

PUBLIC UTILITIES COMMISSION

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



September 25, 2017

File Number: XREQ 2017080011

Tweedy Boulevard

Cities of Los Angeles and South Gate, County of Los Angeles

Ramnik Mungra
Project Manager
City of Los Angeles
Bureau of Engineering, Department of Public Works
1149S Broadway Suite 810
Los Angeles, CA 90015

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Tweedy Boulevard At-Grade Highway-Rail Crossing, CPUC Crossing Number 001BG-490.30 and DOT Number 747660C in the Cities of Los Angeles and South Gate, County of Los Angeles

Dear Mr. Mungra:

This refers to your letter, received by us on August 23, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Tweedy Boulevard highway-rail at-grade crossing (crossing) of the Union Pacific Railroad (UPRR) Los Nieto Subdivision track, in the Cities of Los Angeles and South Gate (Cities), County of Los Angeles (County). The crossing is identified as CPUC Crossing No. 001BG-490.30 and DOT No. 747660C.

The single crossing is a four-lane east-west roadway with two lanes in each direction. Alameda and South Alameda Streets are north-south roadways, forming two intersections at approximately 25 feet east and 90 feet west of the crossing respectively. Alameda Corridor (ACE) trench is located at the immediate west of the grade crossing between Alameda and South Alameda Streets. Tweedy Boulevard terminates at South Alameda Street. The roadway is under shared-jurisdiction of the Cities and the traffic signal system for both intersections are maintained and operated by the County. The crossing is equipped with two curb-mounted and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. ACE owns the railroad right-of-way (ROW) for the trenching, and The Ports of Los Angeles and Long Beach (Ports) jointly own the railroad ROW at-grade. Pacific Harbor Line (PHL) and UPRR operate freight trains over the crossing, and PHL is responsible for operation and maintenance over this rail corridor. Approximately four freight trains operate daily with a maximum speed of 10 miles per hour over the crossing. The average daily traffic at Tweedy Boulevard is approximately 11,600 vehicles.

The City of Los Angeles proposes to extend Century Boulevard to the west leg of South Alameda Street, connecting it to Tweedy Boulevard. With the concurrence provided by the County, PHL, Ports, and UPRR, the Cities plan the following alterations at the crossing and as shown per plan:

- Install new traffic system and modify traffic signal phasing to accommodate for the intersections;
- Construct Americans with Disabilities Act (ADA) compliant curb ramps for crosswalk approaches of the intersections;
- Construct ADA compliant concrete sidewalks at the southeast quadrant of the crossing;
- Install ADA compliant detectable warning tactile strips on sidewalk approaches of the crossing;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including W10-1, W10-2, R8-8 “DO NOT STOP ON TRACK,” R9-3 “NO PEDESTRIAN CROSSING,” and R9-3b “USE CROSSWALK,” R3-1 “NO RIGHT TURN,” R3-2 “NO LEFT TURN,” symbol activated blank-out signs; “RXR,” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the Cities, finds that it adequately addresses compliance and safety. As the Cities, County, PHL, Ports 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 received on August 23, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission GOs and the current version of the CA MUTCD, published by the California Department of Transportation. The Cities must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of 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 Cities 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.

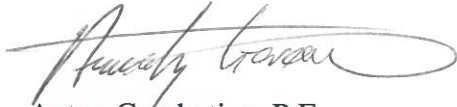
At the conclusion of the project, PHL should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a

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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)**
Bill Swindle, County of Los Angeles
Clint Herrera, City of South Gate
Daniel Moreno, UPRR
Robert Gianoble, Pacific Harbor Line
David Walsh, Port of Los Angeles
Carlo Luzzi, Port of Long Beach

