

## PUBLIC UTILITIES COMMISSION

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



December 12, 2018

File Number: XREQ 2018110007

D Street

Port of Los Angeles, County of Los Angeles

David M. Walsh  
Chief Harbor Engineer  
The Port of Los Angeles  
425 South Palos Verdes Streets  
San Pedro CA 90733

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the D Street At-Grade Highway-Rail Crossing, CPUC Crossing Number 121MC-0.40 and DOT Number 902448M in the Port and County of Los Angeles**

Dear Mr. Walsh:

This refers to your letter, dated November 5, 2018, received by us on November 13, 2018, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the D Street highway-rail at-grade crossing (crossing) of the Port of Los Angeles (POLA) McFarland Subdivision track, in the Port and County of Los Angeles. The crossing is identified as CPUC Crossing No. 121MC-0.40 and DOT No. 902448M.

McFarland Avenue is a north-bound roadway with one through lane in each direction. D Street is an east-west roadway which ends at McFarland Avenue, with the east leg of D Street being a gated driveway of Potential Industries. The track is constructed on the centerline along McFarland Avenue and runs through the middle of the McFarland/D Street intersection. The intersection is "STOP" sign controlled on all four legs. The crossing is equipped with four Commission Standard 1-R (crossbuck sign on a post) passive warning devices. Pacific Harbor Line (PHL) operates six freight trains over this line daily with a maximum train speed of ten miles per hour. The annual average daily traffic at the crossing is approximately 300 vehicles.

As part of McFarland Avenue vacating project, McFarland Avenue between D and E Streets will be closed to all vehicular and pedestrian traffic where Potential Industries, the private property owner on the immediate east and west of McFarland Street of the street segment, will extend its fence to within approximately 12.5 feet of the centerline of the track on each side. In addition, POLA proposes the following alterations at the crossing as indicated in the request letter and/or as shown in the attachments:

- Construct Americans with Disabilities Act (ADA) compliant sidewalk on north side of crossing along D Street;
- Install ADA-compliant detectable warning tactile strips at the sidewalk approaches;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, and "RXR" and railroad limit pavement markings as shown on the plans.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by POLA and finds that it adequately addresses compliance and safety. As POLA and PHL 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 5, 2018, 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 California Department of Transportation. POLA and PHL 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. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding "Work in the Vicinity of a Grade Crossing."

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, POLA 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](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

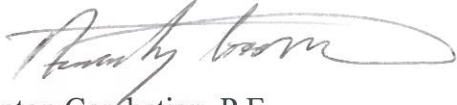
At the conclusion of the project, PHL should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every 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 Chi Cheung To at (213) 576-5766 or [cct@cpuc.ca.gov](mailto:cct@cpuc.ca.gov) .

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

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

C: **(SENT VIA EMAIL)**  
Guillermo Martinez, POLA  
Robert Giannoble, PHL

