

PUBLIC UTILITIES COMMISSION

515 L Street, Suite 1119
Sacramento, CA 95814



January 25, 2011

File Number: G.10-12-015
City of Industry, Los Angeles County

A. Victoria Butler
Senior Project Manager
Alameda Corridor-East Construction Authority
4900 Rivergrade Road
Irwindale, CA 91706

Re: General Order 88-B Request for Authority to Modify the Orange Avenue At-grade Highway-Rail Crossing, identified as CPUC Crossing No. 001B-498.80-C and DOT No. 746906U, in the City of Industry, Los Angeles County.

Dear Ms. Bulter:

This refers to your letter, dated December 17, 2010 (received December 20, 2010), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify elements of the proposed at-grade drill track crossing approved as part of the grade separated project of the Union Pacific Railroad (UPRR) Mainline B railroad tracks at Orange Avenue in the City of Industry, Los Angeles County. The Orange Avenue at-grade highway-rail crossing is identified as CPUC Crossing No. 001B-498.80-C and DOT No. 746906U.

CPUC Decision (D.) 07-05-049 approved Alameda Corridor-East Construction Authority's (ACE) Petition for Modification of D.05-08-019 on July 12, 2006. Commission issued D.05-08-019 on August 25, 2005, which granted closure of the existing at-grade crossing of Orange Avenue. D.07-05-049 approved the subsequent ACE request to keep Orange Avenue open by constructing a grade-separated bridge structure for the UPRR main tracks above Orange Avenue and constructing an at-grade drill track crossing.

During construction of the approved Orange Avenue drill track at-grade crossing it was noted that further modifications were deemed necessary to enhance the safety of the crossing for large trucks traveling north and south on Orange Avenue, specifically the right-turn movement from westbound Valley Boulevard to northbound Orange Avenue.

The single-track crossing is currently a divided roadway with two southbound lanes and one northbound lane separated by a raised median. The crossing is equipped with two Commission Standard No. 9 warning devices (Flashing Light Signal Assembly with automatic gate arm) that are equipped with backlights such that they are visible from both directions. ACE indicates the widening of the northbound lane is necessary to accommodate the large turn radius of trucks servicing the businesses and local area.

ACE proposes to modify the following elements of the at-grade drill track crossing at Orange Avenue and Valley Boulevard:

- Southbound Orange Avenue will be narrowed from two lanes to one lane with a minimum width of 16 feet;
- Northbound Orange Avenue will be widened to 26 feet;
- Install a raised median island that varies in width from a minimum of 2 feet, from the intersection of Orange Avenue/Valley Boulevard northerly to just before the crossing; and will extend 100 feet past the crossing, so as not to block the driveways north of the crossing. On the southeast quadrant the median will correspond with the radius of the curb;
- Install a 6 feet wide sidewalk along the west shoulder of Orange Avenue, and prohibit pedestrians on east (northbound) shoulder with the installation of a metal railing placed just north of the east curb return with R5-10a, R9-3a and R9-3b signage;
- Install two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, with one on each vehicular approach to the crossing (the northbound relocated from the median to the east shoulder). Both devices to be equipped with backlights such that they are visible from both directions of travel;
- Install a curb mounted Commission Standard 8 warning device on the west shoulder at the crossing to provide for line of sight visibility for traffic turning from westbound Valley Boulevard onto northbound Orange Avenue;
- Maintain existing simultaneous traffic signal preemption system;
- Install R3-1 (NO RIGHT TURN) train activated blank out sign for northbound Valley Boulevard traffic at Orange Avenue, per plan; and
- Installation of MUTCD compliant signage and pavement markings, including W10-3 advance warning signs, and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the ACE, and finds it adequately addresses compliance and safety. As ACE, the City of Industry 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 letter dated December 17, 2010 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, 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 General Orders 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 two 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, RCES may reevaluate the crossing prior to granting an extension.

ACE Shall notify the Commission's RCES at least 5 business days prior to opening the crossing and placing the warning devices in service. Notification should be made to rces@cpuc.ca.gov.

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Within 30 days after completion of this project, the UPRR and/or ACE shall notify RCES 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 CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

UPRR and/or ACE should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the grade separation. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Jose Pereyra at 213-576-7083 or jfp@cpuc.ca.gov.

Sincerely,



Daren Gilbert
Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Freddy Cheung, PE, Union Pacific Railroad
John Ballas, PE, City of Industry
Harry C. Steelman, Amtrak