

PUBLIC UTILITIES COMMISSION

320 W 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



March 4, 2014

File Number: XREQ 2014020002
Fairway Drive
City of Industry, Los Angeles County

Charles Tsang
Senior Project Manager
Alameda Corridor East Construction Authority
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the Fairway Drive At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 003-23.40, DOT No. 810883N in the City of Industry, Los Angeles County.

Dear Mr. Tsang:

This refers to your letter dated and received by us on February 13, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B to grade separate the Fairway Drive at-grade highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) Los Angeles Subdivision tracks in the City of Industry (City), County of Los Angeles. The crossing is identified as CPUC Crossing No. 003-23.40, DOT No. 810883N.

The two-track at-grade crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal with automatic gate arm), two median-mounted Commission Standard 9 warning devices, advance warning pavement markings, and signage. Fairway Drive is a four-lane divided roadway running north/south. In addition to the UPRR freight trains, the Southern California Regional Rail Authority (SCRRA) operates passenger trains over this line.

Alameda Corridor East Construction Authority (ACE) proposes the following alterations to the Fairway Drive crossing:

- Construct a four track grade separated railroad bridge structure with a minimum 16 feet, 8 inches vertical clearance above Fairway Drive, which complies with the minimum clearance requirements specified in Commission GO 26-D; and
- Re-construct Fairway Drive under the railroad bridge structure as a four-lane roadway with a raised center median and two sidewalks.

During railroad bridge construction, Fairway Drive will be closed between Walnut Drive and Business Parkway to all vehicular and pedestrian traffic. The existing at-grade crossing will be removed including all railroad warning devices. Vehicular traffic will be detoured to adjacent roadways: Lemon Street to the east and Nogales Street to the west of the crossing. Once the railroad bridge and new Fairway Drive underpass are complete, the roadway will reopen to vehicular and pedestrian traffic.

The Commission's Rail Crossings Engineering Section (RCES) investigated ACE's request, and finds it adequately addresses compliance and safety. As ACE, 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 letter, and summarized above are authorized.

The following requirements pertain to this authorization:

- The existing at-grade crossing DOT No. 810883N shall be retired. The new crossing identification numbers for the completed grade separation structure shall be CPUC Crossing No. 003-23.40-B and DOT No. 440800A; and
- The existing at-grade crossing shall be closed to public access during construction, and the public shall be appropriately directed to the authorized temporary crossing locations.

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 statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21080.13].

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, the Commission's Rail Crossings Engineering Section (RCES) may re-evaluate the crossing prior to granting an extension.

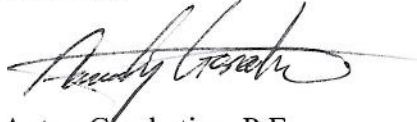
Within 30 days after completion of this project, ACE and/or UPRR shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, UPRR shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

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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, appearing to read "Anton Garabetian". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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

cc: **(SENT VIA EMAIL)**
Allan Abramson, Los Angeles County Department of Public Works
Chris Keckeisen, UPRR
John Ballas, City of Industry
Mark Christoffels, ACE