

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939



November 8, 2011

File Number: G.11-08-013
City of Industry, Los Angeles County

John D. Ballas
Public Works Director
City of Industry
P.O. Box 3366
City of Industry, CA 91744-0366

Re: General Order 88-B Request for Authority to Alter the Fairway Drive At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 001B-505.75 and DOT No. 746913E, in the City of Industry, Los Angeles County.

Dear Mr. Ballas:

This refers to your letter, dated August 2, 2011 (received on August 17, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the at-grade crossing of the Union Pacific Railroad Company's (UPRR) Alhambra subdivision railroad tracks and Fairway Drive, in City of Industry (City), Los Angeles County, identified as CPUC Crossing Number 001B-505.75 and DOT No. 746913E. These modifications were previously authorized by G.08-12-002, which expired without the authorized improvements being implemented.

Fairway Drive is a five lane roadway oriented in a north-south direction over the single mainline UPRR track. Valley Boulevard, a four lane roadway oriented in a west-east direction that runs parallel to the tracks and is the signalized intersection north of the crossing. In addition to UPRR freight trains, the National Passenger Railroad Corporation (Amtrak) operates Amtrak passenger trains over this line.

Currently the crossing is equipped with one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) and one median mounted Commission Standard 9 warning device on each approach. There is also one curb mounted Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) and one curb mounted Commission Standard 9E warning device installed on the northeast quadrant of the crossing just north of the tracks with an accompanying vehicle presence detection system. In addition, advance warning pavement markings and signage are also present. There is a raised median on the southbound approach, approximately 40 feet in length, between the crossing and the Fairway Drive/Valley Boulevard intersection. There is also a raised median on the northbound approach in excess of 200 feet in length.

In addition, there is also a cantilevered traffic signal, used as a pre-signal for northbound vehicular traffic, installed in advance (nearside) of the crossing. The pre-signal operates in coordination with

the traffic signals at the Fairway Drive/Valley Boulevard intersection to stop northbound vehicles short of the crossing and prevent vehicles from queuing on the tracks.

City proposes to modify the crossing as follows:

- Relocate the pre-signal to a location immediately north of the tracks (farside) in order to use the same limit line as the Commission Standard 9 warning devices on the nearside of the crossing;
- Install two R3-1 (NO RIGHT TURN) train activated turn prohibition blank out signs at the northwest and northeast quadrants of the crossing;
- Install W10-9 (NO TRAIN HORN) signs on the vehicular approaches to the crossing and on the sidewalk approaches for pedestrians. W10-9 signs to be covered or installation delayed until a quiet zone is established under the Federal Train Horn Rule.
- Install Americans with Disabilities Act compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 1 track signs, R8-8 (DO NOT STOP ON TRACKS) signage, WAIT HERE pavement markings and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As City 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 dated August 2, 2011 and summarized above are authorized.

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

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 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.

Within 30 days after completion of this project, City shall notify RCES 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

John D. Ballas
G.11-08-013
November 8, 2011
Page 3 of 3

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.

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

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, prominent "D" and "G".

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Freddy Cheung, UPRR
Upendra Joshi, CNC Engineering
Juan M. Diaz, JMD
Harry Steelman, Amtrak