehicles respectively.

As part of the Schuyler Heim Bridge Replacement Project, the California Department of Transportation (Caltrans), in cooperation with POLB, proposes to signalize the on and off ramp intersections on New Dock Street. Specifically, the joint party proposes the following alterations at the two crossings as described in the request letters and shown on the plans:

New Dock Street Crossing

- Remove all existing warning devices;
- Realign and raise the track to match elevations of the reconstructed roadway;
- Construct eight inch high by ten-foot wide and approximately 100 feet long raised center medians, at east and west of the tracks;
- Install one curb-mounted Commission Standard 9A warning device at southwest quadrant of the crossing;
- Install one curb-mounted Commission Standard 9 warning device at the northeast quadrant of the crossing;
- Install one median-mounted Commission Standard 9 warning device on the east median for westbound traffic;
- Install new traffic signal system and railroad circuitry to accommodate advance preemption time at both on- and off-ramp intersections;
- Re-stripe the crossing and the intersection;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including W10-1, R3-1 “NO RIGHT TURN,” R3-2 “NO LEFT TURN” R3-27 “NO THROUGH MOVEMENT” train-activated light emitting diode blank-out signs, R8-8 “DO NOT STOP ON TRACK,” and “WAIT HERE,” “KEEP CLEAR,” “RXR,” railroad limit pavement markings.

SERRF Access Road (Ocean Avenue) Crossing

- Remove existing median active warning device for southbound traffic;
- Construct eight inch high by four feet wide and approximately 75 feet long raised center median, at north of the tracks;
- Re-stripe roadway for two northbound turn lanes and one southbound through lane north of the track;
- Modify railroad circuitry to accommodate advance preemption time;
- Apply CA MUTCD compliant signage, including W10-1, R3-1 “NO RIGHT TURN” train-activated light emitting diode blank-out signs, R8-8 “DO NOT STOP ON TRACK,” and “WAIT HERE,” “KEEP CLEAR,” “RXR,” railroad limit pavement markings.

Commission GO 26-D requires minimum vertical clearance of 22 feet 6 inches above top of rail. The minimum clearance for New Dock Street crossing from SR 47, as shown per plan, is approximately 26 feet 15 inches above top of rail. POLB does not request temporary impaired clearance for construction. The proposed permanent clearances shall comply with Commission GO 26-D.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the POLB and finds that it adequately addresses compliance and safety. As Caltrans, PHL and POLB 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 received on November 18, 2016, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the Caltrans. POLB and Caltrans must complete all of the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with the CA MUTCD.

PHL 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 POLB, Caltrans and/or PHL 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/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, POLB/PHL 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.

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 and Engineering Branch
Safety and Enforcement Division

C: (SENT VIA EMAIL)
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Hector Bedolla, Caltrans
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